Hazel Park Raceway Site Plan
# Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td>Project Vision</td>
<td>3</td>
</tr>
<tr>
<td>Hazel Park Raceway in Context</td>
<td>4</td>
</tr>
<tr>
<td>History of Hazel Park Raceway</td>
<td>7</td>
</tr>
<tr>
<td>Metro Detroit's Downs</td>
<td>7</td>
</tr>
<tr>
<td>Hazel Park Raceway Today</td>
<td>9</td>
</tr>
<tr>
<td>Existing Conditions - Zone 1</td>
<td>10</td>
</tr>
<tr>
<td>Existing Conditions - Zone 2</td>
<td>11</td>
</tr>
<tr>
<td>Existing Conditions - Zone 3</td>
<td>12</td>
</tr>
<tr>
<td>Challenges and Opportunities</td>
<td>13</td>
</tr>
<tr>
<td>Recommendations - Zone 1</td>
<td>14</td>
</tr>
<tr>
<td>Sub Zone A: Boundaries &amp; Entrances</td>
<td>15</td>
</tr>
<tr>
<td>Recommendations - Zone 2</td>
<td>18</td>
</tr>
<tr>
<td>Sub Zone B: Parking Lots</td>
<td>20</td>
</tr>
<tr>
<td>Sub Zone C: Stables &amp; Practice Circuit</td>
<td>23</td>
</tr>
<tr>
<td>Recommendations - Zone 3</td>
<td>26</td>
</tr>
<tr>
<td>Sub Zone D: Casino &amp; Grandstands</td>
<td>27</td>
</tr>
<tr>
<td>Sub Zone E: Clubhouse &amp; Grounds</td>
<td>30</td>
</tr>
<tr>
<td>Implementation Priorities</td>
<td>33</td>
</tr>
<tr>
<td>Immediate Actions</td>
<td>33</td>
</tr>
<tr>
<td>Longterm Raceway Site Vision</td>
<td>34</td>
</tr>
</tbody>
</table>

## Appendices

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I - Case Studies</td>
<td>38</td>
</tr>
<tr>
<td>II - Precedent Image Book</td>
<td>42</td>
</tr>
<tr>
<td>III - Design Book Image References</td>
<td>53</td>
</tr>
</tbody>
</table>

WSU Capstone Planning Team

- Mohamed Albreiki
- Nathan Barnes
- Charlotte Blackwell
- Justin Daymon
- Zak Meers
- Heather Sandlin
- Cheryl Williams-Kearney

Academic Advisors

- Professor Robin Boyle
- Professor Eric Wilson

Cover Photo - Courtesy of Crain's Detroit Business
Introduction

Project Vision

The Hazel Park Raceway is a unique regional asset with the potential to become the central hub of a sports entertainment district. The following goals and associated action items align with the cultural history of Hazel Park and the needs of the Raceway ownership, the municipal government, and citizens. They are also consistent with the guidelines and standards set by the Hazel Park Master Plan.

The implementation of the recommendations set forth in the Hazel Park Raceway Site Plan will require the coordination of Hazel Park planning staff, various City Departments and Agencies, a mosaic of capital investment funding sources, development partners, entrepreneurs, and individual neighborhood stakeholders.
Hazel Park Raceway in Context

Figure 1 - Raceway Site in regional context
**Incremental Growth**

Implementation must also follow a clear, phased timeframe. This includes actions set in both the short term and long term with consideration for seasonal changes. The WSU planning team assigned each site enhancement to an appropriately timed implementation schedule. The massive site was also divided into planning zones and smaller sub zones. Sub zones allow for a measure of flexibility when it comes to prioritizing planning action items. The timeline and site subdivisions also reflect the economic realities facing both the city and the privately owned raceway and the enormity of the task at hand. Though this approach brings options for site improvements and development opportunities, each planning recommendation was constructed with the goal of making the Hazel Park Raceway a unified, lively sports entertainment district.

**Phase 1** (0-5 years) recommendations proposes a series of site improvements that are light, quick, and cheap. They require minimal investment and encourage the establishment of varied partnerships in order to sew the seeds of sustainable transformation. These are action items that should be considered immediately and provide opportunities for ancillary revenue streams.

**Phase 2** (5-10 years) adds another layer of site enhancements to each sub zone. Based on the financial health of the Raceway and the partnerships cultivated between the city, third-party enterprises, and the Raceway Ownership, the recommendations during this timeframe will increase the number of amenities to the entire site.

**Phase 3** (10-15 years) offers a view into the long term future of the Hazel Park Raceway. It is during this phase that bold development ideas are proposed. The major transformations of select sub zones is dependent upon the implementation and success of the recommendations in Phases 1 and 2.

In addition to the phased recommendations, a far-reaching and radical redevelopment plan with a 20-year time horizon is proposed at the end of this document. It represents an alternative vision of the raceway site that draws elements from the phased recommendations and re-imagines the space as a premier mixed-use entertainment district.
Guiding Principles

Throughout the development of the Hazel Park Raceway Site Plan, the planning team operated according to a set of guiding principles:

1. All efforts must be made to keep the raceway for its intended use (horse racing)
2. The site must include a variety of uses that are complimentary and financially sustainable
3. All site improvements and alternative land uses must reflect the character and culture of Hazel Park
4. The activities hosted on the site must benefit the City of Hazel Park, citizens, and the raceway ownership

The Hazel Park Raceway Site Plan seeks to reinvigorate a proud institution with sensible, sustainable, and pragmatic solutions. This document is a compilation of proposals which include development goals and objectives, future land uses which includes but is not limited to location for streets, parks, schools, public buildings, and any other physical developments (including any amendments of the plans-in its’ entirety or a portion thereof). All plans shall be reviewed and adopted at the discretion of the City Council and the Planning Commission.
History of Hazel Park Raceway

Metro Detroit’s Downs

The 140 acres at the corner of 10 Mile and Dequindre was originally purchased to host auto racing, specifically midget cars. When the project failed to meet its financial objectives, the city was approached with proposition of hosting horse racing at that location. The project was presented to several communities that previously rejected the idea. As the raceway accounts for 10% of the city’s geographic area, the city was offered “breakage fees” as compensation. This offer was a deciding factor in the decision by city leaders to accept the proposition. On August 17, 1949 Hazel Park Raceway opened hosting thoroughbred racing, adding harness racing in 1953.

Hazel Park Raceway has had both a colorful and lucrative history. Record attendance at HPR occurred on July 12, 1975, when 15,372 patrons wagered $1,425,478 and the

Early advertisement (Hazel Park Raceway website)
record for a $2.00 payoff at any harness race track was on September 17, 1988 with a payout of $1,243,053. In May-July 1972, the 92nd Congress convened the “Organized Crime in Sports (Racing)/Hearing before the select committee on crime, House of Representatives.” The purpose of the hearings was “designed to determine the extent of influence organized criminal elements have in sports and sports-related activities.” It was maintained that at the time of the hearings, “legal wagering on horse races amounted to $6 billion,” adjusted for inflation to 2013, would be $32,966,408,463.

Several reputed local organized crime figures were named in the investigation with particular focus on their alleged control of the concession businesses, as well as management level positions in the Hazel Park Racing Association. Adjusting for growing pains, Hazel Park Raceway has been an integral part of the city’s history and heritage. Hopefully it will continue to be a substantial partner in it’s future.
Hazel Park Raceway Today

The Hazel Park Raceway contains 122 acres; this is roughly 7 percent of the entire land area found within the City of Hazel Park. As Figure 2 demonstrates, the Raceway site is easily the largest single-use parcel of land in the city and just 13 Raceway sites could fit within Hazel Park’s boundaries. During the height of its revenue generation, it contributed 50% to the City of Hazel Park’s general fund. Of the 122 acres, 40 percent of the space has been dedicated to parking to accommodate two to three major events that only occur twice a year.

However, as the interest in horse racing declined, the track has lost a large percentage of its customer base. The decline has many uncertain of the future of the racetrack’s viability. It has even been rumored that both Northville Downs and Hazel Park are in jeopardy of being closed down in the next year.

Figure 2 - Scaled area comparison of Raceway site and Hazel Park
Existing Conditions - Zone 1

Figure 4 - Looking North on Couzens (Google Maps)

Figure 3 - Corner of Dequindre and 10 Mile (Google Maps)

Figure 5 - South Entrance at Vance (Google Maps)
Existing Conditions - Zone 2

Figure 6 - Parking Lot 1 from 10 Mile (Google Maps)

Figure 7 - Horse Stables

Figure 8 - Parking Lot 2 from Vance
Existing Conditions - Zone 3

Figure 9 - Gaming Building

Figure 10 - Grandstands

Figure 11 - Clubhouse Grounds
Challenges and Opportunities

The greatest challenge encountered during this entire process was attempting to activate the sheer amount of underutilized space. The goal was to develop a plan that would rebrand the racetrack, produce the greatest amount of income generation and position it to become a year round destination for a diverse customer base.

- The Raceway site contains a large amount of concrete surfaces and unused buildings, some of which are beyond rehabilitation.
- The neighborhood blocks along the Couzens and Woodward Heights hold most (and the best) of the area’s housing, commercial, and cultural offerings.
- Nearly the entire eastern half of the Raceway site is dedicated to parking.
- Much of the recent infill or rehabilitation development sits on or within a block of Woodward Heights, mainly in the form of a townhouse/condominium development.
- Aside from small commercial strip southeast of the Raceway site, residents of Hazel Park must venture farther out of the neighborhood for food-related amenities.
- The Raceway’s proximity (and walkability) with respect to much of Hazel Park’s multifamily residential buildings and two schools make it a prime opportunity for development.
Recommendations - Zone 1

Currently, Hazel Park Raceway is isolated from adjacent uses and residents by fences and inadequate access especially for pedestrians. The major entrance is located on Ten Mile Rd which has a local street going through the site to Woodward Heights Blvd. The internal street is not in a good condition. It has to be more definitive with more crosswalks signage and sidewalks.

Figure 12 - New Western Neighborhood Entrance
Sub Zone A: Boundaries & Entrances

Phase 1

Improvements - Revamp the main entrance on the northern border of the site at Vance Avenue

(Enhancement) Action 1: Install landscaping around the gate

(Enhancement) Action 2: Possible corporate partnership for branding purposes

(Change) Action 1: Install large signage that is visible from long distance

(Change) Action 2: Remove the existing chain link fence

Improvements - Improve roads within the site, including Vance Avenue

(Enhancement) Action 1: Painting work will help to create more definitive roads and distinguish them from parking lot

(Enhancement) Action 2: Increase the connections to the stables

(Enhancement) Action 3: Center piece sculpture in front of newly opened use in casino structure

(Change) Action 1: Adapt to parking lot changes

(Change) Action 2: Establish sidewalk system in the site

(Change) Action 3: Improve internal lighting system with additional pedestrian entrances

Figure 13 - Phase 1 10 Mile Boundary (looking Southwest)
**Phase 2**

**Improvements - Replace the fencing around the entire site**

*(Enhancement)* **Action 1:** Capitalize on the demolition of the old barn barrier building with current plans for that road to maximize connectivity

*(Change)* **Action 1:** Remove remainder of unnecessary chain link fencing and barbed wire

**Adaptive Reuse - Create new entrance on Couzen's Avenue for pedestrians and cyclists**

*(Enhancement)* **Action 1:** Capitalize on the Complete Streets refresh of Couzens Avenue with an additional pedestrian entrances

*(Change)* **Action 1:** Capitalize on the Complete Streets refresh of Couzens Avenue with an additional pedestrian entrances

*Figure 14 - Phase 2 Boundaries and Entrances (looking North)*
Phase 3

Raceway Viable - Maintain road and neighborhood connections

(Enhancement) Action 1: Increase and update Raceway signage

(Enhancement) Action 2: Commission planning exercise for possible mixed-use residential development on unused border parcels

Adaptive Reuse - Create public park entryways

(Change) Action 1: Integrated plan to adapt sections of the site for parkland and residential developments

Figure 15 - Phase 3 Boundaries (looking Southeast)
Recommendations - Zone 2

Zone 2 could be considered the “blank slate” of the Hazel Park Raceway site. There are currently 4 parking lots (Sub Zone C) that take up a combined 39.93 acres. The largest parking lot (18.74 acres) (Lot 1) is located on the northwest corner of the property. This parking lot is empty for most of the year. The second largest parking lot (12.36 acres) (Lot 2) is on the southwest corner of the property. Patrons park their cars on the eastern edge of this parking lot close to the grounds entrance, but a vast majority is vacant for most of the year. The parking lot that is used the most (3.41 acres) (Lot 3) is located along the southern border of the property closest to the clubhouse and racetrack. This parking lot is frequently used, but still rarely full. There is also a thin parking lot that runs along the eastern border of the property and part of the northern border (5.42 acres) (Lot 4). This lot is also rarely used. On the busiest days Lot 3 is the most used and reaches capacity, Lot 2 is also used and occasionally reaches capacity. The asphalt on all the parking lots could use cosmetic and structural repairs, but all are in decent condition.

The zone also includes the stables (Sub Zone D). The Stables and Practice Track sub-zone contains an area of 26.4 acres. Bounded by Couzens Avenue to the west, the large northern and southern

Figure 18 - Map of Parking Lots with identifiers
parking lots, and Vance Avenue, the area contains:

- 13 long stables capped at each end by two-story grooms’ quarters
- 2 large rectangular stable houses
- 2 free-standing grooms’ quarter houses
- 1 office/administration building

In addition to the structures detailed above, the sub-zone also contains a quarter-mile practice circuit buffered by grassy embankments, a 64,900 square foot concrete parking lot, gravel and woodchip footpaths, and several lengths of paved service drives. Nearly 1 ½ miles of chain-link fence surrounds this sub-zone. Most of the stables and attendant structures are in relatively good repair. There are utility hook-ups in each of the stables and grooms’ quarters. Apart from the racetrack infield, this sub-zone contains the most greenspace on the site.
Sub Zone B: Parking Lots

Phase 1

Alternative Use - Rent out Parking Lot 4 for Special Events

(Enhancement) Action 1: Minor upgrades and maintenance to the asphalt of Parking Lot 4

(Enhancement) Action 2: Condense parking for most days of the week into Lot 3

(Enhancement) Action 3: Open up Lot 2 for parking on race days and other special events

(Enhancement) Action 4: Gate off Parking Lot 4 unless needed

(Change) Action 1: Rent out Lot 4 to a farmer's/flea market one or two days a week. Encourage cross promotion with nearby flea market. Offer up the horses for viewing during market operation. Potentially offer petting zoo or pony rides for money.

(Change) Action 2: Build a few small permanent structures along the eastern edge of Parking Lot 4 to be rented out to pop up stores and restaurants that could also serve as administrative space during events.

Figure 18 - Example of size and scale of farmer's market


**Phase 2**

**Alternative Use - Improve Parking Lot 2 (south and west sides) and Parking Lot 1**

*(Change) Action 1:* Tear up the asphalt of Parking Lot 4 and plant grass with some landscaping (primarily along eastern and northern borders) to create a more comfortable and welcoming environment for events.

*(Change) Action 2:* Build a few small permanent structures along the eastern edge of Parking Lot 4 to be rented out to pop up stores and restaurants that could also serve as administrative space during events.

*Figure 19 - Parking Lot 2 sports facilities (looking Northwest)*

*Figure 20 - Parking Lot 1 sports facilities (looking Northeast)*
Phase 3

Raceway Viable - Multi-use family entertainment facility NW section of Lot 1; Retail development along Lot 4.

(Change) Action 1: Open or attract a multi-use family entertainment center (i.e. CJ Barrymore’s, Joe Dumars Fieldhouse)

(Change) Action 2: Create go kart track (approx. 2.11 acres) as well as a permanent structure (.5 acres) along the northern edge of Lot 1.

(Change) Action 3: Retail development for the eastern side of Lot 4 along Dequindre

Adaptive Reuse - Parking Lot 2 transforms into a public park

(Enhancement) Action 1: Commission environmental study of entire site

(Enhancement) Action 2: Maintain the sports facilities instituted in Phase 2

(Change) Action 1: Remove concrete, fences, and ensure underlying land undergoes proper environmental remediation processes

(Change) Action 2: Construct a permanent band shell for live performances

(Change) Action 3: Install a shared use pedestrian and bicycle path system that connects each zone to the new site amenities

Figure 21 - Parking Lot 4 retail development (looking West)
Sub Zone C: Stables & Practice Circuit

*Phase 1*

**Alternative Use - Rental Stables, Horse Boarding, & New Indoor Show Arena**

(Enhancement) Action 1: Carpentry upgrades in horse stalls

(Enhancement) Action 2: Structural and facade upgrades to the exteriors and doors of stables

(Enhancement) Action 3: Resurface the walkways and practice track

(Change) Action 1: Convert one of the large square structures in the southwestern part of the stable grounds to an indoor show arena

*Figure 22 - Phase 1 Stables Site: blue stables for Thoroughbreds, Orange areas for reuse*
Phase 2

Adaptive Reuse - Greenhouses & Aquaculture Shed; Structure Demolitions

(Enhancement) Action 1: Apply for and secure zoning variance to allow agricultural uses on the site

(Change) Action 1: Demolish the remaining grooms’ quarters on the three empty stable spaces

(Change) Action 2: Erect long hoop house style greenhouses with a raised garden bed system

(Change) Action 3: Convert one unused stable into a warehouse for aquaculture equipment and fisheries

Figure 23 - Phase 2 Stables Site: blue stables for Thoroughbreds, green areas for greenhouses, purple shed for aquaculture
**Phase 3**

**Adaptive Reuse - Live/Work & Makerspace Studios**

(Enhancement) **Action 1**: Apply for and secure zoning variance to allow light industrial and mixed-use residential on the site

(Change) **Action 1**: Convert the second large square stable into a small-scale manufacturing business incubator

(Change) **Action 2**: Convert two unused stables and grooms’ quarters into live/work spaces for purchase and rent

(Change) **Action 3**: Demolish the westernmost stable that runs parallel to Couzens and create new, pedestrian entryway

*Figure 24 - Phase 3 Stables Site: blue stables for Thoroughbreds, yellow stables reused for live/work space, red structures demolished*
Recommendations - Zone 3

The gaming building is in good condition. The building was built in 2008 and has not been used for much besides storage. The new grandstand space was also built in 2008 and offers outside seating and patio areas. Management stated the grandstand building was underutilized and much space goes unused. The outdoor grandstand patio area does host occasional music concerts as well as the “Action on the Apron” event which includes the $1 beer/hot dog night on Fridays. In addition to the details above, the sub-zone is partially connected to the clubhouse building.

Several recent improvements have been added for customer and horsemen convenience including: a passing lane, a casual park-setting picnic area, several banks of 42" plasma TVs, the very popular Top of the Park Grill, the Bridge Lounge, & the Homestretch Bar. Action on the Apron on Friday nights and other special discounts continue to attract new fans to the recently constructed, state of the art Grandstand area.
Sub Zone D: Casino & Grandstands

Phase 1

Alternative Use - Redevelop the gaming building into a farmer's market shed/indoor fair space

(Enhancement) Action 1: Frame and build out subdivisions within the building to accommodate a variety of vendors

(Change) Action 1: Frame and build out the interior space to accommodate a variety of vendors

(Change) Action 2: Facade upgrades to the exterior of the building

Alternative Use - Convert gaming building into a Microbrewery/Restaurant

(Change) Action 1: Frame and build out the interior space to accommodate a microbrewery

(Change) Action 2: Facade upgrades to the exterior of the building

Improvement - New bar with gazebos expanded seating area of grandstands

(Enhancement) Action 1: Redecorate lower bar area as tiki-style bar and stage

(Enhancement) Action 2: Add a rooftop/canvas tent over space to protect from the elements.

(Change) Action 1: Add gazebos that could be rented for larger groups for birthdays, bachelor/bachelorette parties/anniversaries.
Phase 2

Adaptive Reuse - (Option 1) Convert the gaming building into a banquet rental space

   (Enhancement) Action 1: Upgrades to exterior space including gazebos below the grandstands
   (Change) Action 1: Complete rebuild of interior to facilitate space to be a flexible event space

Adaptive Reuse - (Option 2) Convert the gaming building into a Casino and food court

   (Enhancement) Action 1: Upgrades to the building exterior
   (Change) Action 1: Complete rebuild of interior to house a multilevel gaming hall and several food vendors
Phase 3

Raceway Viable - Plan additions to the existing grandstands in order to accommodate more spectators and

(Planning) Action 1: Commission feasibility study, planning, and architectural options for the expansion of the grandstands

Adaptive Reuse - Convert Gaming Building and Grandstands into an indoor/outdoor concert venue

(Change) Action 1: Build out space surrounding the gaming building and grandstands and perhaps coinciding with some of the parking lot space

(Change) Action 2: Install a large outdoor music stage with seating area

(Change) Action 3: Construct additional restrooms and concessions stalls below grandstands
Sub Zone E: Clubhouse & Grounds

*Phase 1*

**Improvements - Cosmetic upgrades for the clubhouse, administrative building, immediate grounds, and racetrack.**

*(Enhancement) Action 1:* Paint the interior and exterior of the Clubhouse

*(Enhancement) Action 2:* Upgrade the flooring throughout the entire facility

*(Change) Action 1:* Upgrade the grounds that surround the main entrance and the park
Phase 2

Alternative Use - Set aside space in the Clubhouse and Grounds for pop-up retail and dining

(Enhancement) Action 1: Offer space to non-profits for community/educational projects (i.e. healthy eating/shopping classes, home gardening tips)

(Change) Action 1: Install vendor kiosks and custom designed pop-ups (i.e., shipping containers, inflatable structures, and modular systems)

Figure 27 - Example image of pop-up retail development
Phase 3

Adaptive Reuse - (Option 1) Demolish the clubhouse, pave the track, and build an outdoor mall

(Enhancement) Action 1: The pond will be the focus of the grounds for the mall planting trees, annuals, perennials, and rocks

(Enhancement) Action 2: Determine a uniform design that would fit into the fabric of the city of Hazel Park

(Change) Action 1: Develop streetscape in conjunction with Lot 4 retail plan

Adaptive Reuse - (Option 2) Convert the clubhouse, grounds, and racetrack into an extension of the Lot 1 public park

(Enhancement) Action 1: Plant shade trees, coordinated annuals and perennials grown from the Stable greenhouses around infield pond

(Enhancement) Action 2: Resurface racetrack with original gravel base to form a shared-use path for cycling and walking

(Change) Action 1: Demolish Clubhouse building

(Change) Action 2: Construct playground on former site of Clubhouse
Implementation Priorities

Immediate Actions

Through renovation, rebranding and diversification the Hazel Park Raceway can once again be a popular destination for residents of southeast Oakland County and the entire Metro-Detroit region. Finding creative ways to reuse large portions of the underutilized property will bring in revenue from opening new businesses and renting out sections of the grounds to other businesses. These new uses will help in allowing the raceway to reinvent itself as well as attracting a larger, broader base of customers and potential customers onto the property. All of this will make the raceway itself and the surrounding area a more exciting, desirable and profit-making destination; a benefit that will reach beyond the ownership of the raceway to the residents of Hazel Park and the city itself.
Longterm Raceway Site Vision

Pioneer Village

The recommendations outlined earlier in this document provide a short term guide to activating the space now. The raceway is not the key issue, the waste of space surrounding it is. The vast amount of space is the opportunity for Hazel Park to transform into a true regional destination.

Hazel Park deserves to dream big and also is sitting on prime real estate. The raceway site is close to the Royal Oak, Ferndale, and Madison Heights markets as well as being strategically located to Detroit. Add in the density, relatively low vacancy, and the cost of doing business and living, it is clear that now is the time to turn dreams into reality. This parcel of land is vital to the future of Hazel Park.

This section proposes a bold plan 20+ years into the future - Pioneer Village. The first step is to reduce their physical footprint while maximizing the fan experience. Moving the stables, expanding the Action on the Apron area, and adding some new construction for a variety of uses will create a 360 degree experience for fans.

Figure 28 - Existing site arrangement

Figure 29 - Proposed site realignment
As a result of the first step, 55 acres will become available for development, falling within the range of manageable projects. It is also our recommendation that projects over 80 acres be divided up to different developers to make management less difficult and increase competition among developers. Another added benefit is that of the 55 acres, 15 acres are dedicated to a sports entertainment complex that is designed to be a regional destination for high school and low level colleges as the facilities should be state of the art.

Figure 30 - Proposed site realignment and redevelopment
At a projected cost of $100 million dollars this plan is a long term vision. Securing funds to orchestrate this project is no doubt the largest challenge. However the return on the investment would be no doubt exponential in nature.

Figures 31, 32, 33 - Proposed building scale and locations for Residential, Sports & Entertainment, and Commercial uses
Appendices
I - Case Studies

**Hazel Park Planning & Ordinance Considerations**

Act 110, of Public Acts of 2006 was amended to “provide for” (in accordance with the authority and intent) of the redevelopment of the city in accordance to the Master Plan to prevent any “undue” burden on the residents, developers, industry, or commerce, as well as, meet the residents basic needs for survival-food, fiber, service and other land uses. These uses must be implemented in a manner that will ensure efficient transportation systems, sewage disposal, water…promote public health and safety, and decrease traffic congestion and etc.

In accordance to the Hazel Park Master Plan, the Hazel Park racetrack has been deemed as a major component of the MD Mixed Use Entertainment District. This district encourages diversity/mixed compatible land uses such as residential, office, commercial, recreational, and other similar types as stated within the guidelines of the master plan.

MD development strives to accomplish the following: multiple-used developments with the appropriate densities, heights, and mixed uses for the various locations, the separation of vehicular and pedestrian circulation patterns, integration of the new development into the fabric of the existing development. Also, to include creating open and recreational spaces, allowing more accessibility for district residents and visitors to allow for flexibility of zoning restrictions as it relates to building height, lot coverage, setback, parking, etc. Some of the permitted uses in the MD District include; indoor/outdoor recreational uses, bowling alleys, billiard halls, harness and thoroughbred racing, skating rinks, common open spaces, cocktail lounges, nightclubs, taverns and etc. According to the Hazel Park Zoning Ordinance, a building with 4 stories or greater, an “amenity area” shall be provide a standard of 200 square feet per dwelling unit. An “amenity area” is defined as an area or areas intended for use for recreational purposes, may be used for recreational purposes but not including any driveway or parking area. CITY OF HAZEL PARK ZONING ORDINANCE ADOPTED- MD MIXED USE ENTERTAINMENT DISTRICT Page 17.56 – 3
Boundaries & Entrances

Phases 1 & 2 Case Studies

Gulfstream Park, Hallandale Beach, FL - Gulfstream Park is a great example of how Hazel Park Raceway entrance should follow. A notable entrance with large sign creates a positive impression about what is happening inside that can attract more visitors to people.

Phase 3 Case Study

The High Line, New York City, NY - The High Line is an elevated rail line that has been repurposed as a public park. It is a prime example of reusing existing transportation infrastructure in creative ways. Elements from this example, such as the emphasis on preserving the line’s history and recreation, may be incorporated into the Raceway site’s boundaries and internal roadways.

Parking Lots

Phase 1 Case Study

Eastern Market, Campus Martius: Detroit, MI

Phase 2 Case Study

Mae Stecker Park: Shelby Township, MI; Ford/Wyoming Drive In: Dearborn, MI

Phase 3 Case Study

Shelby Township Municipal Park & Mae Stecker Park: Shelby Township, MI

Stables & Practice Circuit

Phase 1 Case Study

Willow Tree Stables, Romulus MI
Phase 2 Case Study
Central Detroit Christian Farm & Fishery, Detroit, MI

Phase 3 Case Study
Mt. Elliott Makerspace; OmiCorp Detroit, Detroit, MI

Casino & Grandstands

Phase 1 Case Study
South Carolina Farmer’s Market, West Columbia, SC - The new South Carolina State Farmers Market is a state-of-the-art facility that provides the agricultural community of South Carolina with a one-of-a-kind venue in which to showcase South Carolina products. The farmers market has many amenities, including a climate-controlled retail building that houses a restaurant, bakery, exhibition kitchen, general store and retail produce space.

Fort Erie Raceway, Fort Erie, Ontario, Canada - The Fort Erie Raceway embodies the idea of a lower-cost, convenient expansion of existing infrastructure, facilities, and professional staff. If the recommendation to create a Tiki Bar with additional gazebos is taken, elements present in the Fort Eire example should be incorporated.

Mitten Brewing Company, Grand Rapids, MI -

Phases 2 & 3 Case Studies
Sam Houston Raceway Pavilion Centre, Houston, TX

Monticello Raceway Casino, Monticello, NY

Clubhouse & Grounds

Phase 1 Case Study
Hoosier Park, Shelbyville, IN
**Phase 2 Case Study**

Vernon Downs, Vernon, NY

**Phase 3 Case Studies**

Twelve Mile Crossing Fountain Walk, Novi, MI

Donald J. Flynn Park, Troy, MI
II - Precedent Image Book

Images Used to Inspire the Hazel Park Raceway Designs of the Future

Figure 1 - Signage

Figure 2a - Signage

Figure 2b - Signage

Figure 3 - Clubhouse Bar
Figure 6b - Grounds

Figure 6c - Grounds

Figure 7 - Restaurant (Clubhouse)

Figure 8 - Casino
Figure 9a - Streetscape

Figure 9b - Grounds

Figure 9c - Grounds

Figure 10a - Grounds Playscape
Figure 16 - Brewery (Gaming Building)

Figure 17 - Clubhouse Upgrades
Figure 22 - Basketball Court (Parking Lot)

Figure 23 - Baseball/Soccer Field (Parking Lot)

Figure 24 - Family Dining (Parking Lot)

Figure 25 - Drive-in Theater (Parking Lot)
Figure 26a - Go Karts (Parking Lot)

Figure 26b - Go Karts (Parking Lot)

Figure 27 - Retail Development (Parking Lot)

Figure 28 - Temporary Bandshell (Parking Lot)
Figure 29 - Live/Work (Stables)

Figure 30 - Aquaculture Shed (Stables)

Figure 31 - Makerspace (Stables)

Figure 32 - Indoor Arena (Stables)
III - Design Book Image References

Figure 1 - Vernon Downs Raceway ClubHouse-Signage www.vernondowns.com
Figures 2a-2b-Entrance and Landscaping www.hoosierpark.com
Figure 3 - Bar www.hoosierpark.com
Figures 4a-4b - Belle Isle Flower Conservatory Belleisleconservancy.org
Figure 5 - Campus Martius Park www.campusmartiuspark.org
Figure 6a-6c - Hoosier Park Raceway www.hoosierpark.com
Figure 7 - Johnnie Rockets www.hoosierpark.com
Figure 8 - Kentucky Downs Casino www.kentuckydowns.com
Figure 9a-9c - Twelve Mile Crossing Fountain Walk Park Outdoor Mall Shoptwelvemilecrossing.com
Figure 10a-10c-Donald J. Flynn Park http://www.troymi.gov/PlayHere/Outdoor/Parks/CommunityParks.aspx
Figure 11- Kate Spade Igloo www.katespade.com
Figure 12 - Coffee and (______) Popup www.eatitdetroit.com
Figure 13 - HP Beats Audio http://boxmanstudios.com/
Figure 14 - South Carolina State Farmer’s Market: scstatefarmersmarket.com
Figure 15 - Fort Erie Raceway, Canada www.forterieracing.com
Figure 16 - Brewing Company, Grand Rapids, MI www.grbrewingcompany.com