

1/28/64

Many things are going on in our City -- so many that it is sometimes difficult to keep up with all of them, even if government is your daily business. I would like to review some of them today and keep you up to the minute on Detroit's progress and Detroit's future.

Let's talk first about the physical assets of Detroit and what we are doing through URBAN RENEWAL to make Detroit a better place to live.

(OUTLINE)

URBAN RENEWAL: Twenty-one redevelopment projects underway, including residential developments, such as Lafayette Park; light industry, such as Corktown; and medical facilities in the Medical Center. It now appears that the exciting International Village will soon be rising where Skid Row once stood.

In addition, there are eight neighborhood conservation projects. A total of 7,501 acres of the City -- an area far larger than Highland Park and Hamtramck combined -- is being reclaimed through clearance or conservation. (1,589 acres clearance and redevelopment, 557 in Federally-assisted conservation, and 5,355 acres in conservation by the City without assistance).

New projects being pushed include Research Park, a wholesale distribution center at Eastern Market, the Elmwood residential development on the near East Side, an expansion of the Corktown industrial project, and the creation of a University City near Wayne State University. We are also considering renewing a key part of downtown Detroit by changing the face of Campus Martius.

Research Park, for example, could be the most important economic event in our city in a generation. We hope to locate an entire technological complex north of the Ford Freeway near Wayne State University. Research is the key to the future of industry, and it is essential to the well-being of our community that the jobs of tomorrow be developed here today.

ECONOMIC DEVELOPMENT of our City has been given a high priority in this administration. The number of private expansions, such as the \$55 million Cadillac is spending to grow in our city, are indications that we are making progress.

I see particular significance for the future of Detroit in the recent announcement by GENERAL MOTORS CORPORATION that it will rebuild the facilities of its TERNSTEDT DIVISION -- not in Warren, or Farmington, or in Plymouth -- but on the same site on West Fort Street it has occupied since 1918. If General Motors can see advantages to replacing antiquated facilities at the same site, and keeping this operation within our city, then other companies too will be reexamining the merits of staying in Detroit.

You can see that much of our URBAN RENEWAL ties directly to ECONOMIC DEVELOPMENT. The combination is broadening the City's tax base. More important, it is helping to put our jobless back to work.

In this connection, we are working closely in many respects with the Federal Government. Urban Renewal, after all, is a team effort by the Federal Government, the city, and private business. For more than a year now we have been working on the extremely important Community Renewal Program, a long-range look into Detroit's future designed to insure that all City functions related to renewal are as sound as we can make them. This three-year study will cost approximately \$1,300,000, with the Federal Government paying two-thirds and the City one-third.

We also are working with Washington on Manpower Retraining Programs, and the Area Redevelopment Program, which gives preference to hard-hit unemployment areas, such as Detroit, in fostering new job-creating enterprises. We have stepped up some of our public works projects to ease unemployment in this area. This step-up means that the Federal Government will share 50-50 in the cost of these projects, which already total more than \$321 million dollars.

The Federal Government is also aiding us in other fields. Detroit has been awarded some \$500,000 in grants to prepare an action program against juvenile delinquency in our community and to help train our young people who have not been able to find jobs. The burden of unemployment falls heavily on our youth.

Many of our young people are becoming part of what is known as the "HARD-CORE" UNEMPLOYED -- the people who cannot find jobs even in the relatively good times Detroit is enjoying today. And many of these people have the high school diplomas that once opened the doors to many occupations.

To help these young people and others who make up the thousands of hard-core unemployed in our community, your City government is working with Federal, State and school officials as well as private agencies in a concerted effort to make some impact in this area. The long range benefits will go to all of us, not only to those we equip to find and hold jobs.

Dalouque
(RIVERFRONT AND PORT DEVELOPMENT).

This administration also is eminently concerned that the best possible use be made of that great natural resource, the Detroit River. I have called for a total approach in utilizing our riverfront -- a comprehensive plan to take full advantage of its tremendous potential for industry, for recreation and for living.

The groundwork for this total approach has been laid in the recent exhaustive study of our Riverfront. The economic phase of this study showed that the Port of Detroit should handle four times as much foreign cargo at our for-hire terminals by the year 2000 -- only a generation away. The nationally-known consulting firm which conducted this study urged that we begin moving soon to reserve the needed Riverfront land for future Port use, and we are doing so.

As part of this same study, which cost the Federal Area Redevelopment Administration \$105,000, the City Plan Commission staff proposed a number of changes in land use along our Riverfront to meet the needs of tomorrow. These proposals are receiving the thorough, deliberate study that they deserve. If their merit is established, these recommendations will become part of the City's Master Plan.

Our Port is an important part of Detroit's economy today, and the experts assure us that its significance will grow in the future. Proper Port development is a MUST for our City, and my Administration is prepared to see that it happens. We shall help private interests do the job, or, if we must, we shall do it ourselves.

(FISCAL PROBLEMS, INCOME TAX AND TAX REFORM)

POLICE: Striving for equal law enforcement, and equal respect for the law, in all parts of the City. But we need the help of the citizenry.

Delinquency insert here, if desired →

CONVENTION BUSINESS: Almost tripled in six years, largely because of Cobo Hall. Out-of-town delegates in the last three years have spent over \$75 million in Detroit. Outlook is good for next few years.

DSR: New look. Exploring ways to turn the national trend that has cut transit patronage, including the merits of a Metropolitan Transportation System. Will always need a DSR type of operation. Emphasis should be on service.

As you can see, many of our goals have not yet been reached. Indeed, some of our work has just begun and much has yet to be started.

This is a city on the move, our Detroit. The country has become aware of the new Detroit. People across the world are learning about our community's great promise and drive. There are few limits on what can be done in Detroit if all of us work together, if we use all of our talents. But citizen interest and cooperation are the keys. I ask you to give me yours.

#####

(For use if desired)

✓ URBAN RENEWAL plus PRIVATE INITIATIVE are changing the face of Detroit.

The combination is revitalizing the heart of our City and reversing the trend toward the suburbs. The result is a great economic asset. For example, the assessed valuation of Lafayette Park when completed will total more than seven times as much as before urban renewal.

Elmwood Park, directly east of Lafayette Park, is planned as an eventual development of 460 acres for residential use. Completely new neighborhoods of moderately priced dwellings will be created, with new street patterns, shopping and recreational facilities and schools.

As you know, the Federal and City governments combine to initiate urban renewal. Generally speaking the Federal Government pays two-thirds of the cost of acquiring and clearing the land, with the City paying one-third. But, once the land is cleared it is sold to private sources for development, although we do keep some controls as to how it is developed. After a slow start, urban renewal in Detroit has really attracted the interest of the private developers. Literally dozens of them are waiting to take part in the Elmwood Park project, for example.

It is estimated that in the next 10 years the Federal and City governments will pay a total of \$150 million to acquire and clear land for redevelopment in Detroit. But it is also predicted that this money will generate a redevelopment value of more than \$900 million.

These projects help stimulate other new construction. The \$100 million Civic Center is given much of the credit for the new look of downtown, including the NATIONAL BANK BUILDING, MICHIGAN CONSOLIDATED GAS CO. headquarters, new offices of DETROIT BANK AND TRUST CO., FIRST FEDERAL BUILDING and the PONCHARTRAIN HOTEL. It has furnished incentive for the proposed INTERNATIONAL VILLAGE and the high-rise MOTOR HOTELS announced for the Washington Blvd. area.

INSERT FOR OUTLINE SPEECH (2/14/64)

(For use on Page 4 if desired)

The DELINQUENCY PROBLEM is not new, nor is it confined to Detroit. It is, however, an extremely serious situation, and our Administration has been hard at work in this area long before the newspapers began dramatizing the subject.

From the start we have worked to make our streets safer for our citizens. We initiated Community Action for Detroit Youth, or CADY, to seek new approaches to the juvenile problem. Part of the problem is youth unemployment, and in this area we have taken the important first steps toward retraining our young people so they can find and hold jobs.

Our new Police Commissioner, Ray Girardin, is reviewing the assignments of the entire police force...more than 4,000 men...to get even more men on the streets. The Police Department has always been in close contact with school officials, and never more so than today. Even before the recent headlines, more than 90 policemen have been assigned to the schools in various capacities.

At 31 schools scout cars or cruisers are on the scene at school breaks. Every school with a record of trouble is part of a beat, with police in and out at least once an hour. Every complaint is answered and fully investigated. We have received no criticism that the police have failed to cooperate in this situation. On the other hand, the letters of praise for the police have been many.

The police effort against juvenile crime is a continuing one, with many phases. When compared with other cities, it is evident that we have made some progress, although not so much as all of us would like,

#####