LOCAL ADVISORY COMMITTEE MEETING 22

DATE: Sept. 17, 2026

TIME: 6 - 8 p.m.

LOCATION: Christ Church Detroit (960 E. Jefferson Ave., Detroit, MI 48207)

ATTENDEES: Local Advisory Committee (LAC) Members and Guests, City of Detroit Representatives, Michigan Department of Transportation (MDOT) Staff, Quinn Evans Staff, HNTB Staff, and Kresge Foundation Representatives. **(See Appendix C: Meeting Attendees)**

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MEETING SUMMARY

The 22nd Local Advisory Committee (LAC) meeting was held on Sept. 17, 2026, at Christ Church Detroit. The meeting focused on project updates, recent community engagement findings and an overview of draft urban design concepts for the 375 Project. Following presentations from the project team, attendees participated in small group discussions to provide feedback on conceptual designs for key project areas on the boulevard.

Kemba Braynon opened the meeting by welcoming participants and reviewing the agenda. Jason Garza then provided project updates and an overview of the anticipated construction schedule. He shared that preconstruction activities and utility relocation work had begun at the Gratiot Avenue bridge and noted that major construction on the 375 Project is anticipated to begin in summer 2027.

Kemba then presented engagement takeaways from previous LAC discussions, including community preferences for how the Monroe Street/Lafayette Street node could be arranged and activated. Participants had previously expressed interest in

incorporating retail opportunities, public gathering spaces, safety features, a cultural walk and landscape elements such as trees, parks and native plantings. A preference for a boulevard-type plaza was expressed in the previous LAC meeting for pedestrian, retail and cultural walk uses. A south or north-type plaza was preferred for community and cultural center uses.

Kemba also reviewed feedback that informed the draft land use plan, highlighting community priorities related to strengthening east-west and north-south connections, creating active street frontages along the boulevard and supporting mixed-use development consistent with the City of Detroit's Master Plan of Policies. She concluded by introducing the draft vision for the Clinton Street/Nicolet Place and Jefferson Avenue/Larned Street nodes, noting that participants would have an opportunity to provide direct feedback during the breakout session.

James Frye then presented existing conditions within the 375 corridor and compared them to the vision for the future boulevard. He discussed urban design strategies focused on creating open spaces, parks and improved connections to the riverfront. James also spoke about the project's commitment to reinforcing historic connections and honoring the legacy of Black Bottom and Paradise Valley, including the use of historic mapping and cultural design considerations to inform future development.

Building on this discussion, James introduced the concept of creating active street edges, or “front doors,” along the boulevard. He shared examples of how retail, residential uses, public plazas and multi-use trails could support an active and welcoming public realm. Vince Tam then presented conceptual designs for the Clinton Street/Nicolet Place and Jefferson Avenue/Larned Street nodes, illustrating a range of possibilities for street activation, development patterns and public spaces. The presentation also highlighted how future boulevard development could connect with planned improvements to the Renaissance Center area. Vince reiterated that the concepts were intended to gather community input and would continue to evolve as planning progresses.

Kemba then introduced the breakout activity. Participants selected one of two tables featuring large-format renderings and concept plans for the Clinton Street/Nicolet Place and Jefferson Avenue/Larned Street nodes. Over approximately 45 minutes, participants discussed what they liked, what concerns they had and what questions remained regarding the concepts. Discussions were facilitated by staff from Quinn Evans and HNTB, and feedback was documented through facilitator notes and participant comments recorded directly on the renderings.

Across discussions, there was strong interest in mixed-use development, open space, landscaping, community-serving amenities and design elements that reflect Detroit's unique character and history. Participants generally supported creating a walkable, attractive and destination-oriented area that strengthens connections between downtown, surrounding neighborhoods and the riverfront. Participants also raised questions about how future development would function, noting the need for additional information and examples to better understand potential outcomes (see **Appendix B: Engagement Activity Feedback and Comments** for more).

The meeting concluded with participants sharing final comments and reflections within their breakout groups. Kemba then thanked attendees for their participation and reminded them of the next LAC meeting on Oct. 22, 2026, as well as the upcoming Community Meeting scheduled for Nov. 18, 2026.
The presentation from this LAC meeting is available on the project website, 375Detroit.org.

Following the presentation, LAC members engaged in a question-and-answer session with the project team **(see Appendix A: Questions and Comments)**.

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APPENDIX A: QUESTIONS AND COMMENTS

QUESTIONS AND COMMENTS
Q: Will a construction schedule graphic showing milestones be available? **A:** The project team will share a graphic with milestones at the November meeting.
Q: Will the pedestrian path at the Dequindre Cut be closed during construction? **A:** Not entirely. Portions of the Dequindre Cut may be temporarily closed during specific phases of construction. Detours will be provided, and the project team will work to keep closures as limited and short-term as possible.
Q: How will construction messaging be communicated to residents and businesses for major construction on Jefferson Avenue? **A:** The project team is coordinating with partners, including the Downtown Detroit Partnership (DDP), to share project updates and construction information with affected stakeholders. MDOT will provide advance notice of road closures, detours and other construction-related impacts to help residents, businesses and travelers plan ahead.
Q: Why are streets identified differently between the boulevard and adjacent streets (e.g., "East Street")? **A:** The different street names shown in project materials are used to help distinguish between street types and functions during the planning and design process. "East Street" refers to the existing northbound service road and is currently a placeholder name used for discussion purposes only. Final street names have not been determined.
Q: Is underground parking being proposed? **A:** Underground parking has been discussed as a potential concept but no decisions have been made. Parking locations and configurations will be evaluated as planning and design continue.
Q: Will there be curbside parking or parking on the boulevard? **A:** Current concepts prioritize walking, biking and other nonmotorized activities along the boulevard and do not include curbside parking on the boulevard itself. Parking is generally envisioned on adjacent local streets, such as East Street, rather than along the boulevard. As planning and design continue, parking details will be further evaluated and refined.
Q: What happens to the school (Chrysler Elementary)? **A:** The school is outside the project area and is not expected to be affected by the project.

QUESTIONS AND COMMENTS

Q: Are the streets generally the same size?

A: No. The boulevard is planned to be wider than adjacent local streets.

** Additional Note*

- *Participants were directed to information provided during the previous LAC meeting regarding street distinctions and typologies.*
- *One LAC member requested that cross sections be shared in a future meeting.*

Q: Why would residents or developers be attracted to the new boulevard and Detroit?

A: The project is intended to create stronger connections between downtown, nearby neighborhoods and the riverfront, making the area more accessible and attractive. The vision includes opportunities for future housing, businesses, public spaces and cultural destinations that could support continued economic activity and community investment.

Q: Will property values increase in this area (especially for those who currently have land in the area)?

A: Future investment and development in the area could influence property values but it is too early to predict specific impacts. Changes in property values depend on many factors, and a detailed market analysis would be needed to assess potential effects.

Q: Have developers expressed interest in the area?

A: Market analysis is still ongoing and future development opportunities continue to be evaluated. Several Detroit-area developers have participated in project discussions and engagement efforts to date, and initial feedback has been positive. The project team will also be conducting additional analysis to explore potential development scenarios and better understand future market opportunities.

QUESTIONS AND COMMENTS

Q: What community benefit will result from future land sales? How will the sale of this land benefit the community? Could land be reserved for community use?
A: Future land sales and redevelopment opportunities are still being evaluated and will require additional planning, market analysis and community input. The project team is committed to ensuring that the value created by future development benefits the surrounding community. Potential benefits could include neighborhood-serving amenities, mixed-income housing, public spaces, cultural and historical features, and other community priorities identified through the Neighborhood Framework.

The project team is also working with partners, including the City of Detroit, the Kresge Foundation and other stakeholders to explore programs, investments and partnerships that could support community goals. Concepts such as community-focused land uses and community ownership models have been discussed and remain part of ongoing conversations. Any future decisions regarding land disposition will occur several years from now and will be informed by additional analysis and continued community engagement.

Q: How will this project draw people to Detroit? How does it support public education?
A: While the project does not directly fund public education, it includes partnerships and programs that support educational opportunities, youth engagement and workforce development. The project team is working with partners to expand awareness of career pathways in the trades and has engaged a Youth Council to help inform project planning and community engagement efforts.

An LAC member expressed interest in including solar in this project to help reduce utility costs, similar to the installations on Detroit's east side.

Q: How much influence does the planning process have over future development?
A: Community feedback will help shape the planning framework and guide future development decisions. Input received through the planning process will be considered as future land use and development opportunities are evaluated.

Q: How will trash collection and service operations function on the new boulevard?
A: Service operations, including trash collection and utility access, will require additional coordination with city agencies and service providers as planning and design advance. The project team will continue to evaluate these operational needs and ensure they are considered as future development concepts are refined.

Q: Why aren't concepts being explored between Lafayette Street and Congress Street?
A: The areas and concepts presented were prioritized based on previous community and LAC feedback. Additional areas may be evaluated as planning continues.

QUESTIONS AND COMMENTS

Q: Won't future development depend on what happens with the Renaissance Center?
A: Major developments in the area, including plans for the Renaissance Center, may influence future opportunities and development patterns. The project team is coordinating with partners, such as Bedrock, to stay informed and align planning efforts where appropriate.

APPENDIX B: ENGAGEMENT ACTIVITY FEEDBACK AND COMMENTS

Small Group Activity Summary

Participants reviewed and discussed conceptual designs for the Clinton Street/Nicolet Place and Jefferson Avenue/Larned Street nodes. Feedback focused on walkability, neighborhood character, future land uses, transportation, open space and the relationship between new development, downtown and surrounding neighborhoods.

Key Discussion Themes

- **Walkability and Connectivity:** Strong support for a walkable, mixed-use area with improved connections between downtown, surrounding neighborhoods and the riverfront.
- **Detroit Character and History:** Participants emphasized the importance of reflecting Detroit's unique identity, history, culture and architecture while ensuring new development integrates with surrounding neighborhoods.
- **Open Space and Community Amenities:** Interest in parks, open space, landscaping, tree canopy, community gathering areas, childcare and other neighborhood-serving amenities, along with questions about long-term maintenance and stewardship.
- **Transportation, Parking and Access:** Questions and concerns related to parking availability and cost, traffic operations, neighborhood access, circulation patterns, accessibility and potential impacts on local streets.
- **Development Orientation and Neighborhood Compatibility:** Mixed perspectives on the location of a project "front door" and how development should relate to the boulevard, downtown, cultural pathways and adjacent neighborhoods. Participants also discussed pedestrian safety, building scale and neighborhood compatibility.
- **Future Development and Community Benefits:** Requests for additional examples, visualizations and information regarding future land uses, building heights and zoning. Participants also expressed interest in how future development could attract residents, businesses and visitors, deliver community benefits, and coordinate with other major investments in the area, including the Renaissance Center district.

Overall, participants expressed support for creating a walkable, connected and uniquely Detroit destination while emphasizing the importance of balancing development, transportation, open space, neighborhood character and community-serving amenities.

APPENDIX C: MEETING ATTENDEES

Project Team

- Jason Garza, MDOT
- Andrea Wilcox, MDOT
- Matt Barnes, MDOT
- Jon Loree, MDOT
- Evan Forgacs, HNTB
- Dan Beard, HNTB
- Bradleigh Merrill, HNTB
- Sasha Freeman, HNTB
- James Frye, HNTB
- Becca Smiles, HNTB
- Dave Langlois, HNTB
- Vince Tam, HNTB
- Steve Lampton, Dan's Excavating
- Michael Griffie, AECOM
- Dan Lijana, Lovio George Communications
- Ben Kohrman, Compass Strategies
- Kemba Braynon, Quinn Evans
- Brenda Williams, Quinn Evans
- John Sivills, City of Detroit

Project Partners

- Adena Hill, The Kresge Foundation

375 Local Advisory Committee (Stakeholder)

- Ruth Boeder, Christ Church Detroit
- Kimberly Faison, Detroit Future City
- Todd Scott, Detroit Greenway Coalition
- Jim Jenkins, Jenkins Construction
- Marvin Bailey, Jenkins Construction
- Bonnie Leone, Holy Family Church
- Angela Carlberg, Community Development Advocates of Detroit

- Sam Butler, Doing Development Differently in Metro Detroit

375 Local Advisory Committee (Residential)

- Carol Morton, Chateaufort Place Cooperative
- Mrs. Dee, 48207-11 Grassroots Detroit
- Katrina Keeby-Watkins, Bailey Park Neighborhood Development Corp.
- Jennifer Pasha, Bailey Park Neighborhood Development Corp.
- Kevin Jones, resident

375 Government Advisory Council

- Monica Starr, Office of State Sen. Stephanie Chang

** Some non-LAC members may be sitting in for a member at their organization.*

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