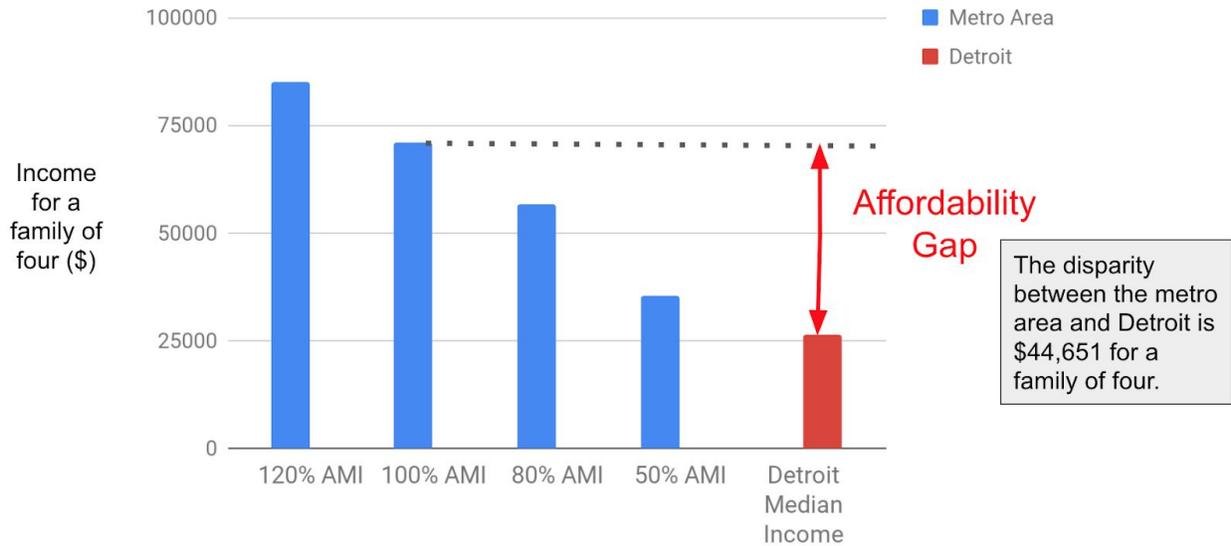


We are asking councilmembers to **delay rezoning** the parcels at Van Dyke and Kercheval **until the community's needs are addressed**:

AFFORDABILITY

- While Invest Detroit and Roxbury Group have capped 50% units at 120% AMI for 10 years, **the cap is still too high and the time frame too short.**
 - Prevention of the type of speculation we are seeing Downtown and Midtown requires longer caps on market rate units. This would help to add stability to the market, as people are not forced out of one place and scrambling to find something within their price range.
- One significant point that emerged in the discussion between Council Members during the November 15th Planning & Economic Development committee hearing was the **need for middle income housing** for professionals such as teachers, police and firefighters. However, this development does not provide that with units priced at 120% AMI.
 - **120% AMI is well above the means of incoming teachers, police officers, and firefighters, who make ~75% AMI, with salaries between \$36,000 and \$38,500.**
- These apartments don't address housing for families, especially for parents of Marcus Garvey Academy students. Although the City has proposed to rehab houses in the neighborhood, the majority (80%) of the houses will be market rate. To not create stratification in the community **It is imperative for City Council and the administration to price these houses within the AMI range of Detroit families.**
- The charts below show the **disparity between Roxbury Group/Invest Detroit's project and the actual need for affordability of Detroiters.**
 - Chart 1, Detroit Affordability Gap, shows:
 - The disparity between the Area Median Income (AMI) at \$70,900 and Detroit's Median Income (DMI) at \$26,249 is \$44,651 for a family of four.
 - Detroit's Median Income (DMI) for a family of four is less than 50% AMI.
 - Detroit's Median Income (DMI) is at 37% AMI.
 - Chart 2, Area Median Income (AMI) vs. Detroit Median Income (DMI)
 - An individual resident would have to make 86% of the Detroit median income to afford the lowest tier of "affordable" units at the proposed development (5% of units at 50% AMI)

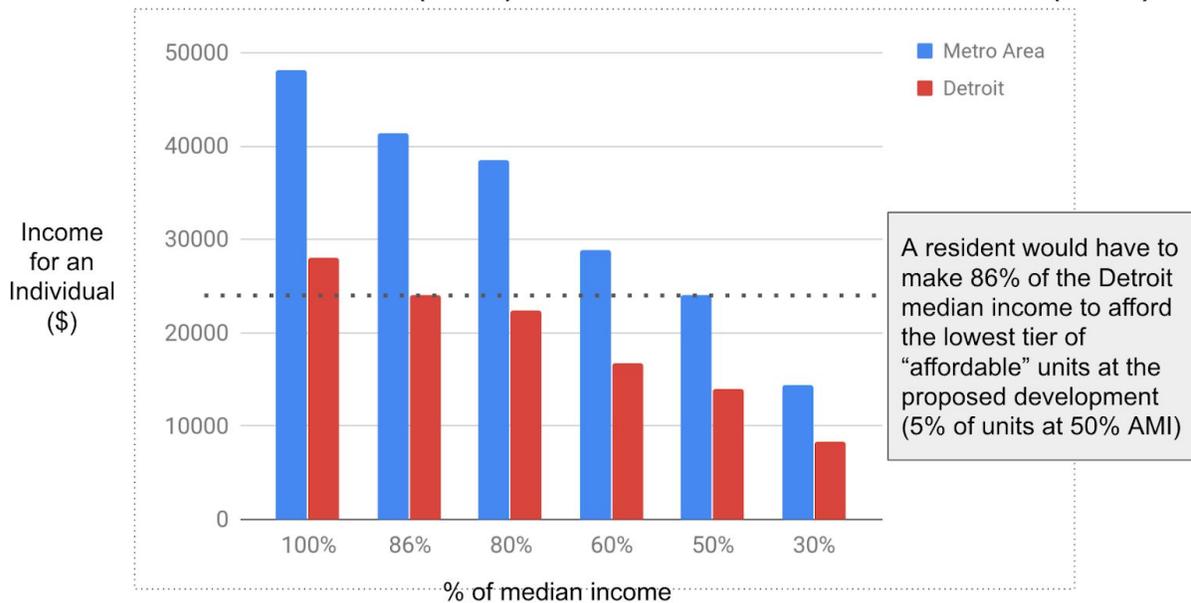
Detroit Affordability Gap



AMI Data retrieved on July 31, 2018 from <https://www.huduser.gov/portal/datasets/il/il2018/2018summary.odn>
 City of Detroit Data retrieved on August 20, 2018 from <https://www.census.gov/quickfacts/fact/table/detroitcitymichigan/PST045217>

Chart 1: Detroit Affordability Gap

Area Median Income (AMI) vs. Detroit Median Income (DMI)



Source: [City of Detroit, U.S. Census, Get the data, Created with Datawrapper](#).
 Retrieved from <https://www.freep.com/story/news/local/michigan/detroit/2018/04/09/united-community-housing-coalition-hud-funding/482323002/>

Chart 2: Area Median Income (AMI) vs. Detroit Median Income (DMI)

COMMUNITY ENGAGEMENT

- On too many occasions, **Invest Detroit and the Roxbury Group have failed to communicate with the community** about changes made to the development project.
- The developers have had no meaningful engagement since Oct 10th, which was the community meeting called by the Planning Commission and held at Butzel Family Center.
 - The community has not received a formal response to a set of **community benefits people would like to see** attached to this development, **first delivered to Roxbury Group/Invest Detroit on September 18th.**
 - Community members who expressed interest in being a part of the Community Advisory Board that was suggested by the Planning Commission have not heard back from Invest Detroit or the Roxbury Group
- **Our #1 concern is the school and the safety and wellbeing of our students.** The current plan barely acknowledges the school's existence, our concerns around student safety such as lead remediation, traffic, and signage.

TRANSPARENCY

- Considering that the City has been plagued by a demolition program that led to an increase in lead levels caused by improper demolitions, we are particularly concerned that the Roxbury Group and Invest Detroit have not publicly addressed **remediation of the site** (a former gas station) with the community.
 - The developer did not communicate with us about the gas station that once existed on the parcels. Members of the community, justifiably concerned about environmental contaminants, request a copy of the environmental site assessment (ESA) conducted and its results.
 - **We have been burned too many times** to take it for granted that private contractors will adhere to them. Therefore, we need to have detailed guidelines and construction/remediation to ensure there will be no harm to residents or school children located across the street from this development.
- We have been told that traffic studies are being conducted and that Roxbury Group's plan exceeds the City's parking requirements. However, this does not provide **real solutions to our concerns about parking**, especially considering *no traffic and impact studies have been completed.*
 - A large development like this will create a great burden on traffic and create a feeling of intimidation to many long-term residents. We have heard no specific plans that would alleviate this concern. Instead of dismissing our concerns, we need a specific plan that addresses our concerns and provides solutions to the congestion noted during peak hours.

RETAIL SPACES

- Although Roxbury Group/Invest Detroit has solicited suggestions for types of retail, the retail space created is not big enough to house any of the things long-term residents want, such as grocery stores and family restaurants. We do not need more high-end amenities, boutiques, or pop-ups.
- The unwillingness of the developers to negotiate on the type and size of retail space available is reflective of their general negligence of real community input in the design of the development.

CONCLUSION

- Two years ago the City of Detroit's Planning and Development Department (PPD) and Housing and Revitalization Department (HRD) began community engagement around their Island View and Greater Villages (IVGV) vision that centered around the Greenway Beltline (which is no longer happening). While the Van Dyke and Kercheval development might have been "presented" during these sessions, it was not done in a way that constituted meaningful engagement.
- When it came time for Invest Detroit and Roxbury Group to do targeted outreach, they failed to engage with Charlevoix Village Association, which represents the largely black and working class side of the neighborhood. Members of West Village Association and other community members living in close proximity to the proposed development echoed CVA's concerns about Roxbury Group and Invest Detroit's failure to engage and inconsistent information about the project.
- **This means there was never any real community consent sought or built for this development.** And while they have done more community engagement on this project than on any other, it is because of the community's insistence on getting transparent responses to community concerns. Unfortunately in Detroit a very low bar has been set on "community engagement". **We deserve better.**

The following long-term neighborhood residents support this statement:

Mrs. Gail Mitchell	Ms. Denise Davis	Ms. Fealicia Denson
Mrs. Deborah Peavy	Ms. Tranneda Jackson	Mr. Kendall Mitchell
Ms. Pamela Jackson	Ms. Deborah Smith	Mrs. Gail Mitchell
Ms. Toyia Watts	Ms. Sharon Sexton	Ms. Gwen Moore
Ms. Teresa Davis	Ms. Xylia Hall	Ms. Mary Golson