

The Framework Plan



Greektown Existing Conditions

A Downtown Anchor

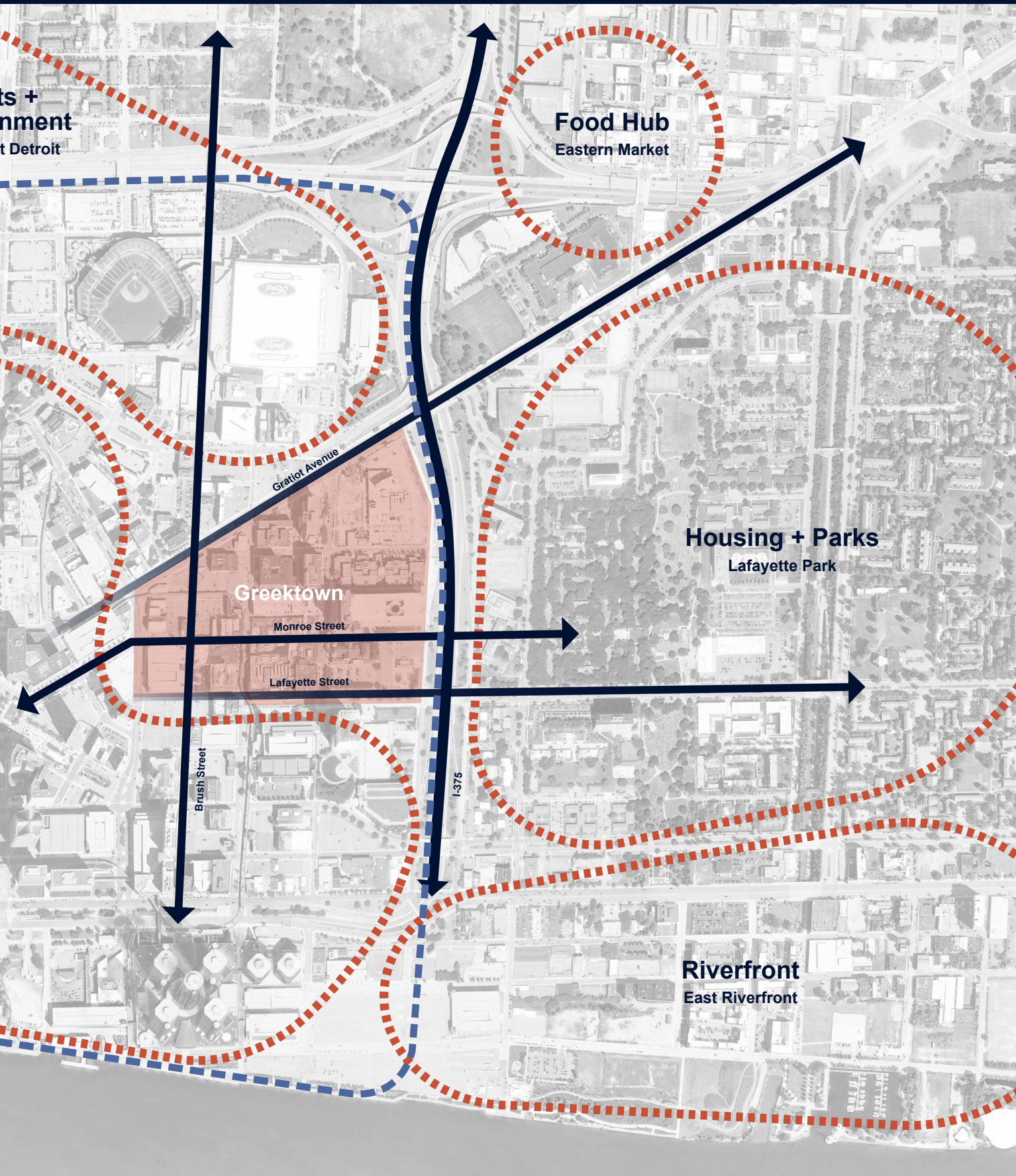
Greektown is one of several districts comprising downtown Detroit. The neighborhood sits within the central business district, just northeast of the downtown core. In addition to its rich cultural heritage and unique entertainment offerings, Greektown is defined by its context and its local and regional connections. The neighborhood sits between three primary thoroughfares connecting Detroit's neighborhoods to the downtown, including Gratiot Avenue to the north, I-375 to the east, and Lafayette Street to the south.

Greektown is surrounded by some of Detroit's most vibrant neighborhoods and economic centers. Directly to the southwest of Greektown is the heart of downtown—Detroit's economic center. This area is home to historic urban development and public spaces, and is today experiencing a rebirth as properties that have sat underutilized for decades come back to life through thoughtful rehabilitation and reuse. To the south and southeast sit the Renaissance Center (home to General Motors) and the East Riverfront area—a former industrial waterfront that is slated for redevelopment into a bustling urban mixed-use waterfront district.

To the east, across I-375, Greektown is neighbored by the historic Lafayette Park housing development. This area is likely to experience regeneration in the near-term as the sunken I-375 corridor is surfaced and reconstructed to become an urban boulevard. This offers an opportunity to stitch Greektown and Lafayette Park back together and to face the new primary thoroughfare that will replace the highway with new developments.

To the north of Greektown sits the sports and entertainment district comprising Comerica Park, Ford Field, and across I-75, the new Little Caesar's Arena. These venues are responsible for driving a sizable portion of Greektown's foot-traffic on game and event nights as patrons come before and after games to eat and drink at local establishments and to park in the neighborhood's many lots and garages.





ts +
nment
t Detroit

Food Hub
Eastern Market

Greektown

Housing + Parks
Lafayette Park

Riverfront
East Riverfront

Gratiot Avenue

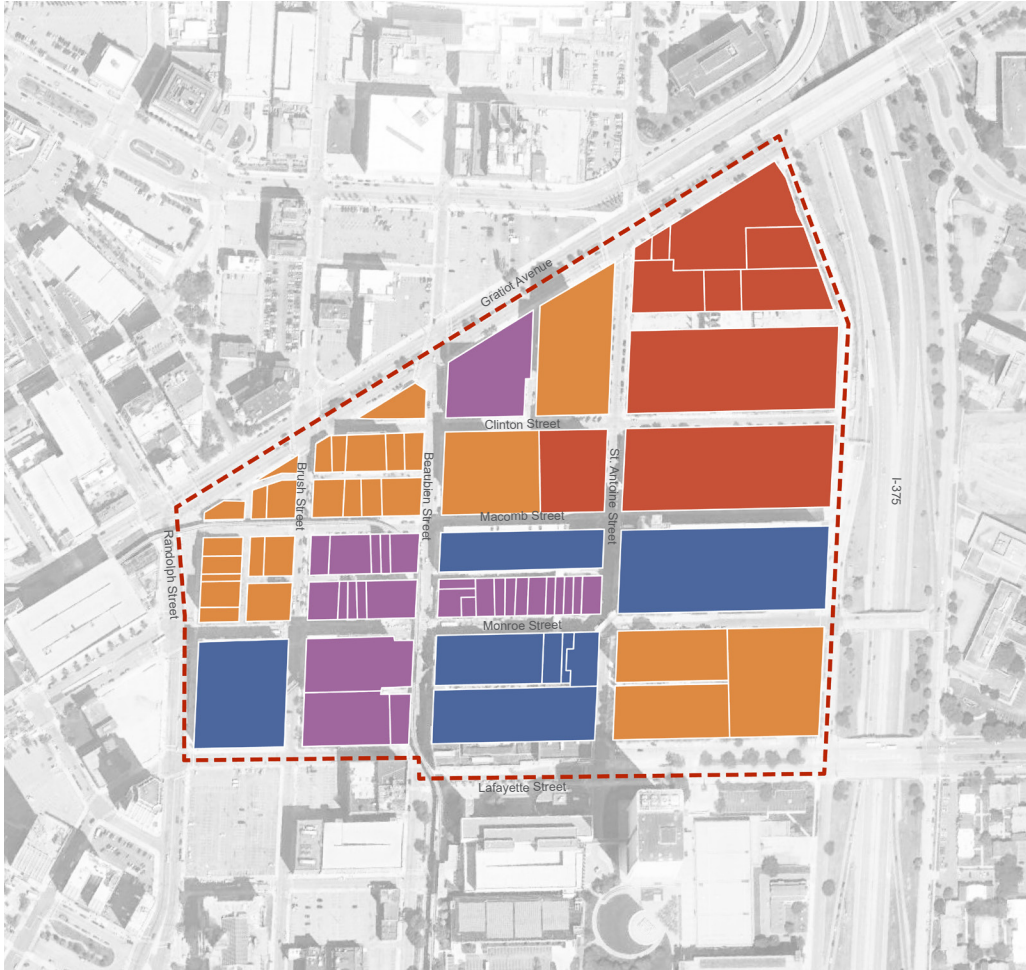
Monroe Street

Lafayette Street

Brush Street

I-375

Greektown's Properties



Zoning

Greektown includes four zoning districts—B4 (general business district), B6 (general services district), PD (planned development district), and SD5 (special development district, casinos). With the exception of PD, which allows for a comprehensive mixed-use planning proposal to set its own zoning provisions if approved by the city, Greektown is primarily covered by commercial and entertainment-oriented zoning allowances. Fortunately, these districts have been designed to accommodate a diverse and flexible range of uses, which will support uses such as residential and community uses at substantial densities as Greektown transitions to a mixed-use community.

B4

General Business District

By-right uses: residential, public, civic, institutional, retail, service, commercial, manufacturing and industrial

Min. lot area: 7,000 SF
Max. FAR: 2.0
Max. height: N/A

B6

General Services District

By-right uses: residential, public, civic, institutional, retail, service, commercial, manufacturing and industrial

Min. lot area: 7,000 SF
Max. FAR: 2.0
Max. height: N/A

PD

Planned Development District

By-right uses: residential, retail, local services, industrial, mixed-use, parks and open space, other proposed uses in MP

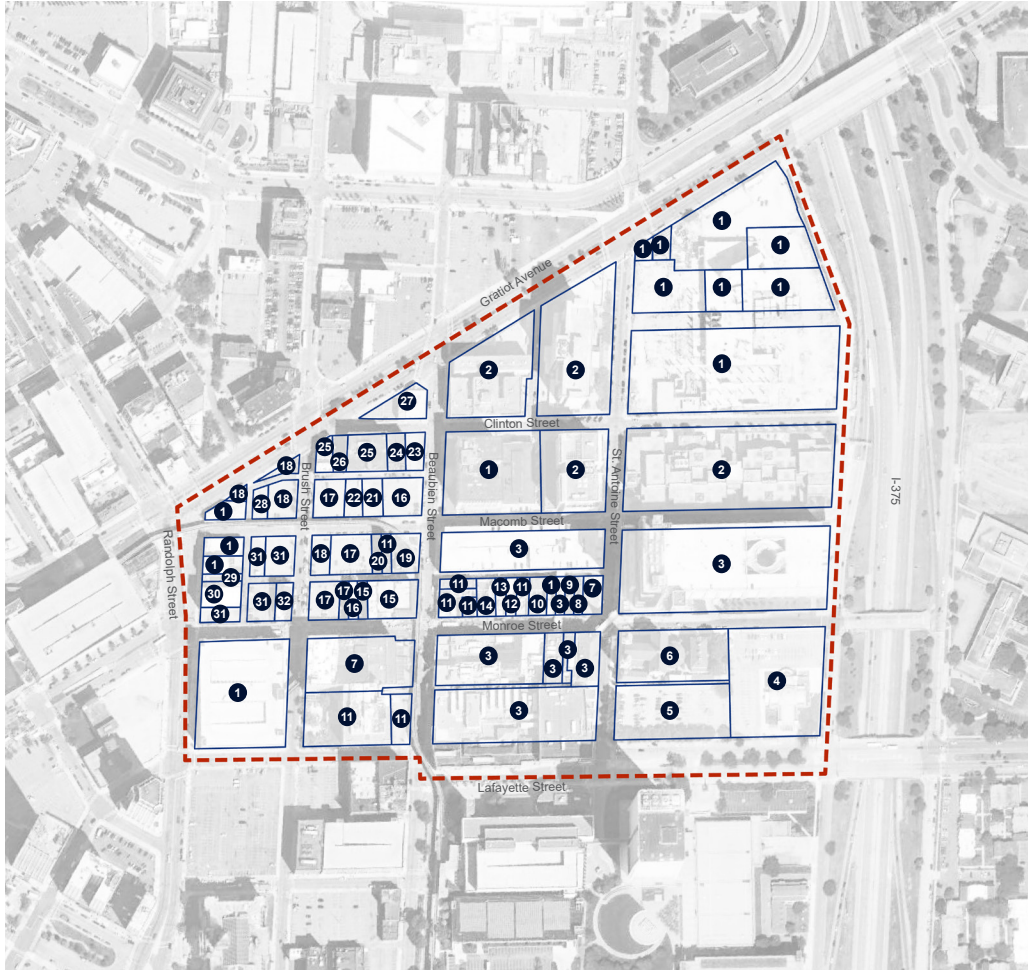
Min. lot area: N/A
Max. FAR: N/A
Max. height: N/A

SD5

Special Development District (Casinos)

By-right uses: casino, hotel, food and beverage

Min. lot area: 7,000 - N/A
Max. FAR: N/A
Max. height: N/A

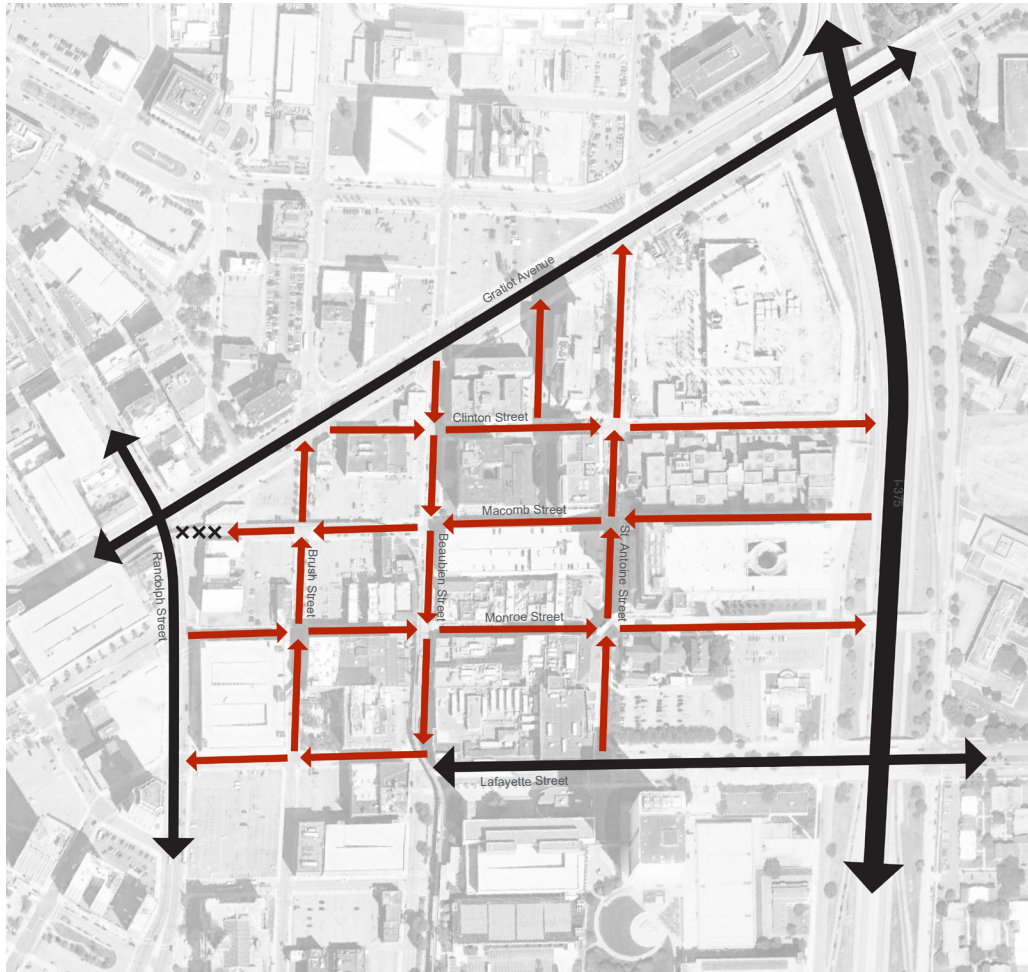


Parcel Ownership

Greektown is composed of a great diversity of parcel sizes and development types. To the west, parcels are mostly small and narrow, supporting low- and mid-rise development dating back to the late 19th century. Larger parcels to the east were mostly redeveloped in the late 20th century and early 21st century. Many of these larger sites recently supported public facilities, including Detroit’s police headquarters, a jail, and a criminal justice facility. Given that most parcels are owned by separate individuals and entities, high-density redevelopment will require strategic parcel assembly.

- | | | |
|-----------------------------------|-----------------------------------|-----------------------------------|
| 1 Bedrock | 11 Papas Family | 22 Norman Tremonti |
| 2 Rock Economic Development Group | 12 Teftsis Family | 23 First Builders Corp |
| 3 Jack Entertainment | 13 Altom LLC | 24 PF Investments |
| 4 Annunciation Cathedral | 14 Dionisopolous Family | 25 MHT Family Properties |
| 5 St. Mary’s Church | 15 Second Baptist Church | 26 410 Associates, LLC |
| 6 Archdiocese | 16 Croghan Associates | 27 1401 Company |
| 7 Gatzaros Family | 17 Robert C Pozen Revocable Trust | 28 The Mobile Group |
| 8 Arthur Butris Properties, LLC | 18 Paul L Freedman | 29 Giodet, LLC |
| 9 Greektown Properties, LLC | 19 City of Detroit | 30 Sweetwater Spring, LLC |
| 10 Theodore Adris Elaine Trust | 20 Frank J Coppola | 31 Joe Aubrey |
| | 21 WIO First Park, LLC | 32 Brady, John F (Old Shillelagh) |

Greektown's Streets



Street Network

Greektown is enclosed by primary two-way streets and interstate 375. These large thoroughfares connect Greektown and surrounding communities to downtown. Greektown's internal street network is composed entirely of one-way streets, due to their narrow rights-of-way. Greektown's business owners and stakeholders have agreed that the conversion of most one-way streets to two-way traffic will provide greater flexibility and access within the neighborhood. MDOT supports these conversions.

- ↔ Two-way Street
- One-way Street



Monroe Street is a one-way eastbound street that serves as the heart of activity within Greektown.



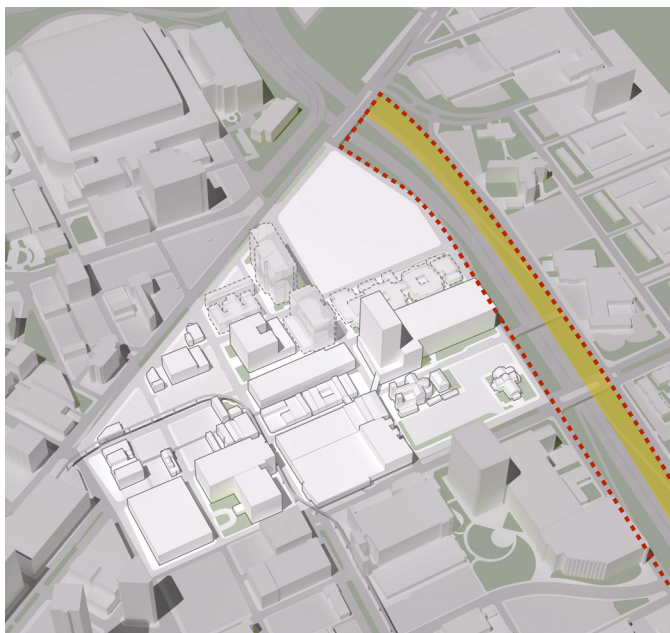
Gratiot Avenue is a wide and busy two-way thoroughfare that serves as a major connection to downtown Detroit.



Traffic

Greektown’s high-volume periphery streets, including Gratiot Avenue and Lafayette Street experience the most traffic within the district while interior streets experience very low traffic volumes. The one-way orientation of these streets creates difficult traffic patterns and predominantly facilitates vehicles moving to and from I-375. Daily volume counts do not give a full picture of the multimodal congestion that exists on weekend evenings and during events.

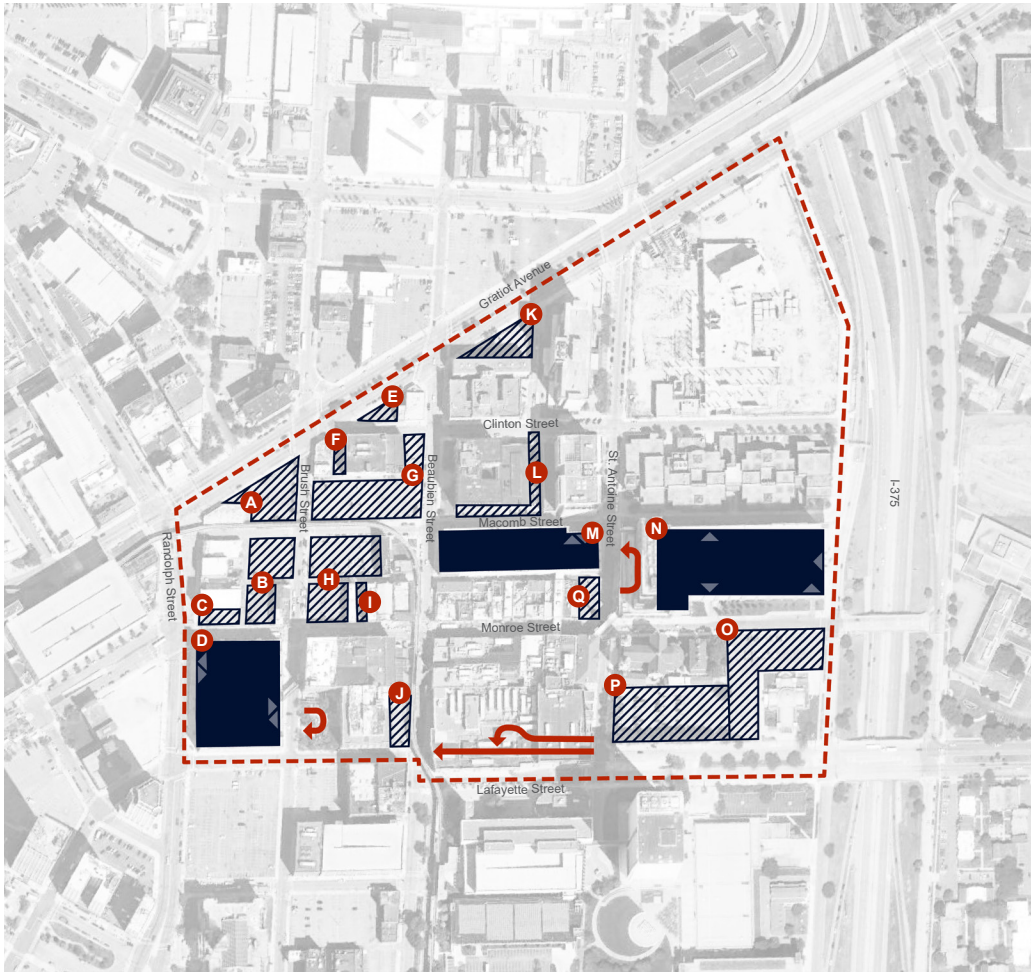
Traffic data collection timeframes vary by street. Given changes that have taken place in the downtown area over the last ten years, present-day traffic volumes are likely different from what is depicted here in some cases, while the overall relative traffic volume between neighborhood streets has likely remained the same.



I-375 Reconstruction

The City of Detroit and State of Michigan are currently studying options for transforming the downtown segment of the limited-access I-375 highway into an urban boulevard. This conversion would raise and shrink the size of the interstate, creating an at-grade corridor allowing cross traffic and better connecting Detroit’s urban grid eastward. Reconstructing and converting the highway into a high-volume boulevard will better respond to traffic demands in the area. This transformation will require a fundamental redesign of the intersections along Greektown’s eastern edge and would enhance the prominence of Greektown as one of downtown Detroit’s gateway neighborhoods. The conversion would also create opportunities for new pedestrian connections across the corridor, new development parcels to the east of the corridor, and public open spaces within the present-day I-375 right-of-way.

Greektown's Parking



Parking

A large percentage of Greektown's land area is dedicated to surface and structured parking facilities, making the district a parking destination for visitors to downtown and the nearby sports venues.



Approximately half of Greektown's land area is currently dedicated to surface or structured parking.



Vacant lots have been converted to surface parking wherever possible. The neighborhood is also home to three large-scale structure parking garages.

Parking Demand & Pricing

Parking Property	Owner/Operator	Weekday Demand	Event Demand	Event Parking Rates
A	Park-Rite	51-80%	91-100%	\$36-40
B	Park-Rite	0-50%	91-100%	\$1-25
C	Park-Rite	91-100%	91-100%	\$1-25
D	Bedrock Detroit	N/A	61-90%	\$1-25
E	Handy Parking	71-80%	91-100%	\$36-40
F	Park-Rite	91-100%	91-100%	\$26-30
G	Park-Rite	51-70%	91-100%	\$41-50
H	Park-Rite	0-50%	N/A	\$26-30
I	N/A	N/A	N/A	N/A
J	Park-Rite	N/A	91-100%	\$36-40
K	Handy Parking	91-100%	61-90%	\$36-40
L	Park-Rite	91-100%	91-100%	N/A
M	Greektown Casino	51-70%	N/A	\$10-50
N	Greektown Casino	51-70%	N/A	\$10-50
O	Park-Rite	0-50%	91-100%	\$26-30
P	Park-Rite	91-100%	61-90%	\$26-30
Q	Park-Rite	71-80%	91-100%	\$26-30

Parking Demand

Greektown has become a primary parking destination in downtown Detroit, particularly during games and events hosted at nearby Ford Field and Comerica Park. Parking is a valuable resource for landowners within Greektown, but there is little evidence that parking patronage translates to patronage of other Greektown businesses.

Breaking Down Greektown’s Parking

A significant percentage (47%) of Greektown’s land area is dedicated to surface parking lots and structured parking facilities. This quantity of parking within a downtown district is high, even for Detroit. This leaves only a little more than half of the neighborhood’s total surface area for other uses, such as open space, development, and public streets. Overall, the neighborhood hosts 6,300 parking spaces (2,400 surface spaces and 3,900 structured spaces).

This quantity of parking has meaningful impacts on the quality of life within the neighborhood, the quality of the public realm, and the overall identity of Greektown. Such a high density of parking facilities creates challenging conditions for pedestrians trying to move about the neighborhood and creates traffic issues at points of access for lots and garages. This is particularly evident during games and events at the nearby stadiums, as traffic can easily back-up at lots and garages and cause congestion.

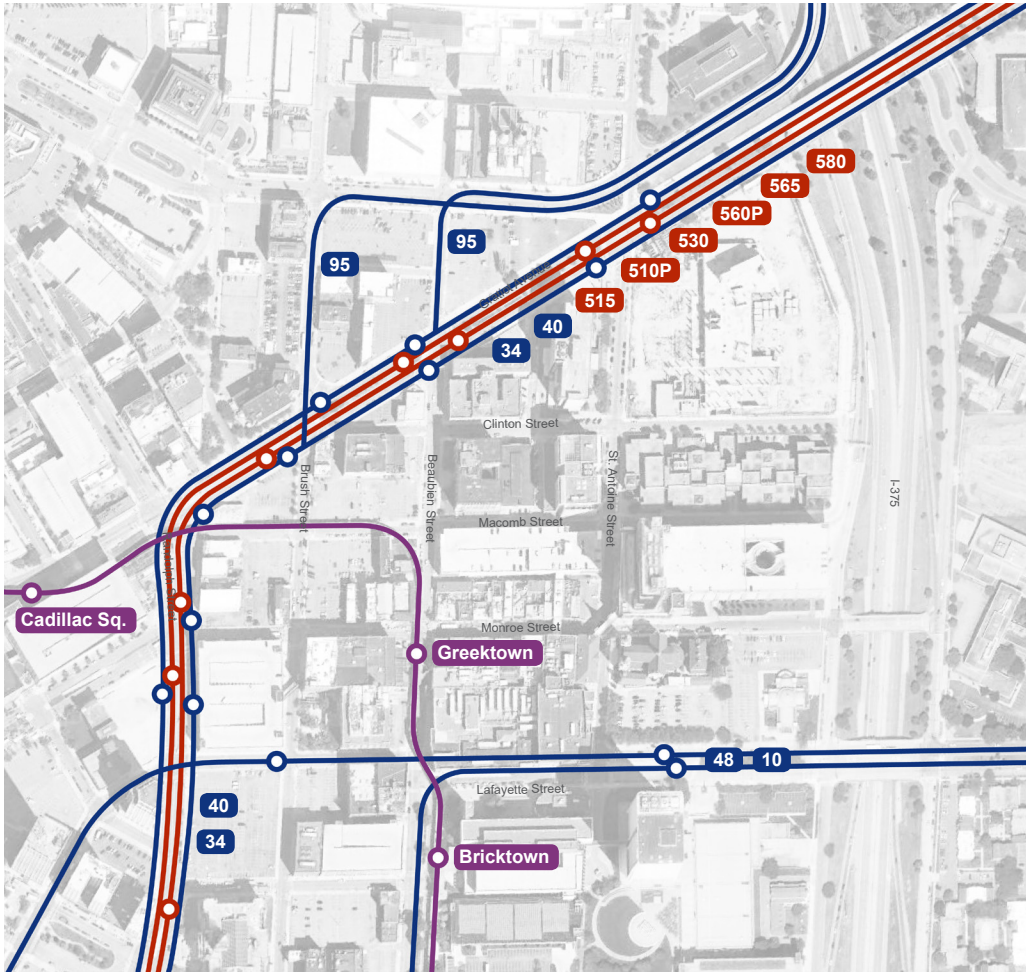
Weekday Demand

Demand for parking in Greektown is relatively low most times of the day and most days of the year. Peak parking demand during weekdays (10AM) is just above half the capacity of the neighborhood’s parking facilities, at around 55%. As a result, daily parking rates are low, with most facilities charging between \$5 and \$10.

Event Demand

Demand for parking in Greektown increases significantly when events are being held at nearby venues. Most lots and garages accessible to the public are frequently at or near capacity, and prices increase substantially to between \$25 and \$50. Demand in some areas is so high that it has been reported that garage attendees are sometimes offered rates higher than the municipally-set maximum price of \$50 by drivers.

Greektown's Transit



Transit

Greektown's periphery is well-served by local and regional bus service, providing access to Detroit's outer neighborhoods. The Detroit People Mover has one stop within Greektown, providing easy access to Monroe Street, and two stations just outside the district.



The Detroit People Mover cuts through Greektown.

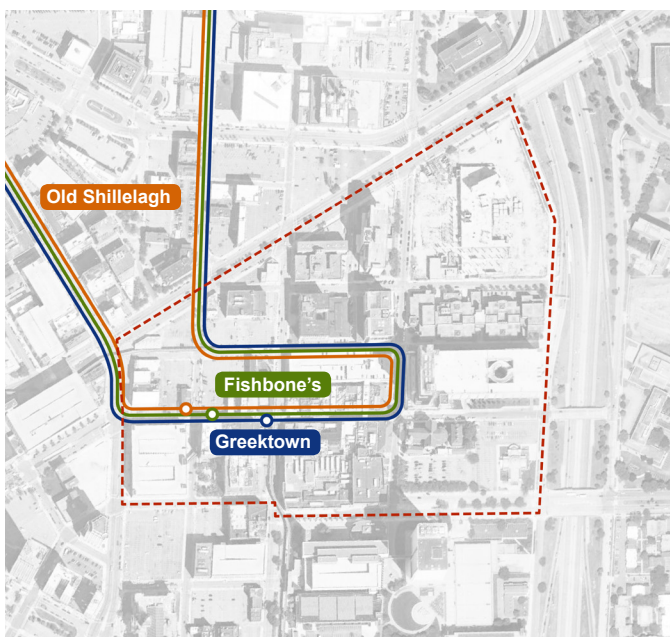


The QLine is a new light-rail system that traverses Woodward Avenue, several blocks west of Greektown.

Transit Routes		Frequency (Minutes)		Span	
		Peak	Max	Weekday	Weekend
DDOT	34 - Gratiot	5	30	24 HR	24 HR
	48 - Van Dyke-Lafayette	30	60	24 HR	24 HR
	10 - Chene	40	60	5AM - 10PM	6AM - 10PM
	40 - Russel	60	60	5AM - 8PM	---
	95 (Peak) - Ryan Express	30	---	5AM - 9AM, 4PM - 7PM	---
SMART	510 (Peak) - Van Dyke	5	40	6AM - 2AM	7AM - 10PM
	515 - Van Dyke	5	40	6AM - 2AM	7AM - 10PM
	560 (Peak) - Gratiot	15	60	6AM - 3AM	7AM - 12AM
	565 - Gratiot	15	60	6AM - 3AM	7AM - 12AM
	610 (Peak) - Kercheval-Harper	30	---	5AM - 12AM	8AM - 9PM
	530 - Scheonherr	30	---	4PM - 7PM	---
	580 - Harper	30	---	3PM - 7PM	---
	620 - Charlevoix	30	---	4PM - 7PM	---
	635 - Jefferson Express	30	---	4PM - 7PM	---
DPM	Greektown Station	15	15	6AM - 12AM	7AM - 10PM
	Bricktown Station	15	15	6AM - 12AM	7AM - 10PM

Transit Frequency

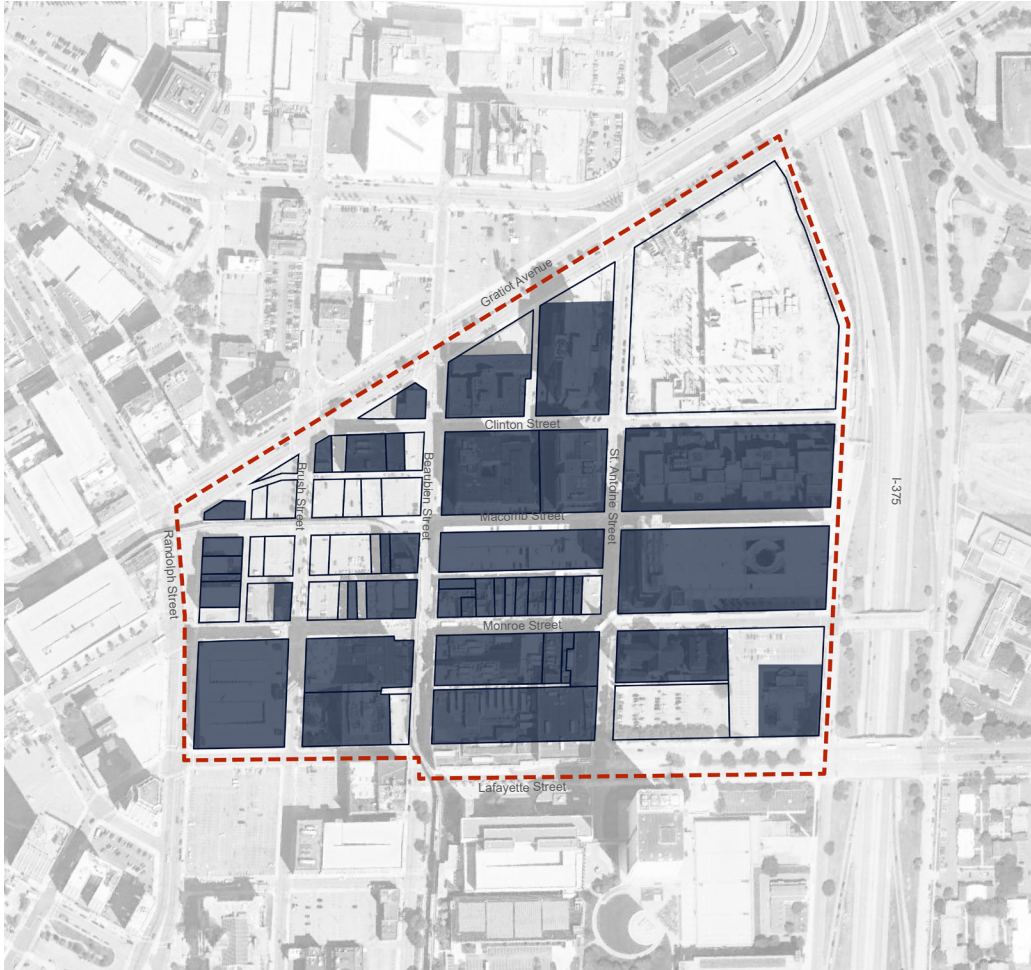
The local and regional bus lines that provide access to and from Greektown offer a variety of options for traversing the city. While the lines are plentiful, high frequency routes and long service spans are fairly rare. Frequency of service and off-peak service have not reached their potential for an area as centrally-located as Greektown.



Private Transit


Three private shuttles currently operate in Greektown, providing access between the neighborhood and the nearby stadiums to the north. One shuttle, the Ouzo Cruizo, is operated as a neighborhood shuttle, bringing visitors to Monroe Street, while the other two are operated by specific Greektown businesses (Fishbone's and Old Shillelagh). All three vehicles are former school buses and hold between 42 and 77 passengers at a time. The shuttles operate inconsistently, based on demand. They generally operate to correspond with event times at Ford Field, Comerica Park, and Little Caesar's Arena. A complete trip can take anywhere from ten minutes (light traffic) to 45 minutes, near event starting times.

Greektown Activation



Built & Unbuilt Parcels

Greektown was once a densely-developed downtown neighborhood in Detroit. Like much of the downtown context, many buildings that fell into disuse throughout the 20th century have been demolished and converted to surface parking. This creates a strong opportunity for the new, high-density development to take shape as the neighborhood and greater downtown Detroit area continue to experience economic revival.

-  Developed
-  Undeveloped/
Surface Parking



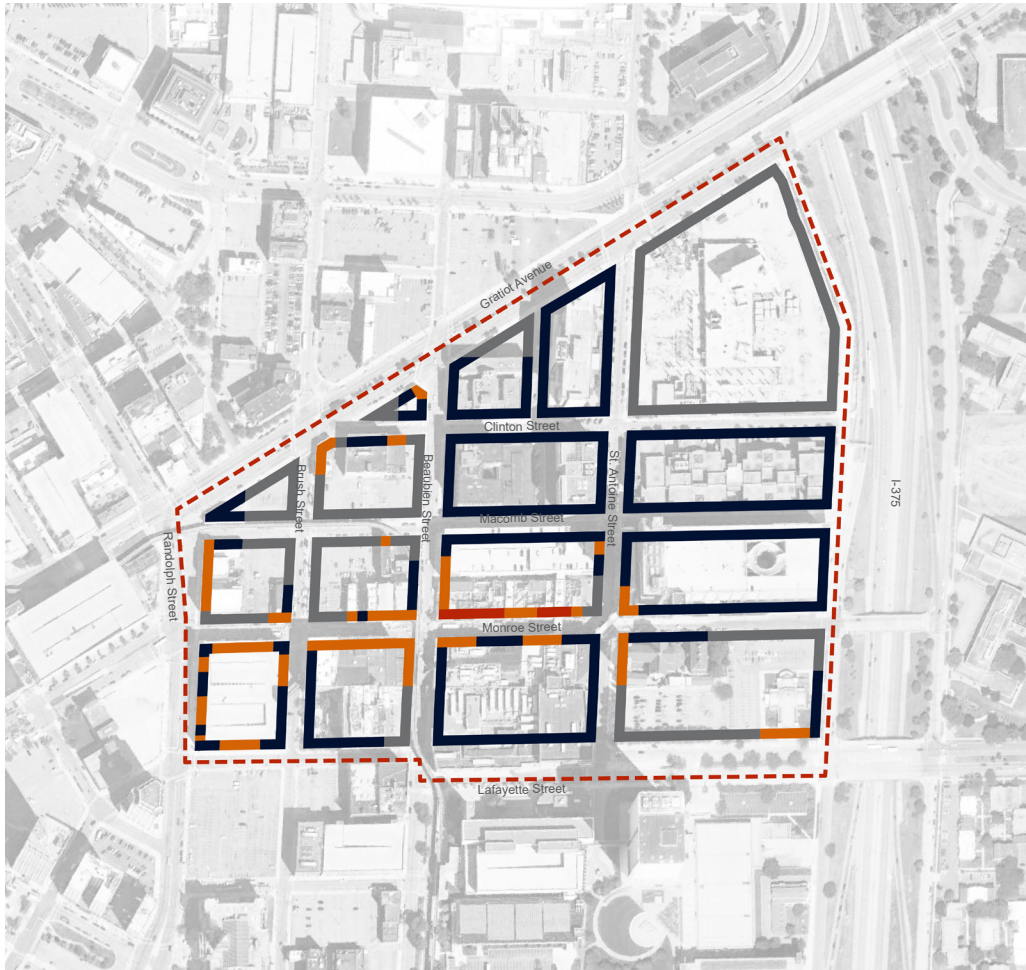
An undeveloped parcel used for surface parking in Greektown.



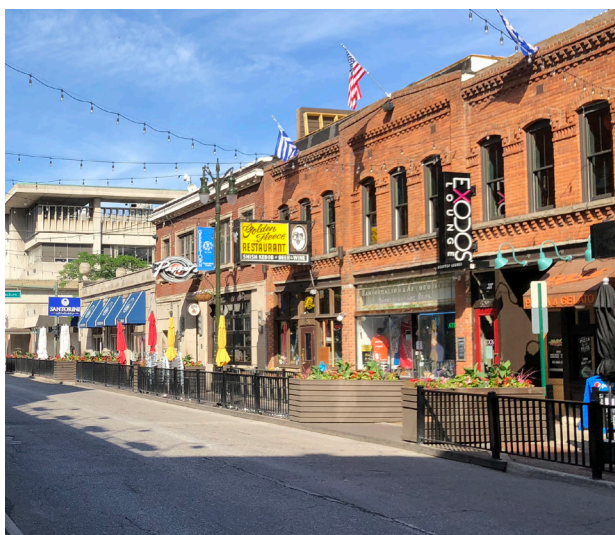
Monroe Street in Greektown.

Streetscape Activation

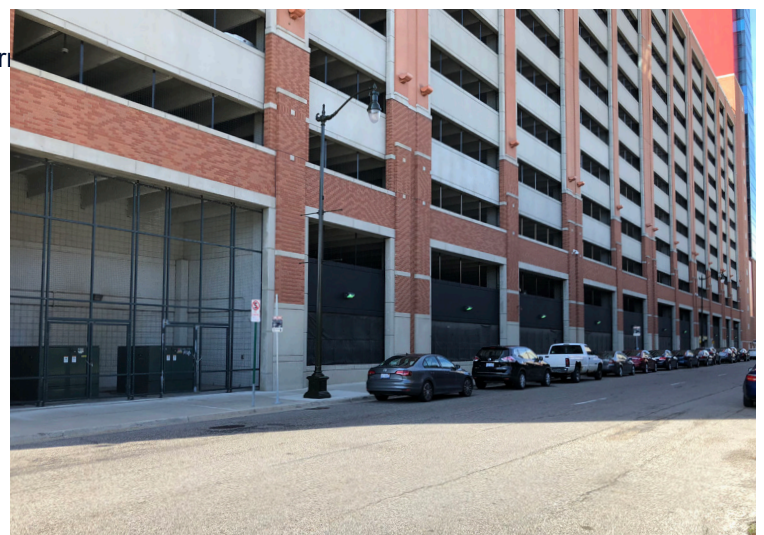
Activated streetscapes create enjoyable pedestrian experiences and foster significant economic activity. Fully activated streetscapes concentrate retail, dining, and entertainment uses in tight clusters, often allowing uses to spill out onto sidewalk seating. Partially activated streetscapes have some retail/dining without outdoor activity. Inactive streetscapes host development, but have little or no activity or permeability.



- Activated
- Partially Activated
- Inactive
- Vacant/Surface Parking

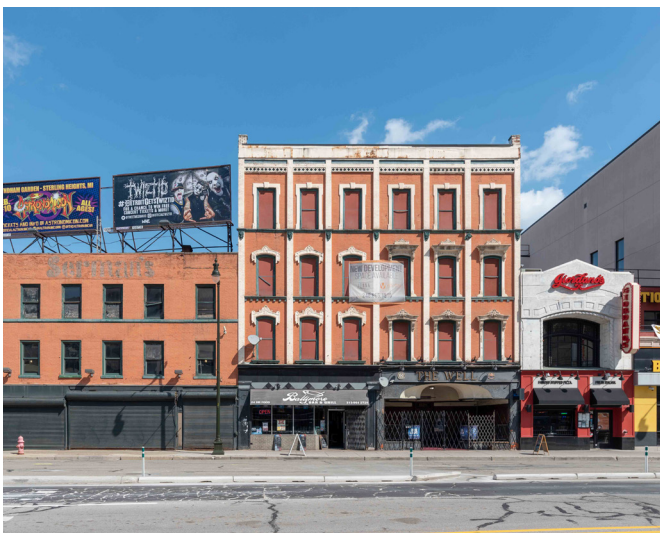


The northern stretch of Monroe Street between St. Antoine and Beaubien Streets is a good example of a fully-activated streetscape.



Most of Greektown's streetscapes lack significant activation, including streetscapes with garages, impenetrable facades, and undeveloped parcels.

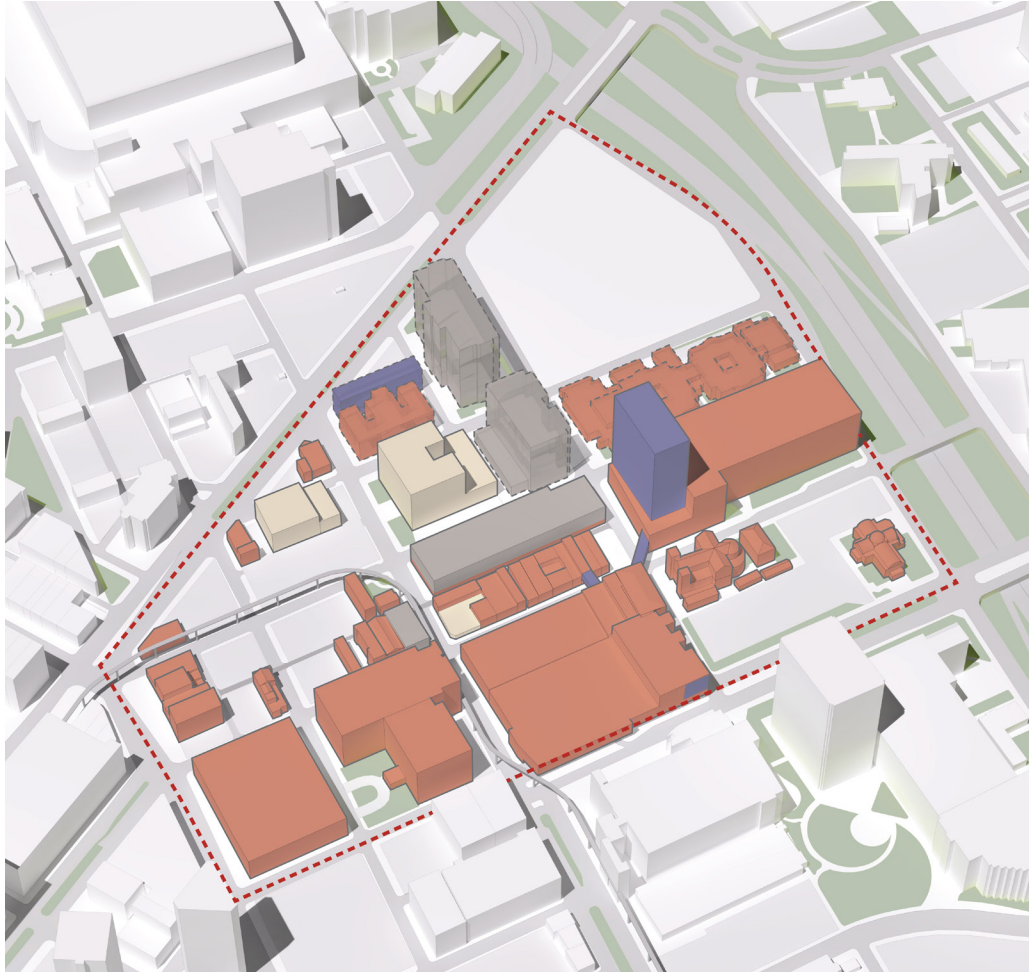
Greektown's Built Condition



Buildings along Randolph Street show the diversity of low and mid-rise heights that dominate Greektown.



Buildings (foreground) along the north side of Monroe Street are historic and largely low-scale. The Greektown hotel tower in the background is the neighborhood's tallest building presently.



Materiality

Greektown's development is predominantly constructed or faced with red brick. This is typical of most of Detroit's small-scale development dating back to the late 19th and early 20th century. Later developments, spanning from the Depression-era through the late years of the 20th century, are built of stone and concrete, while 21st century developments take on a decidedly more modern aesthetic, preferring steel and glass to more traditional materials.

- Brick
- Concrete
- Stone
- Glass & Steel

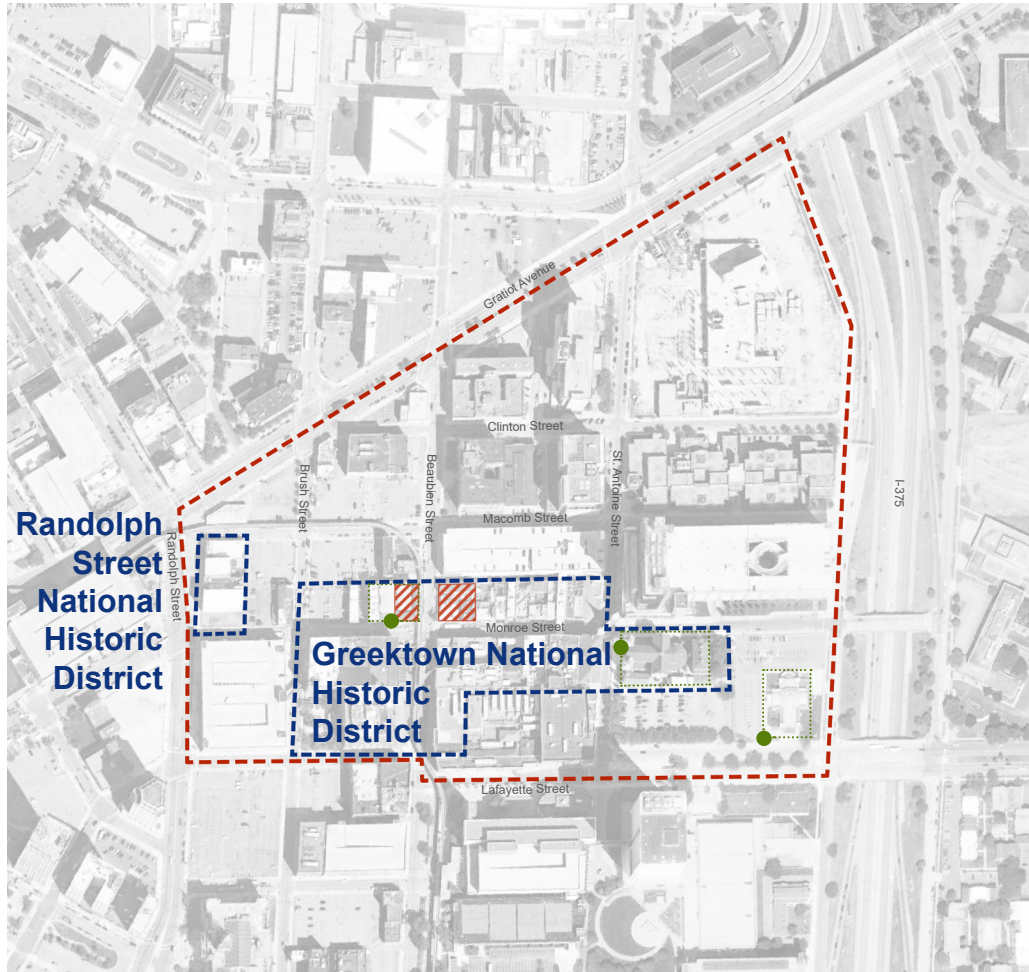


Most of Greektown's low- and mid-rise development, dating back to the 19th and early 20th centuries, is built of red brick.



While most of Greektown's structures are built of brick, a few more modern buildings use modern materiality, such as concrete.

Greektown's Historic Designations



Historic Districts

Greektown is home to a number of national and state historic designations, including two districts listed on the National Register of Historic Places, and three state historic markers noting architecture and institutions that have contributed significantly to the history of the city of Detroit.

Buildings within a district envelope that are not old enough or are not of sufficient architectural character to be considered part of the historic district are labeled "non-contributing".

-  Historic District
-  Non-contributing Building
-  State Historic Marker



The Randolph Street district, listed on the National Register of Historic Places



Contributing buildings along Monroe Street in the Greektown historic district, listed on the National Register of Historic Places

National Register of Historic Places

(Greektown Historic District & Randolph Street Historic District)

Benefits

- 20% rehabilitation tax credit (optional)

Requirements

- Work must follow the Secretary of the Interior's Standards
- Planned work is reviewed by the State Historic Preservation Office and the National Park Service
- The work must be "substantial" (i.e. a comprehensive renovation)

Procedures

- Property owners can hire a historic preservation consultant to write applications
- Planned work is reviewed by the State Historic Preservation Office and the National Park Service
- Work should not begin before approvals

State of Michigan Historic Markers

(Second Baptist Church, Old St. Mary's Church, & Church of Annunciation)

Benefits

- Honorary
- Installed green historic marker
- A dedication ceremony is good publicity

Requirements

- State markers are initiated by property owners
- The Michigan Historical Commission writes, reviews, and approves the markers
- Property owners pay for the markers (costs between \$2,000 - \$4,000)

Procedures

- Contact the Michigan Historical Commission staff
- Provide the staff with proposal forms and history

City of Detroit Historic Designation

(Currently no designation in Greektown)

Benefits

- This ensures the protection of the architectural character and unity of a district
- State legislation may re-instate the 5% state historic preservation tax credit

Requirements

- The Detroit Historic District Commission reviews all exterior work
- Building permit applications for work trigger the Historic District Commission review
- Most permit reviews are by the HDC staff
- Larger projects go before the HDC Commission, at their monthly meeting

Procedures

- The City of Detroit Historic Designation Advisory Board (HDAB) authors a designation report
- The HDAB process takes approximately one year
- Approval is by City Council—Council has input on designation

Greektown Neighborhood Framework Vision

Establishing a Forward-Looking Plan

District master plans are valuable tools for conveying the ambition and future identity of a place to the larger community. These plans are most successful when they're driven by community members themselves and when they represent a consensus, where all stakeholders feel a sense of contribution and ownership. The Greektown Neighborhood Framework Vision is fortunate to benefit from such a genesis and conclusion. This plan represents a community-led effort, where locally-based property owners and long-time stakeholders in the well-being of Greektown came together to initiate and participate in the shaping of an aspirational vision for this storied downtown neighborhood.

Planning processes and documents of this kind are also invaluable for organizing stakeholders around a set of goals and strategies for improving the overall health of the neighborhood and for guiding new interventions before they take shape. The process gives community members a chance to imagine their own future before market forces or ephemeral actors impose an alternative vision. It can also prove useful in working with public partners, as community stakeholders convey their own priorities for public improvements, regulations, and designations.

It is the goal of this plan to provide community members with a roadmap for how to implement the constituent parts of the overall district-wide vision. Often it is difficult to know where to begin to fully understand the necessary partnerships, funding sources, and agreements that are needed to bring a place-based vision to fruition. This plan marks a starting place for members of the Detroit community to tackle these challenges and ensure a future of their own making for Greektown.





Framework Vision Design Strategies

The continued success and vibrancy of Greektown rests in the neighborhood's ability to define its future role within downtown Detroit and strengthen its connections to neighboring districts.

Setting the Direction for Greektown's Future

One of Greektown's most fundamental attributes is its setting amongst some of Detroit's most active, historic, and fast-evolving neighborhoods and districts. Recognizing and capitalizing on these assets is crucial to Greektown's ambitions to be a welcoming and vibrant mixed-use community and destination within downtown Detroit. As the planning team and Greektown stakeholders embarked on the process of envisioning Greektown's future, several design strategies, deriving from these core ideas, were identified as essential drivers for the plan.

The following six design strategies speak to the unique position of Greektown within the city, the opportunity the neighborhood has to build off the ongoing momentum in downtown Detroit, and the goals of the stakeholder group to transform Greektown into a well-connected and diverse destination and gateway to downtown. These strategies underpin the framework vision for Greektown and provide guidance to the specific interventions, programs, and activation strategies outlined throughout this document.



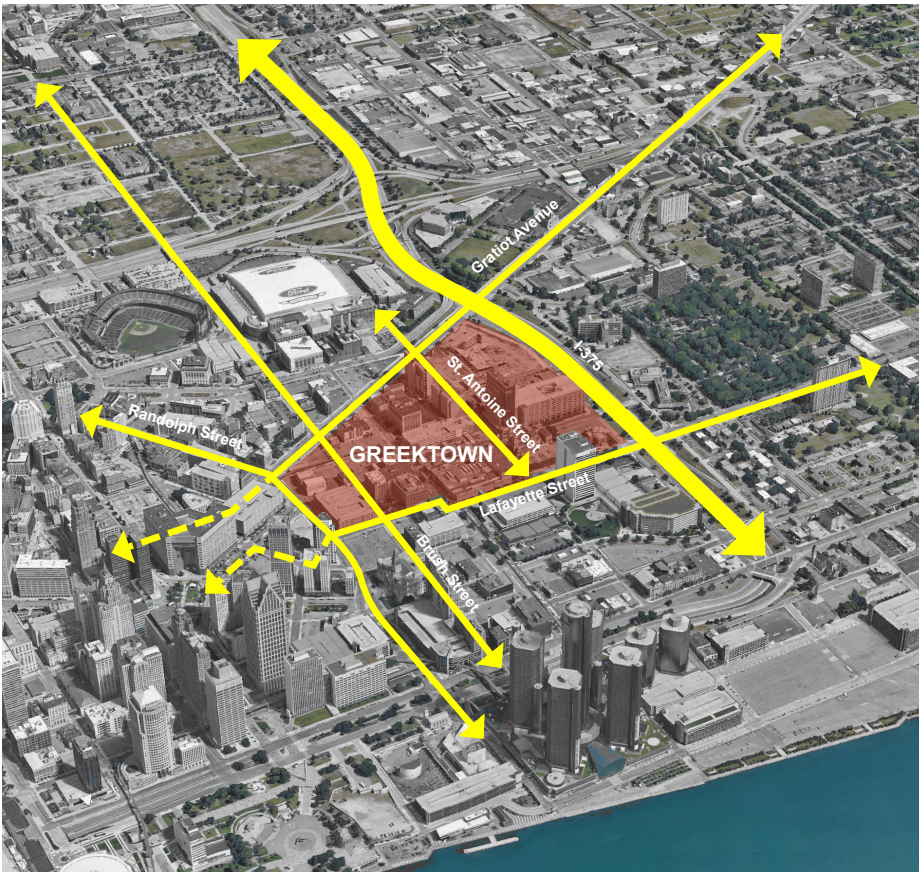
1

Embrace Greektown's position within Detroit to connect downtown to the city's northern and eastern neighborhoods.



2

Establish anchors for activating key areas downtown with increased density and building heights.



3

**Connect
Greektown
to adjacent
neighborhoods.**



4

**Emphasize
Monroe Street
as the heart of
Greektown.**



5

Introduce new destination public open spaces connected by activated pedestrian paths.



6

Create a mixed-use neighborhood by expanding uses beyond entertainment.

Exploring Framework Alternatives

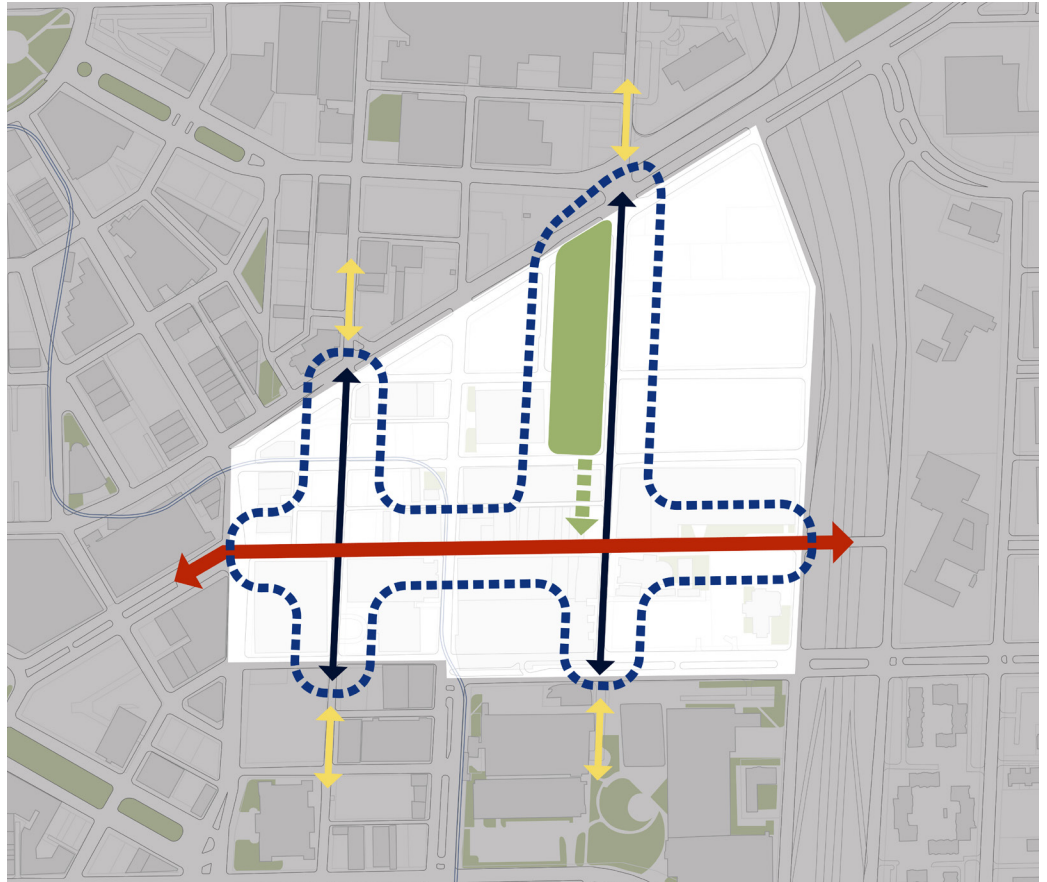
Following the existing conditions analysis, market and demographics scan, and several consultations with Greektown's stakeholders, the planning team established project principles and design strategies to guide the next stages of work. Using these principles and strategies enabled the team to consider different ways of composing future development, open spaces, corridors and connections, and program.

After several workshops with the team's multidisciplinary members, two framework alternatives were assembled and presented to the stakeholder group for their consideration and critique. These alternatives represented two different visions for the future of Greektown and two distinct approaches to accommodating growth and focusing activity within the neighborhood.

Following the presentation of these alternatives and discussion of the pros and cons offered by each, the stakeholder team settled on a hybrid option that pulled in components of each alternative. This hybrid approach captured the best features of both plans and tied the joined elements together with a robust neighborhood-wide public realm strategy.

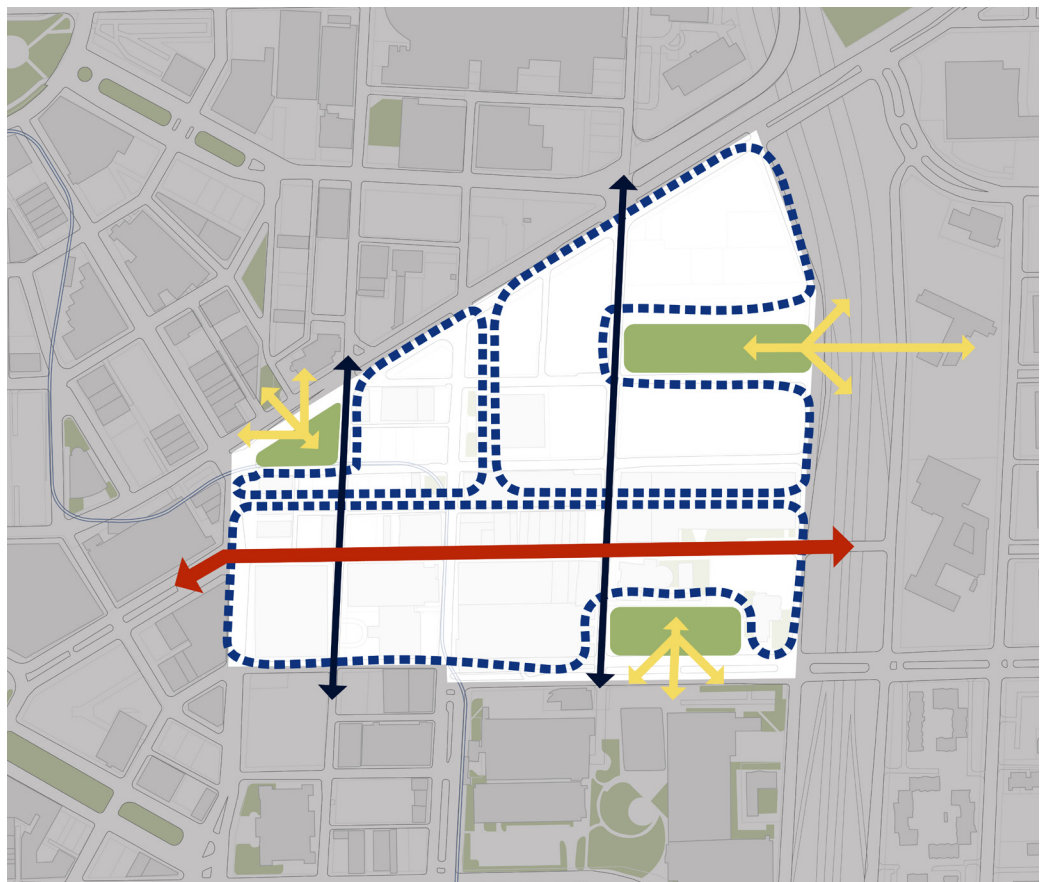
Alternative 1: Corridors

The first framework alternative aims to emphasize Greektown's three most important internal corridors by enhancing the pedestrian experience on each and focusing activity and development "front doors" onto them. Its signature public space is a linear park stretching down from Gratiot Avenue deep into the site, and ultimately terminating at the neighborhood's heart—Monroe Street. In this scheme, the corridors serve as the face of Greektown to surrounding neighborhoods.



Alternative 2: Nodes

The second framework alternative imagines Greektown as a neighborhood composed of different nodes. Each of these nodes hangs off one of the three main corridors—Monroe Street, Brush Street, and St. Antoine Street. Each node is centered around a public space. These public spaces are located at the periphery of Greektown in order to serve as "front lawns" to the neighborhood and better connect Greektown to its surrounding districts.



Framework Vision Concept

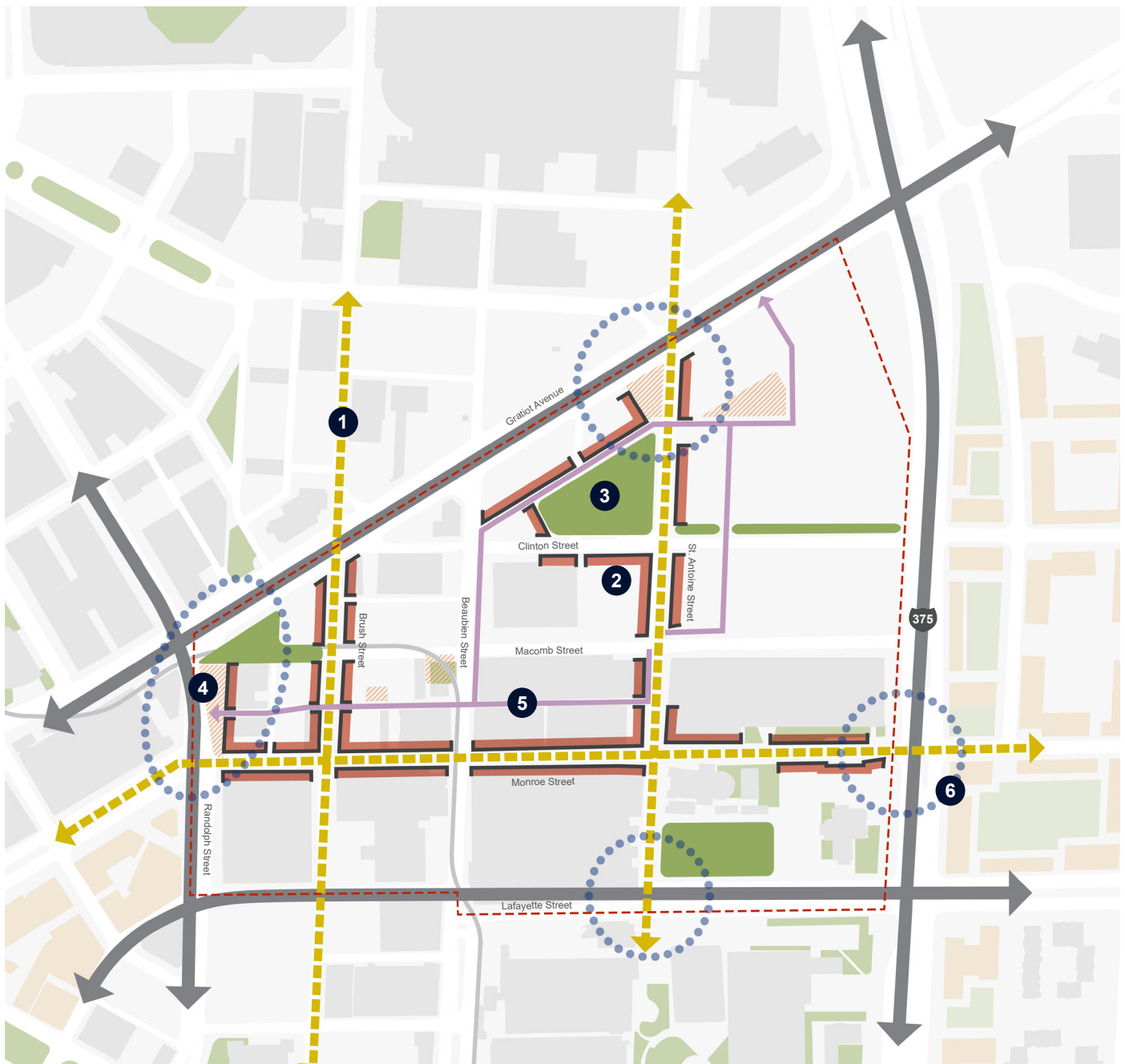
The Greektown framework vision focuses on establishing key gateways, activated corridors, and destination public spaces throughout the neighborhood.

Establishing a Flexible Framework

The vision for the future of Greektown is founded on the establishment of a unique, flexible, and well-programmed public realm. Greektown has the potential to become a landmark destination within Detroit and the Greater Detroit region by emphasizing and enhancing its amenities and offerings. From the approach from surrounding neighborhoods to the experience within the district, a deliberate public realm strategy is core to the identity, understanding, and attractiveness of Greektown.

The first experience Detroiters and visitors will have of Greektown will likely be one of the neighborhood's gateways. Creating a welcoming and evocative introduction to the neighborhood at key gateways will encourage more foot traffic and establish a strong identity for Greektown that can help orient visitors. Primary gateways are located at the edge of Greektown's neighborhood boundaries, primarily along major corridors, such as Monroe Street, Gratiot Avenue, Brush Street, and St. Antoine Streets. These corridors will become the major pedestrian thoroughfares within the neighborhood and will serve as the strongest opportunities for focusing new active uses, such as programmed parks and plazas, retail, restaurants/bars, new cultural uses, and enhanced streetscapes designs that prioritize pedestrian movement and adaptable public programming to accommodate events such as street festivals and markets.

In addition to newly-activated corridors and park spaces, the Greektown neighborhood vision calls for a secondary network of more intimate, small-scale spaces and passages called alley-walks. These provide connections between new and existing development, public spaces, and major streets and offer opportunities for discovery throughout the district.



- | | |
|--|---|
| <p>1 Primary Pedestrian Corridors</p> | <p>4 New Activated Plaza Space</p> |
| <p>2 Street Activation</p> | <p>5 Public Alley-walk Pedestrian Path</p> |
| <p>3 New Neighborhood Parks/Green Space</p> | <p>6 Neighborhood Gateway</p> |

Framework Vision

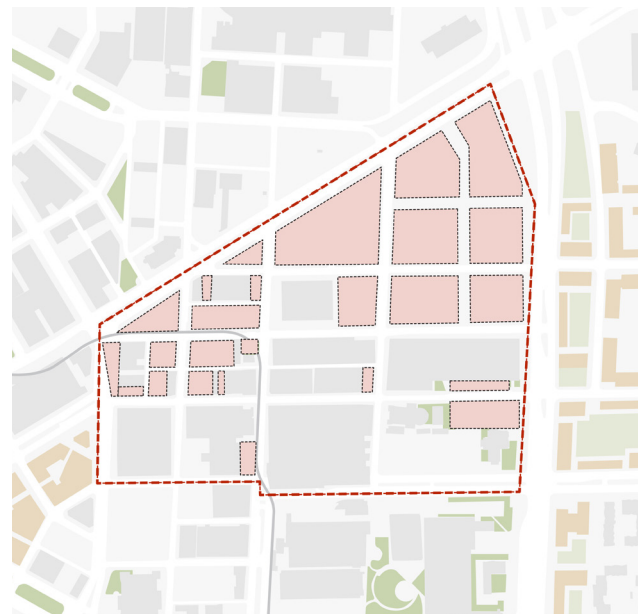
The framework vision for Greektown establishes a balance between economic development and public realm; between primary and secondary spaces and experiences.

Establishing a Flexible Framework

The framework vision for Greektown imagines a future for the neighborhood consisting of a dense, urban mix of uses and generous open public open spaces for rest, recreation, and a wide variety of active programs. The plan calls for strategic infill development that will enhance the character of the neighborhood while contributing to the contextual development patterns of downtown Detroit.

In the western side of the neighborhood, the planning team sees significant opportunity for smaller-footprint infill development on undeveloped sites and surface parking lots. Much of this development will be in keeping with the scale and programmatic makeup of the area's existing development, though through strategies of parcel assembly, there are opportunities to create larger developments for larger-footprint users, such as commercial/office, high-density residential, and hotel.

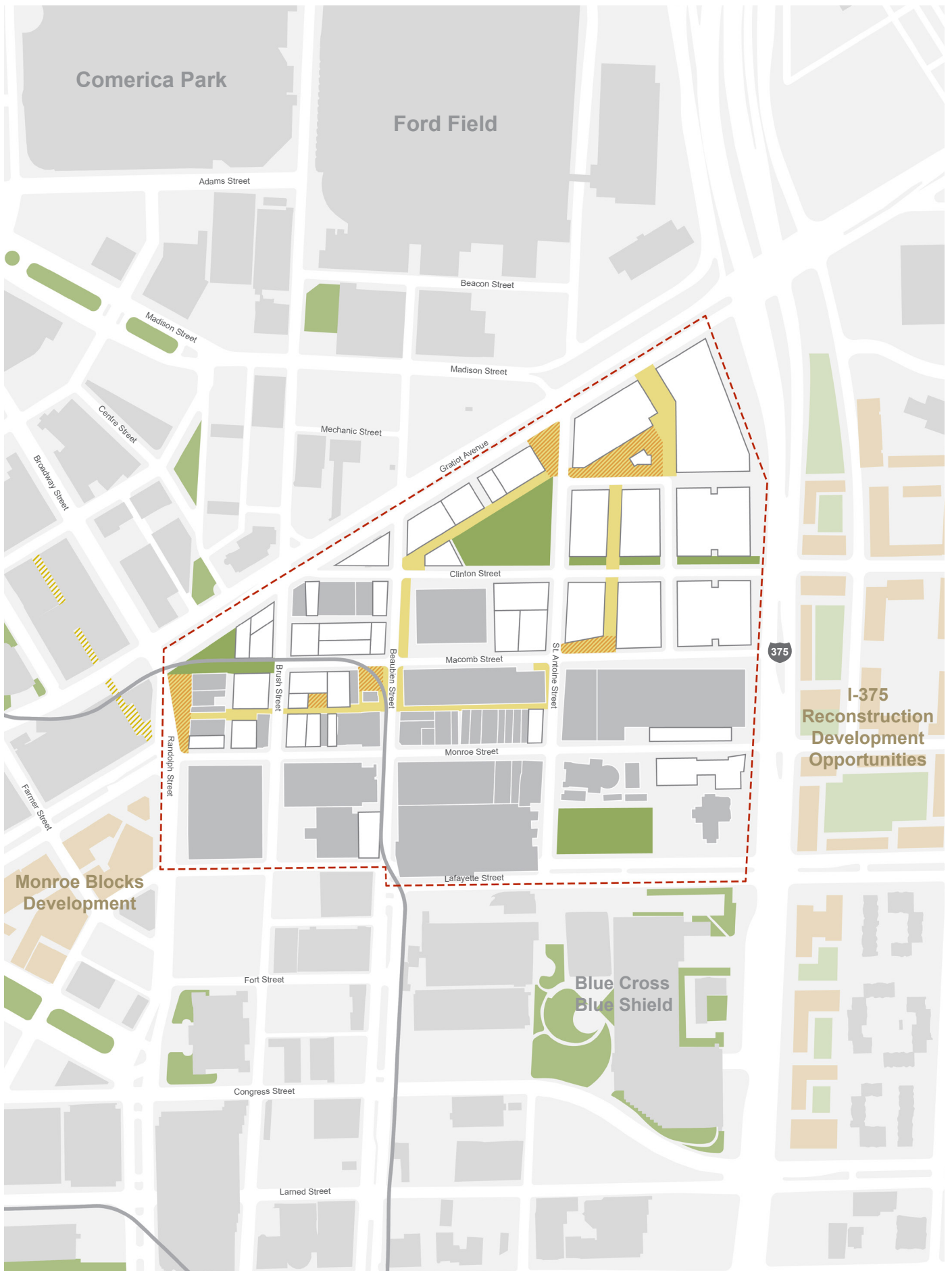
The eastern side of the neighborhood offers more flexible opportunities for ground-up development, as much of the area is owned by the same entity and most of the existing development will be razed. The plan calls for these sites to be developed with a new mix of uses, including retail, high-density residential, office, and community uses.



Greektown's undeveloped parcels

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**I-375
Reconstruction
Development
Opportunities**

A Framework Connected to Downtown





Plugging into the Downtown Experience

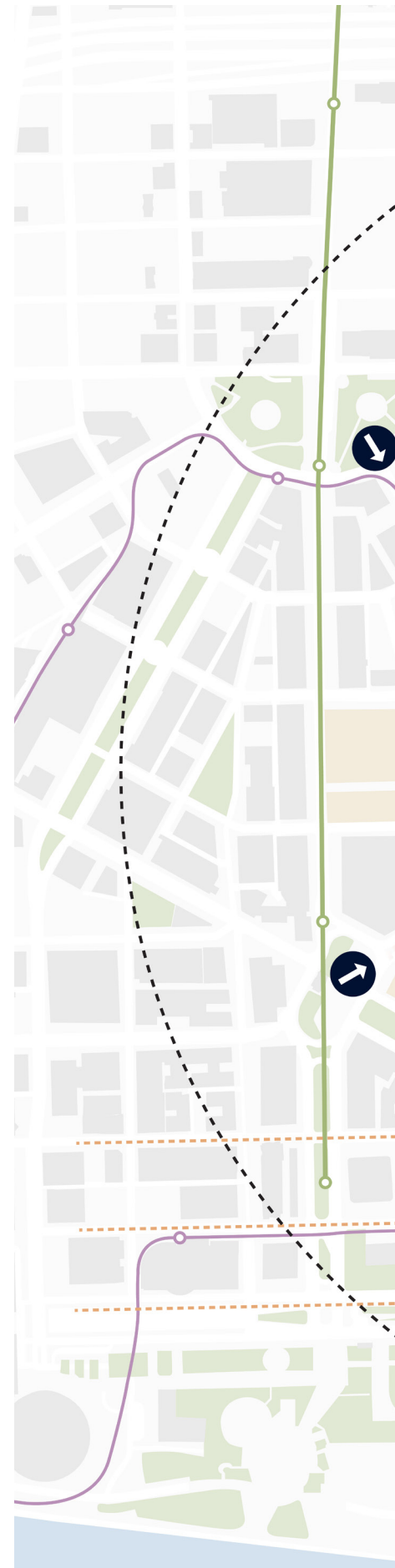
Greektown benefits from its location between some of Detroit's most important streets and recognizable neighborhoods. One of the fundamental tenets of this plan is to strengthen and improve Greektown's connections to the rest of Detroit. An approach that better weaves the neighborhood into the downtown context will ensure Greektown becomes a welcoming gateway to local and regional populations, whether they come by foot, car, train, bus, bike, scooter, or autonomous vehicle.

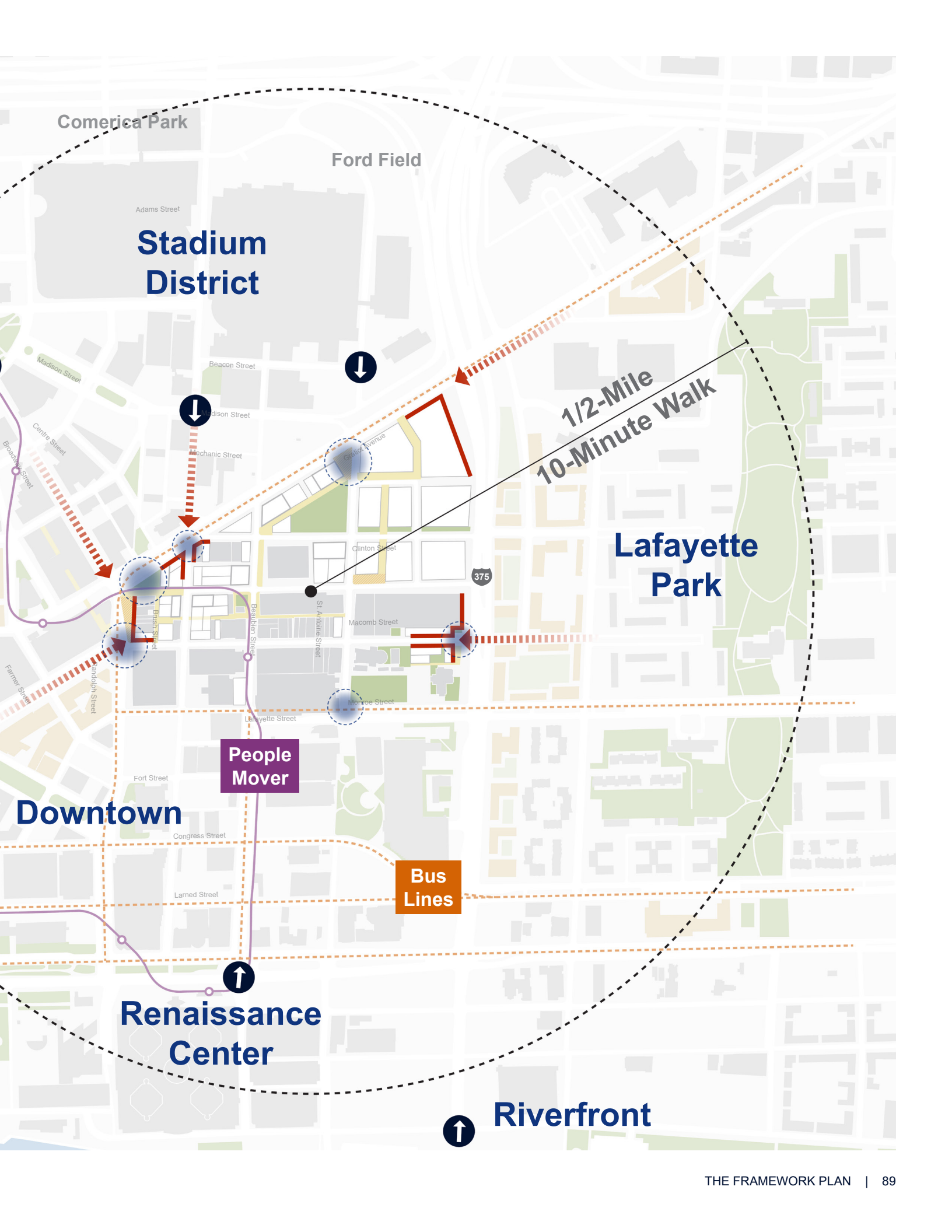
The plan aims to connect and advertise Greektown as a premier downtown destination through a variety of planning and design strategies. The first is the establishment of gateways at key intersections on the periphery of Greektown. One of the most delightful aspects of downtown districts is the ability to stumble upon great spaces that may not have been sought out. Great gateways serve as a signpost for districts worth seeing and visiting. They advertise activity and interesting destinations to passers-by and those meandering downtown. Protecting vital view corridors and terminating them with prominent visuals is a helpful mechanism for increasing the visibility of a district. This plan calls for the establishment of gateways in locations that will draw people into Greektown from all directions.

Another strategy for a district gaining better exposure is to establish a formal, consistent, well-designed, and informative wayfinding system. In addition to an on-site/ internal wayfinding system, it is recommended that Greektown works with city partners to distribute signs/ installations in key locations around downtown Detroit to advertise the location of Greektown and direct visitors to its unique offerings.

Proposed Future Greektown Street Network

-  Visual Gateway
-  View Corridor
-  Gateway
-  Proposed Off-site Greektown Wayfinding





Comerica Park

Ford Field

Stadium District

1/2-Mile
10-Minute Walk

Lafayette Park

Downtown

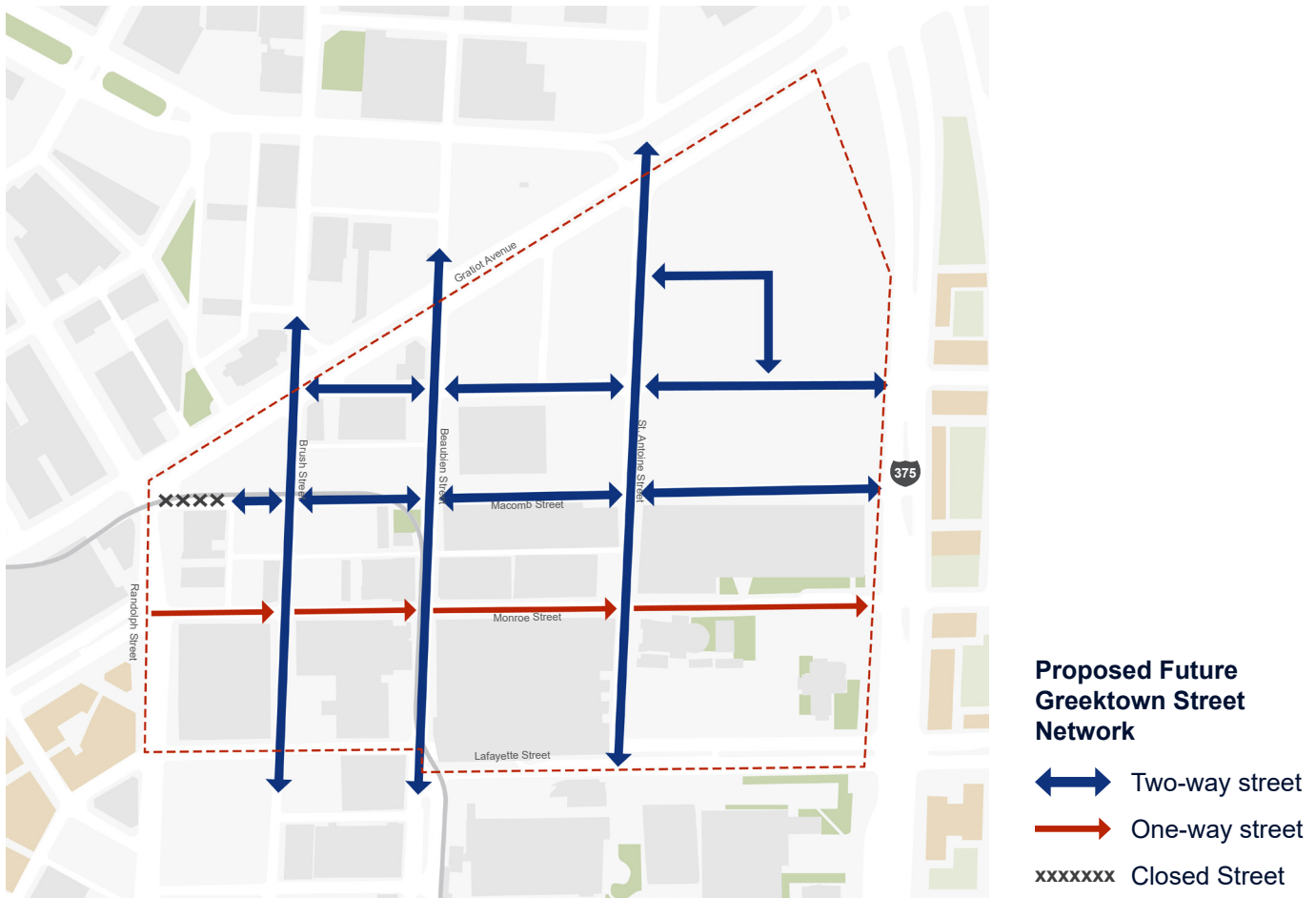
People Mover

Bus Lines

Renaissance Center

Riverfront

Framework Vision Streets



Enhancing the Network

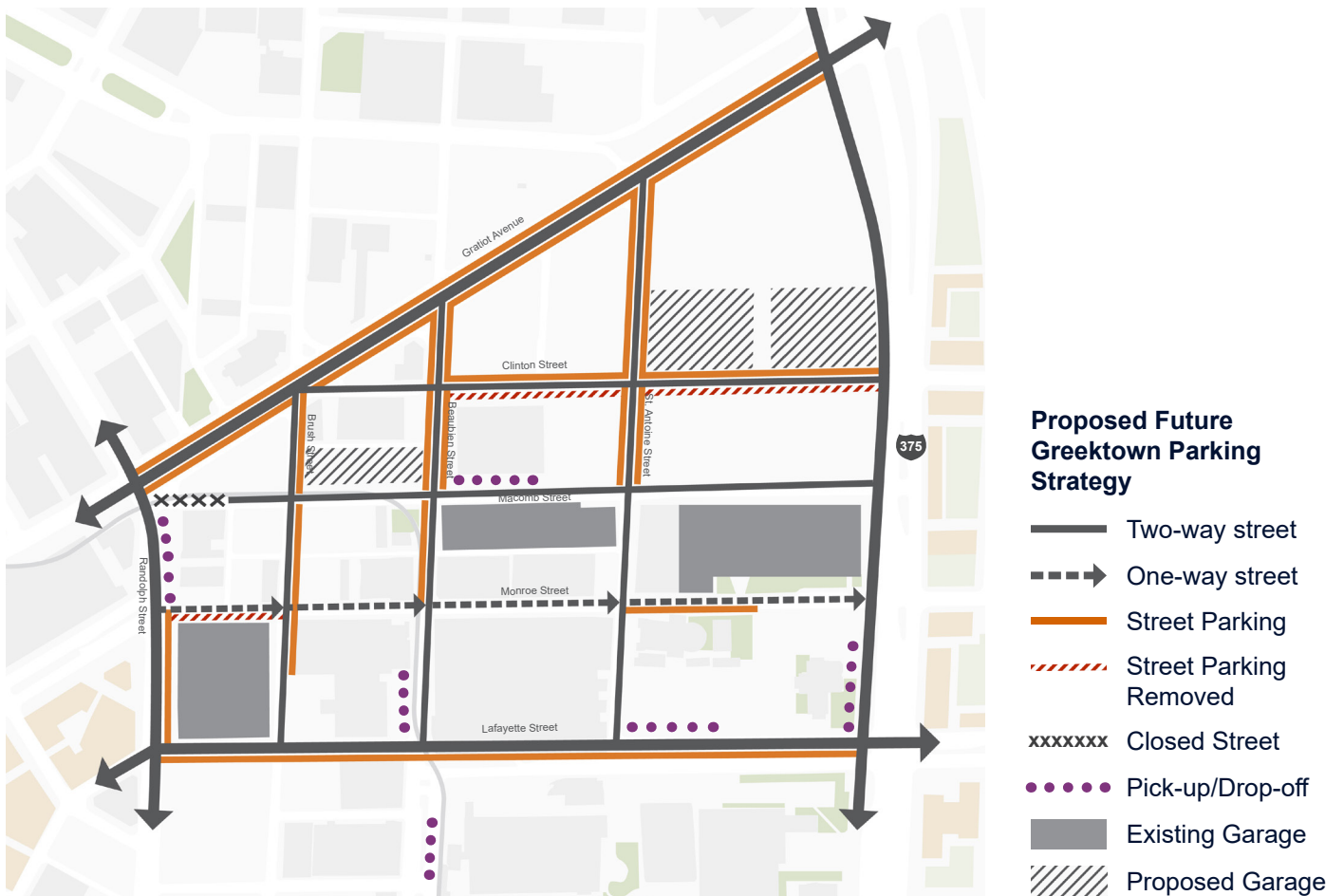
Present-day Greektown represents a significant transformation from its earliest development patterns. But the location and sizes of streets throughout the neighborhood has remained largely unchanged. This provides an opportunity for new development and uses to plug into an established framework, preserving view corridors, access patterns, and historic fabric.

This plan preserves the location of the streets while making use and capacity adjustments to accommodate modern needs. Building off City and State plans, the design team recommends the conversion of most streets from one-way traffic flow to two-way. Two-way streets will provide more traffic flexibility, increasing overall flow and access within Greektown.

The exception to this two-way conversion program is Monroe Street. Monroe Street is an unusually busy and narrow street within Greektown. In order to preserve its functionality as a primary pedestrian street, it is recommended that it continue to serve one-way vehicular traffic. In the short-term, constructing an enhanced pedestrian realm while maintaining two lanes will allow for the greatest flexibility in traffic flow, pick-ups, and drop-offs on Monroe.

At a later phase, it is recommended that Monroe Street narrow the vehicular travel lanes to a single lane with designated pick-up/drop-off pull-off areas on each block. The gains in ground area can be used to develop expanded and enhanced sidewalks and pedestrian zones.

Framework Vision Parking



Consolidating Parking Resources

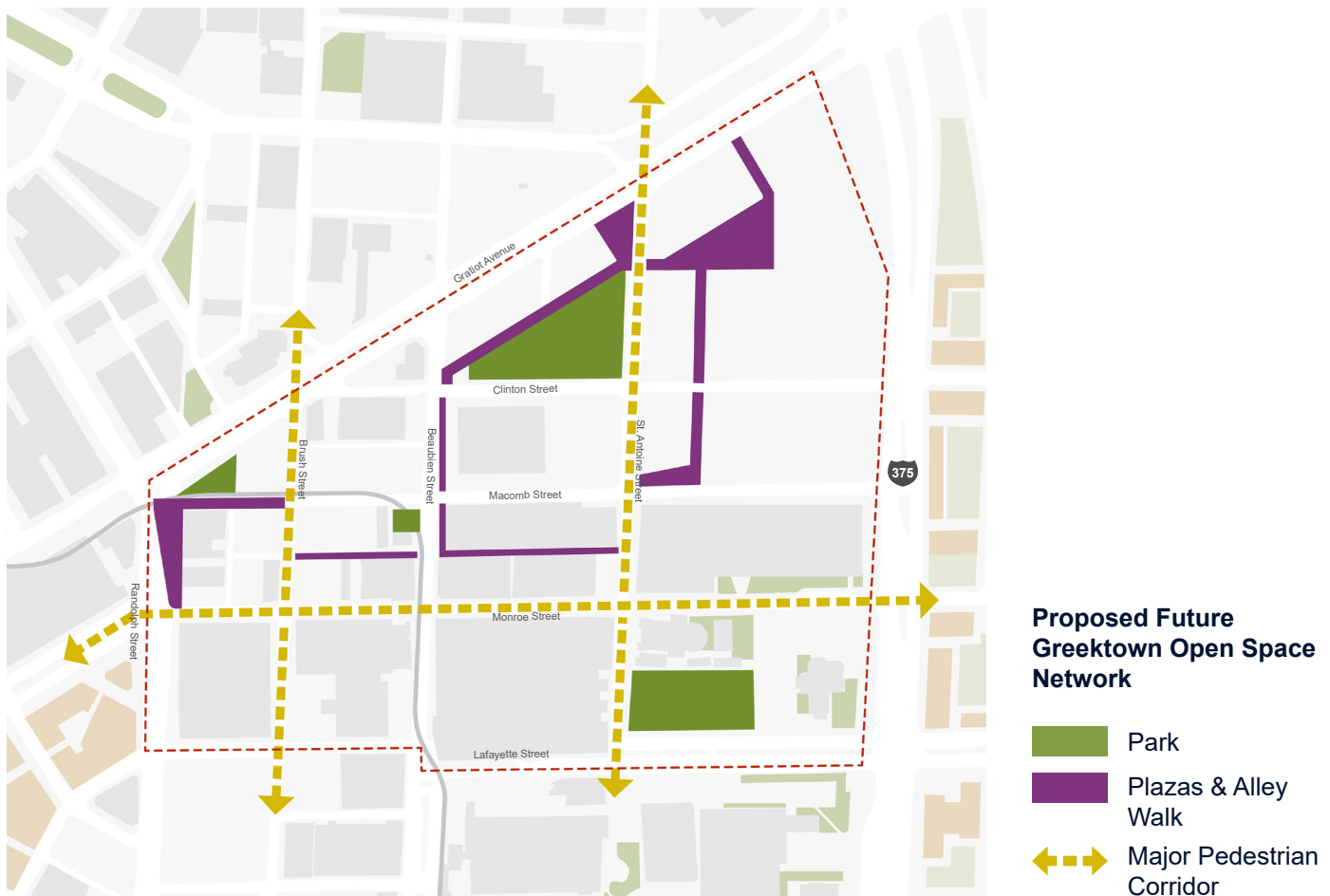
For many Detroiters, regional visitors, and tourists, Greektown is primarily a parking destination. With nearly half of the usable land area dedicated to surface parking or parking structures, it is a good bet for many of the thousands who visit downtown to attend baseball, football, hockey, and basketball games as well as the dozens of concerts and other events that take place at the same venues throughout the year. As a result, parking has become a valuable economic driver for landowners in the area.

The framework plan recognizes the value of these parking assets and the importance of having an adequate supply of parking on-site to support local businesses, employees working within the district, and visitors who come to attend events, play at the casino, and stay in Greektown's hotels. At the same time, the negative impact of so many surface parking lots

cannot be denied. These lots result in streets and large swaths of land that can be inactive and uncomfortable to walk through. The presence of so many lots also detracts from the overall neighborhood identity, as many Detroiters and visitors will understand the neighborhood primarily as a place to park.

In order to balance Greektown's parking needs with the benefits of converting much of this land area to active and attractive development, the planning team recommends preserving approximate existing parking numbers through a more diversified and less visually-apparent approach. As lots redevelop into new mid- and high-rise development, integrated structured and underground parking can more than make up for lost surface lots. In order to support new retail and entertainment venues, the plan also calls for substantial on-street parking where possible.

Framework Vision Open Spaces



Establishing a Network of Open Spaces

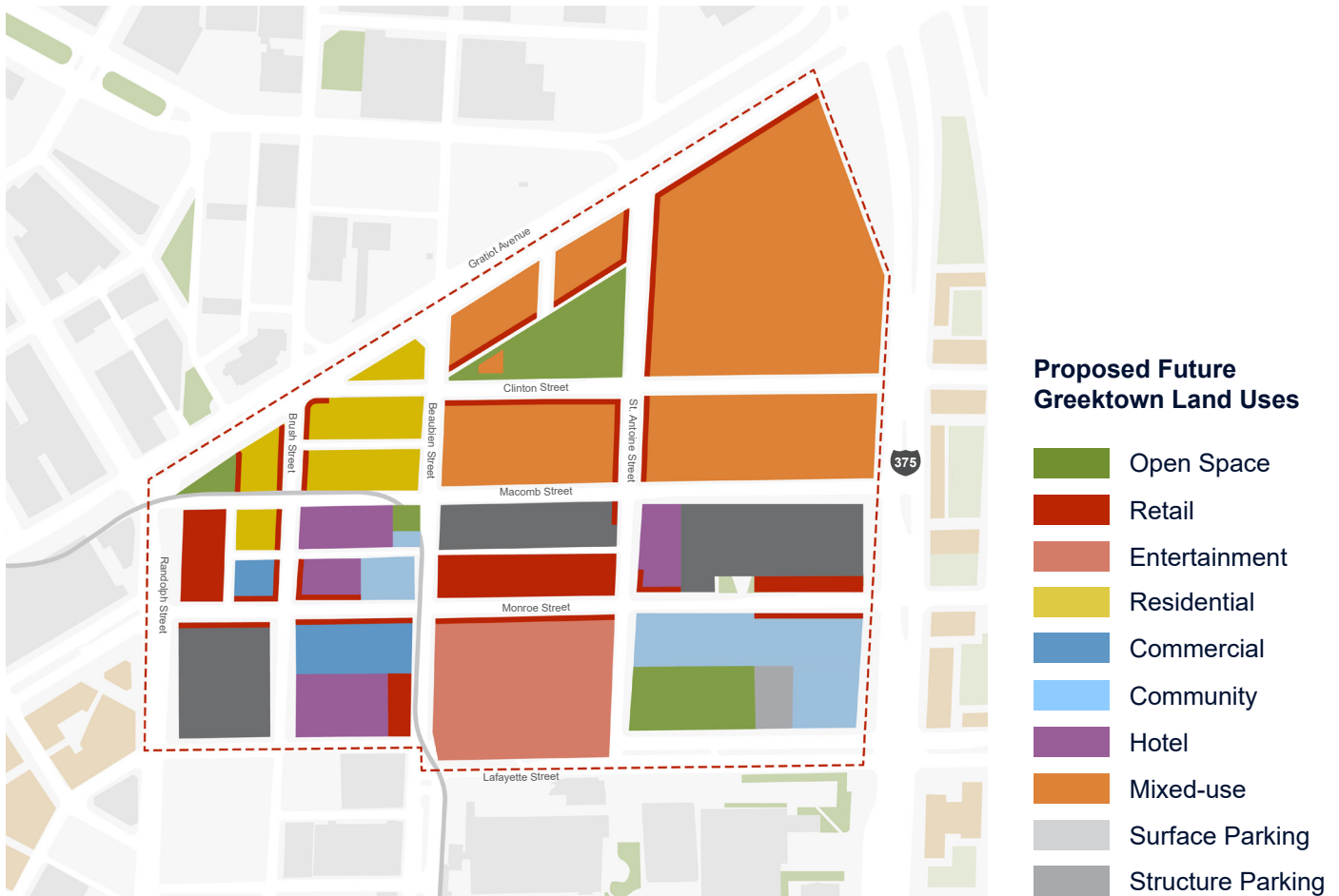
Greektown is currently home to no parks, plazas, or other dedicated open spaces. Without any residents, this lack of green space is understandable—particularly with several well-designed and well-loved urban open spaces, such as Campus Martius, Cadillac Square, Capitol Park, and Grand Circus Park just a short walk away. However, as the neighborhood grows and actively tries to diversify its uses and consumer base, new open spaces will be needed to host events, recreation, and repose amidst dense urban development.

The framework plan calls for several new, distinct, and highly programmable open spaces, each serving a different need and area of Greektown. From entry plazas to pocket parks to neighborhood-serving parks and outdoor event spaces, a well-planned and designed network of open spaces can support existing and forthcoming businesses and contribute to Greektown's

identity as a vibrant and mixed-use neighborhood in the heart of downtown Detroit.

To make an open space network successful, introducing distinct new spaces is not sufficient. What is also needed is the connective tissue between these spaces that establishes connectivity and a continuous and enjoyable public realm. For Greektown, these new spaces are connected by a primary and secondary system of corridors. The primary system relies on the redesign and reconstruction of three main vehicular corridors—Monroe Street, St. Antoine Street, and Brush Street—to create multi-modal pedestrian-friendly streets. As these are the primary pedestrian streets within the neighborhood already, public realm enhancements will both accommodate existing and future pedestrian traffic needs. The second system is built on interconnected mid-block alleys that will be designed at a pedestrian scale and will offer unique programming opportunities.

Framework Vision Proposed Land Uses



Greektown: A Mixed-use Place

If Greektown is to capitalize on the momentum of downtown Detroit and the resurgence of investment in urban downtowns more generally, it will need to become a neighborhood that is inclusive of more. It will need more people and businesses of the kind that are there already, but it will also need to introduce (or, in some cases, reintroduce) a greater diversity of places and uses.

Today, huge segments of the population are rediscovering America's great downtowns. These residents, workers, and consumers are no longer interested in living far from where they work, learn, and play. They're also no longer interested in downtown only being a place where one comes to shop, dine, play, and attend events. Whether for millennials, empty-nesters, or anyone in-between—downtown is an exciting place to call home. It's the destination for everything from a night out to a local hangout.

The framework vision imagines a future where Greektown is a diverse community where people can do it all. Greektown can be a residential address, an entertainment district, a shopping district, a community hub, a tourist attraction, and a cultural enclave. By integrating new, more diverse uses to the community, more people can live and work in Greektown, taking more cars off the roads and enabling easier livelihoods. New uses will bring enhanced activation of the neighborhood at different times of day. Encouraging more activity will ensure an urban environment that is both safe and welcoming of all.

Greektown's unique urban grid offers an opportunity to experiment with a variety of development typologies across the site, allowing for a district that is as diverse in built character as it can be in programming, use, and identity. This framework plan aims to welcome new uses to Greektown in desirable and appropriate locations.

Framework Vision

Conceptual Massing

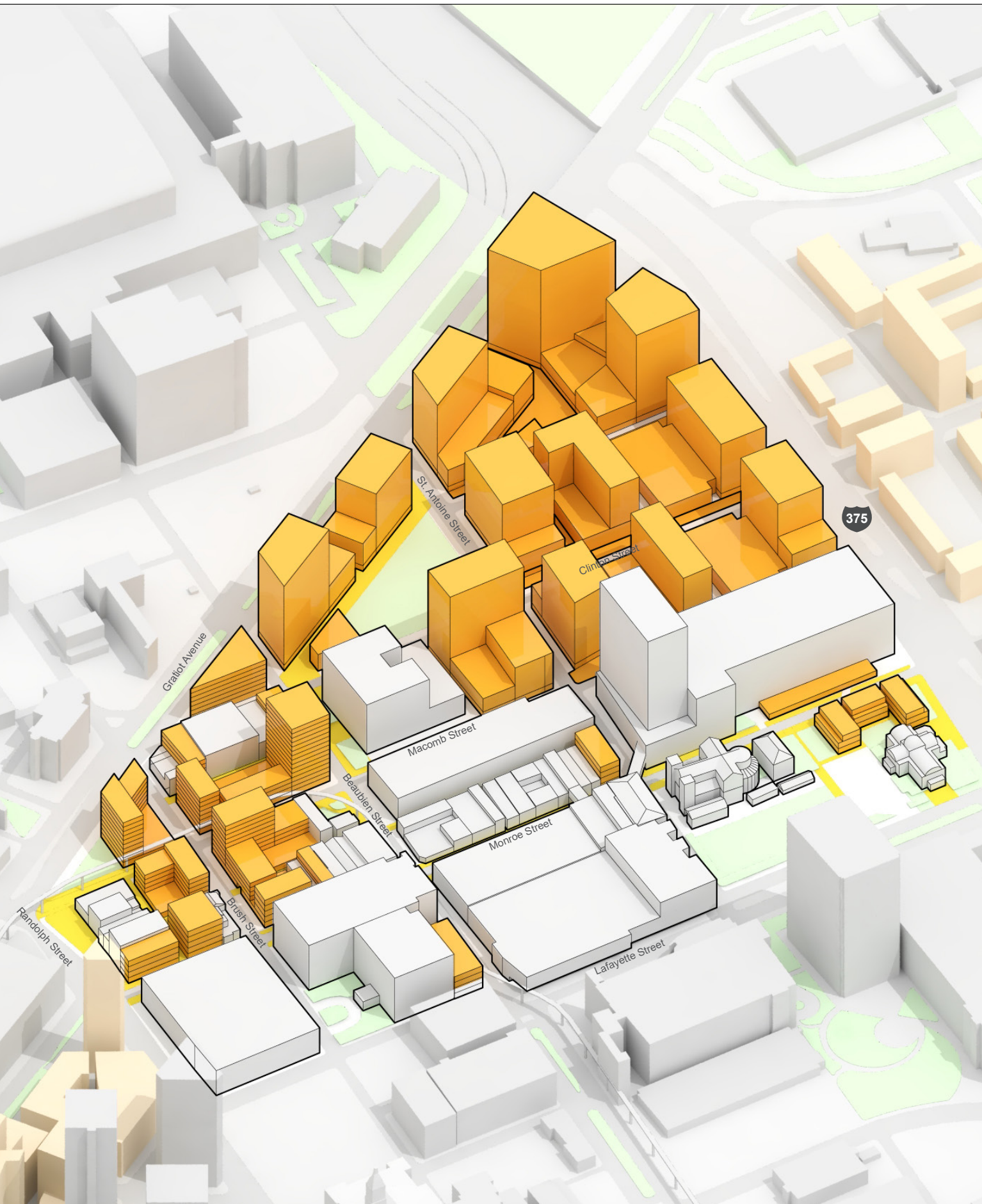
The potential future development massing for Greektown, illustrated here, is designed to be both contextual and strategic in establishing the role Greektown plays in the image of downtown Detroit. Greektown is presently home to a wide variety of building types, styles, and eras—ranging from small 19th century brick structures hosting restaurants and small offices to a tall, fully-glazed hotel tower constructed in the 21st century. Developing a new vision for this context requires a considered and deliberate strategy to ensure the growth and evolution of high-quality spaces that are appropriately-scaled and attractive to visitors and proprietors of new businesses.

While contextual development is important to the cohesion of a neighborhood with the rest of the city, much of the decision-making about new and appropriate typologies, heights, uses, and adjacencies is guided by economic factors such as the present and anticipated future market conditions and the development feasibility of particular sites and uses. The planning team has conducted a detailed analysis of downtown Detroit's market to understand the uses and densities that are most appropriate for the coming phases of development in Greektown. The findings of these analyses have guided the massing strategy detailed in this plan.

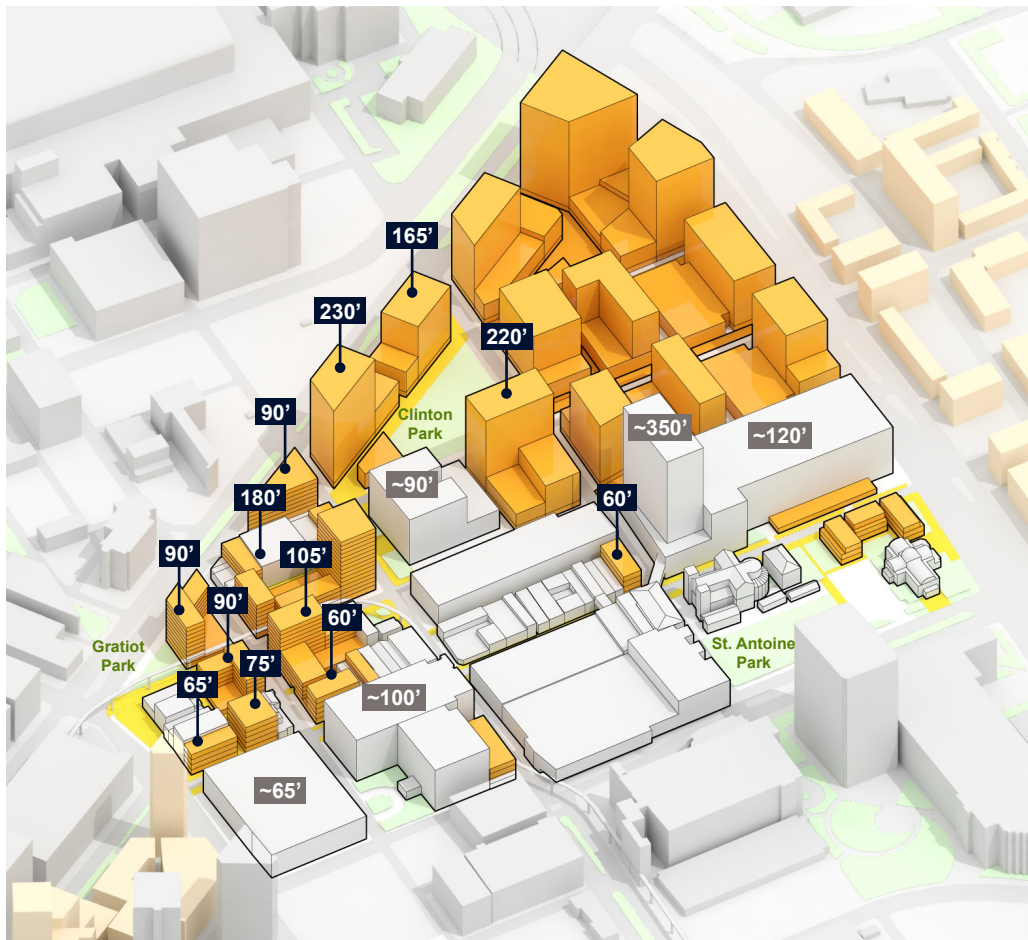
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Framework Vision Conceptual Heights



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Potential Future Greektown Building Heights

- Existing Buildings
- Proposed Buildings

Contributing to the Urban Fabric

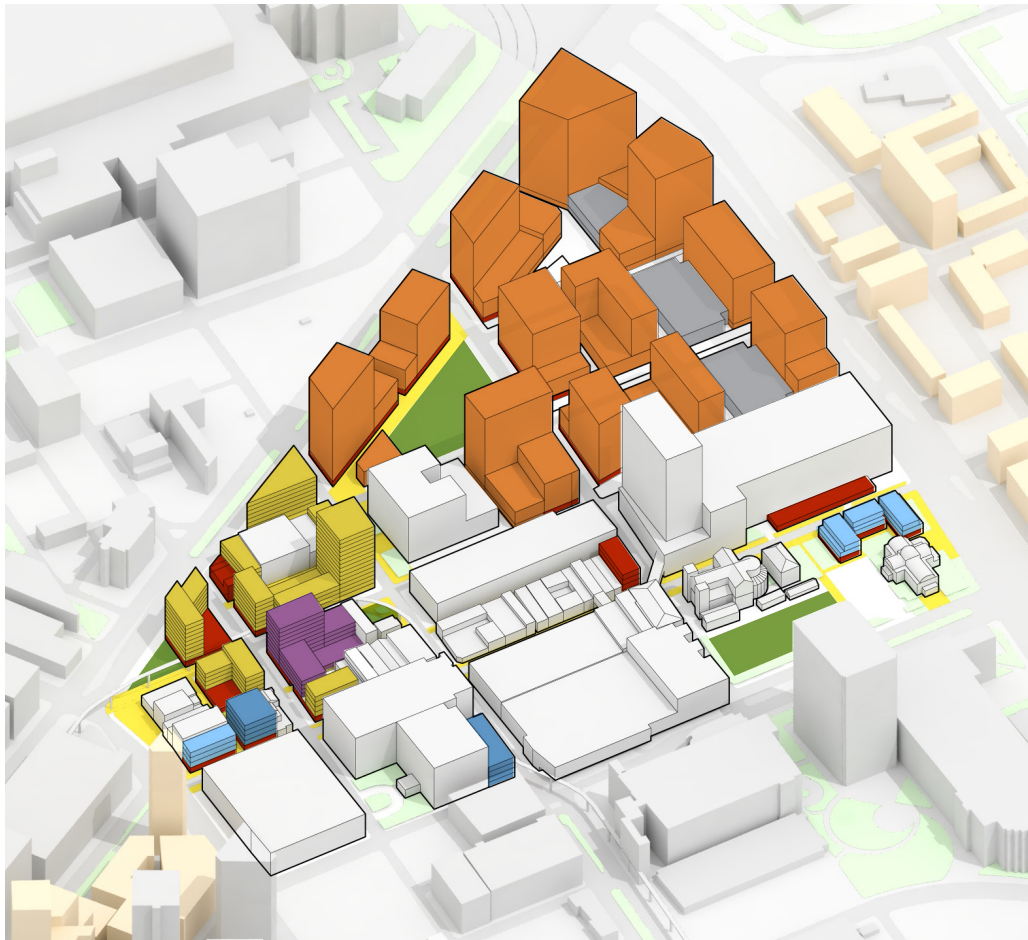
As efforts to rebuild downtown Detroit intensify in a favorable economic and cultural climate, Greektown has the opportunity to think strategically about how to develop its land assets in line with its objectives as a community. As new development comes online, it is important to consider the impact it will have on its surroundings and how its context should impact it.

Greektown is composed of an interesting array of development eras and building types. Towards the west, development that remains evokes an older Detroit, where downtown footprints and the development they hosted were smaller. As one moves further west and south, parcel sizes and associated development grow in size and height. Smaller brick buildings with active ground floors give way to large office, entertainment, hospitality, parking, and civic structures constructed in the late 20th century and early 21st.

This framework vision pays close attention to Greektown's existing development and its context when imagining new development and massing. The plan aims to be both contextual and aspirational. Massing in the western portion of Greektown maintains the area's smaller footprints and keeps heights relatively low to build off of, but fit in with, existing structures. Development east of Beaubien street capitalizes on the larger footprints of the neighborhood's parcels and its location along some of the city's most important thoroughfares with larger, more efficient mixed-use structures.

While the conceptual massing visualized above takes its cues from a more site-sensitive approach, the role the neighborhood's massing can play in the larger downtown Detroit context was considered as well. Greektown marks the northeast corner of downtown and its massing aims to mark that significant gateway as buildings march upward in height toward the corner of I-375 and Gratiot Avenue.

Framework Vision Conceptual Program



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Potential Future Greektown Program

-  Open Space
-  Retail
-  Residential
-  Commercial
-  Community
-  Hotel
-  Mixed-use
-  Structure Parking

Creating a Balanced Place

In inviting a new range of users to Greektown, the community is making an investment in its future as a thriving and sustainable mixed-use place, centered around a cohesive neighborhood identity. The intent of this framework vision is to be flexible about where uses are accommodated and what a distribution of uses throughout the neighborhood may look like. Economic conditions and development forces may dictate one set of uses or development typologies over another at any given time. As such, the massing and land use visuals represented here should be understood as suggestive—not instructive—of appropriate locations, adjacencies and quantities of uses.

However, it is recommended that the community work to establish addresses for each of the uses depicted above in the long term. A balance of residential, retail, entertainment, office, cultural facilities, hotels, and open

space will create a district that fuels itself and stays active throughout the day and night.

The massing and use distribution depicted above represents a typical program mix for an 21st century urban neighborhood. It also takes into consideration which locations may or may not be appropriate for specific areas. For example, locating large office towers next to busy highways is often a better fit than small-scale residential development. At the same time, small-scale context may call for more intimate program types, such as residential. In a neighborhood like Greektown, proximities also become very important. Land use and programming decisions are often guided by the compatibility of neighbors. New residents of Greektown will probably appreciate a park outside their front door more than they might one of the neighborhood's most popular nightclubs.

