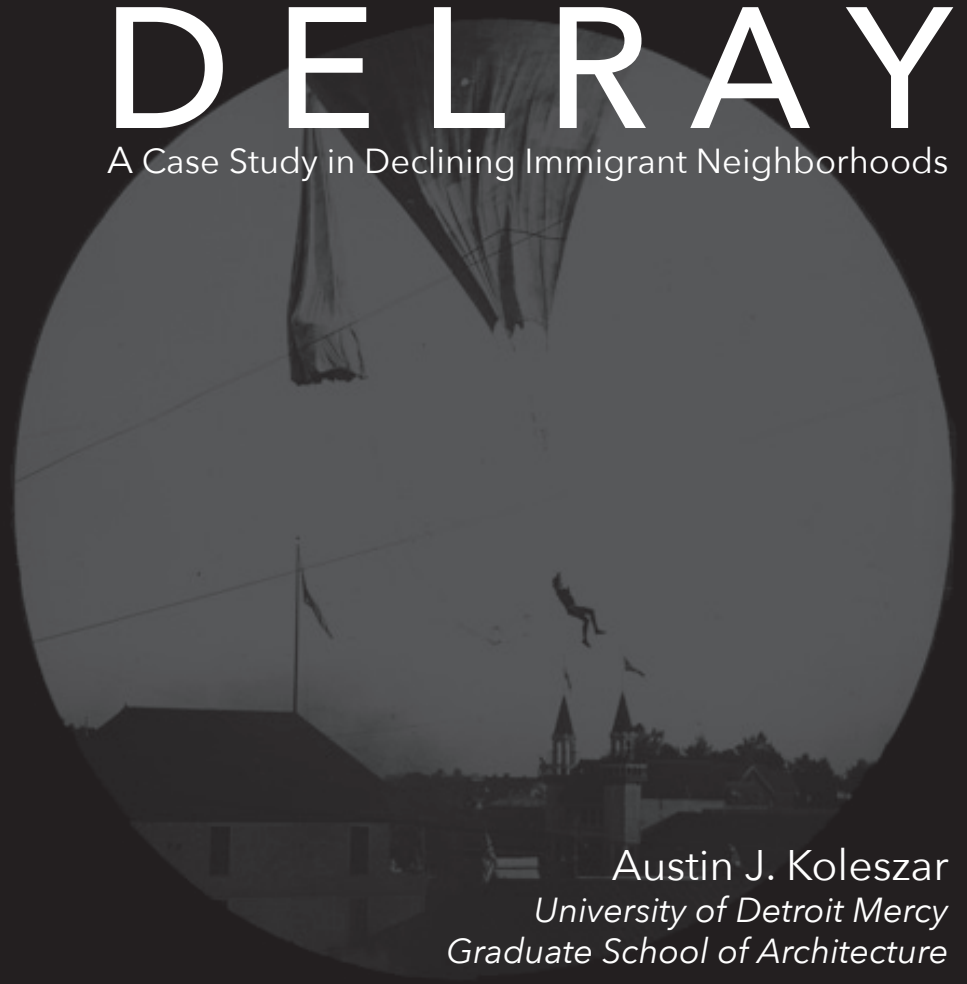


# DELRAY

A Case Study in Declining Immigrant Neighborhoods



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## 0.1 Acknowledgments

I know that I would not be here without a lot of help from the people around me. I would like to thank my classmates for the suggestions and critiques, my family for the support, and my friends for understanding why they had not seen me for the last nine months. Lastly, I would like to acknowledge my ancestors. They are the reason I am what I am. My culture and heritage are very important to me and for that reason this thesis looks extensively at preserving culture for my future generations.

Thank you all!

*"I am my ancestors' wildest dreams"*

*Brandan "B-Mike" Odums*

## 0.2 Introduction

The Delray neighborhood of Detroit is located just Southwest of downtown along the Detroit River. Today, the neighborhood has come into the news for it's upsetting current state. The media describes the neighborhood as a ghost town. "Once a thriving, independent village, the heavily industrialized southwest Detroit neighborhood is now home to only 2,000 residents" (Sewick). The narrative is clear; the biased media portrayal of Delray is one of a neighborhood devoid of a community or citizens. The few people that are left are being poisoned by pollution and eager to move to greener pastures. The truth is, the small 2.94 square miles known as Delray, is beloved by many citizens; past and present. There is a strong community centered around religion and the past many look back fondly on. The community developed from farm plots to small industry. The industry attracted many Hungarian immigrants (in addition to Polish, Armenian, and Slovakian immigrants). The area soon grew quickly with the addition of factories, a post office, a rail line, hospital, library, and school. After the Michigan State Fair and Detroit International Exposition, the industry boomed and attracted the leaders

of a quickly expanding Detroit. Delray was annexed in 1905, only eight years after incorporation. Detroit rode Delray for its industrial resources in a time when industry was king. As industry in the city began to fall and early signs of Detroit's deindustrialization were noticeable, the city doubled down on Delray. Factories were growing and companies needed more and more land to expand. This was impossible in Detroit because of its dense housing around existing factories. As the business moved into the suburbs like Warren and Milford, the city of Detroit, in an effort to give more land to the industries, rezoned all of Delray as industrial. This ignored the roughly 30,000 people living there at the time. There is a laundry list of industrial punches given to the residents that will be discussed in the historical component of this thesis. Delray, now polluted and full of abandoned commercial buildings and warehouses, is home to about 2,000 residents. This number is expected to go down with the building of the new International Trade Bridge to Canada.

Immigrant neighborhoods are often the first on the chopping block for projects involving eminent domain (I-75, Marathon

Oil Refinery, the Wastewater Treatment Plant, and the new International Trade Bridge to Canada are examples of this in Delray). These neighborhoods are often some of the best and brightest communities in a large city. Little Italy in Boston, Ukrainian Village in Chicago, and Dearborn (Arabic) and Hamtramck (Yemeni, Polish, and Bangla), both in Michigan, are some of the most wonderful sources of culture in their respective locations. These ethnic communities are a great source of tourism, often visited by locals, and most importantly, they are a connection to a cultural identity that most second, third, and fourth (and further) generations would have lost. The argument could be made that the city leaders, the upper class, the bad politics, or the corporations are to blame for chewing up an ethnic neighborhood; using the community for the cheap labor and the resources. The truth is that it can be traced to the very values and ideals of America. The melting pot is an outdated and frankly racist way of looking at immigration and cultures. In Canada they use the term "mosaic" to describe a similar phenomenon. "The mosaic is based on our belief that Canada as a whole becomes stronger by having immigrants bring with them their cultural diversity for all Canadians to learn from" (Levine and Serbeh-Dunn). "The cultural melting pot" Levine and Serbeh-Dunn continue, "as adopted in the United States, tells immigrants that no matter who they have been in the past, upon landing on American shores, they are Americans and are expected to adopt and follow the

American way" (Levine and Serbeh-Dunn). This homogenous thought produced by the aristocracy of America's past is the wrong way of looking at cultures coming to the states. As a second generation Hungarian-American living just outside of Detroit, I yearn for my cultural connection. My mother is a great cook and can make wonderful paprikas (Hungarian meal consisting of veal or chicken and dumplings), but all too often we had to drive to Toledo, Ohio for any Hungarian cultural connection. There we could pick up kolbasz (Hungarian sausage) and dobos torte (Hungarian layered cake) to bring home. Even the Hungarian neighborhood of Toledo, Birmingham, has become more diluted over time. There is almost no place I feel I can go to enjoy the food and learn/speak the language. For Southeastern Michiganders, Delray was that place.

This thesis looks at Delray as a case study of immigrant or ethnic communities that have been beaten down by changing times. In many cities across the world, cities were built on the backs of immigrant or poor laborers in the communities surrounding the factories. These immigrant communities hold the key for so many Americans that are seeking a cultural connection, a way to escape this grayed out "melting pot". The goal is to develop tools and strategies in Delray to revitalize its culture and identity, stabilize its status as a community, and most importantly make it more livable. These tools and strategies are intended to be used in other cities across the United States (or the world) to preserve these community gems.

The first segment of this thesis looks at the historical background of Delray that has been poorly recorded over time. The history has been integrated with personal narratives from those who lived in Delray. These stories are to shed light on the way Delray was and give a glimpse into the past. The second component of this thesis examines the present condition of Delray. It is an evaluation of the assets of the neighborhood, the housing stock, the residents (demographically speaking), and the gaps within the community. The term "gaps" is used here to explain the negative aspects and the missed opportunities, such as the things in the community that with a slight adjustment could be a positive or even an advantage in the area. The final element in this thesis is the design intervention. The intervention will be explained from a master plan perspective down to the community stakeholder's interactions with it and the future vision for Delray as different phases of the intervention are implemented.

# HISTORICAL NARRATIVE

- 1.1 *Pre-Delray and Native American History*
- 1.2 *The Formation of Delray*
- 1.3 *Detroit International Exposition*
- 1.4 *Incorporation*
- 1.5 *Reluctantly a Neighborhood*
- 1.6 *Continued Growth*
- 1.7 *Deindustrialization*
- 1.8 *Decline*
- 1.9 *Further Challenges in the Post-Millennium*

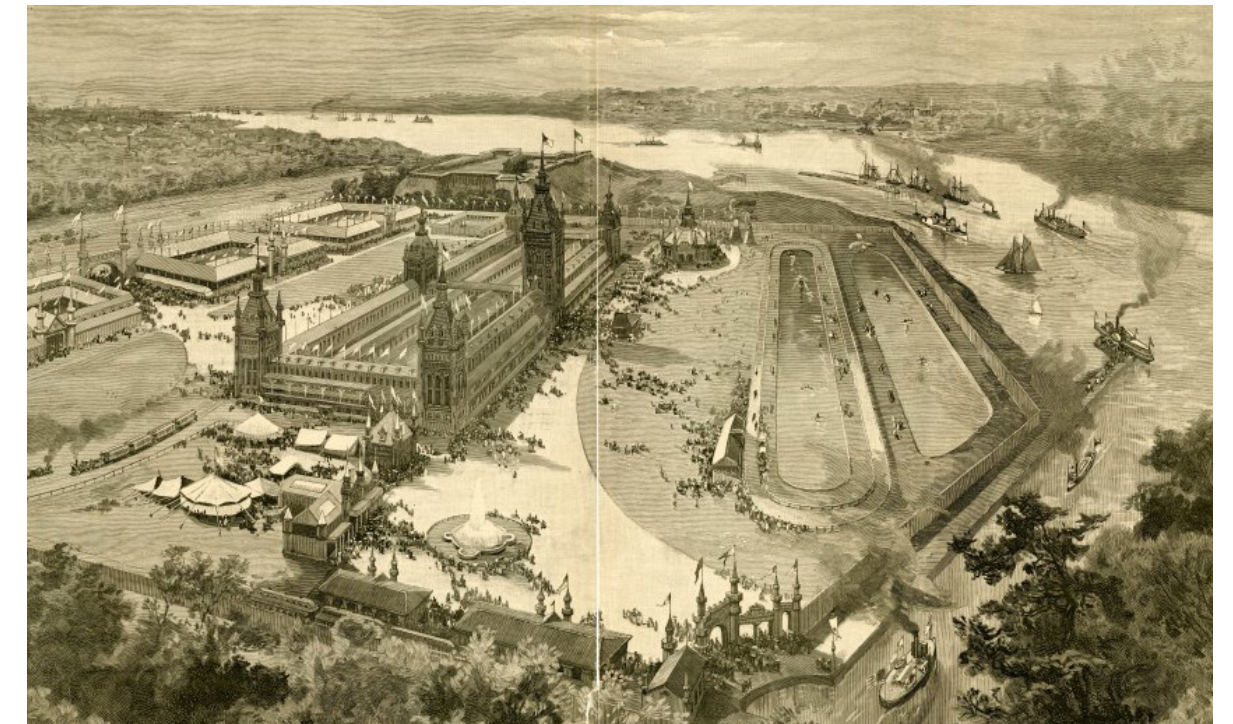


Figure 2: Detroit International Exposition fairgrounds circa 1889



## 1.1 Pre-Delray and Native American History



Figure 3: Detroit burns

The earliest settlements in present day Delray can be traced back to the Native Americans. As early as 750 A.D. the area now known as Delray was used as a burial ground for Native Americans. It was home to a multitude of burial mounds. The Copper Works Mound which was located the East side of present day Fort Wayne, where the officer's quarters are. The Central Mound was located on the North border of the actual fort. Carsten's Mound was located where the new bridge plaza is now being built, a few blocks west of Livernois. Springwells Earthwork was constructed approximately where the drive to the public boat launch is. The great Mound of the Rouge River, the most well known of the mounds in this area was at the intersection of Zug Island Road and Medina. Almost all of mounds are now gone except for the Sandhill Mound (The Fort Wayne Mound) located within the border of Fort Wayne and behind the, now closed, Native American Museum. "The mound was partially excavated in the 1940s but some burials still remain. Extensive documentation and specimens exist at the University of Michigan Museum of Anthropology. A type of Native American pottery known as "Wayne

Ware" was named after the many intact vessels found at the site" (Fort Wayne Coalition).

The native tribes who built these mounds were from the late Woodland period at a time of expansion for the Hopewell Tribes. The earliest European arrivals were aware of the sacred nature of these burial mounds and Benjamin Whitherell stated: "In my childhood I have seen the children of the wilderness deposit the remains of their departed friends in [the hill's] bosom. They scooped out a shallow grave in the center of the top of the mound, and covered the body with some sand, brought from the neighboring sand-bank... At different times the Sacs, Sioux, Foxes, Winnebagoes, Menominees, Iowas, Wyandottes, Pottawatomies, Chippewas, Tawas, and other tribes, congregated at this favorite spot, and made the night hideous with discordant yells. Here they held their war and medicine dances, and all sort of wabe-nos. Their music was the monotonous sound of the rude drum, beaten with unvarying stroke, for many hours together, frequently all the night long. It was done to drive the evil spirit off, and sometimes indicated that a warrior was laid



in his grave" (Shoemaker 5). Although very little of the mounds exist today, this is not completely the fault of the destructive and intrusive European settlers. Thomas McKenney, who is the United States Superintendent of Indian Affairs, visited the Sand Hill mounds in the summer of 1826. He was quoted saying "There appears to have been three of them, but only one retains much of its original conical figure, and this, like the other two, is fast finding its level. A principal cause of the mounds wasting away, is, the cattle go upon them to get into the cooler, fresher air, which blows upon them from the river, near the shore of which they are--and to get rid of the flies. The soil being light and sandy, is kept stirred by them, and the rains wash it off. Hence the exposure of human bones from time to time, as the several layers, or strata, are reached; for they appear to have been buried at different depths, and upon one another. I picked up some ribs, a bit of an os frontis, a piece of vertebrae, but all in a state of decay, so much so, that they crumbled at the touch" (McKenney 122).

Just to the Southwest of the Sand Hill was a large marsh that surrounded a chunk of dry land that was next to the Detroit River. A circular enclosure stood on this bit or chunk of dry land. It was roughly enclosing one and a half acres. The enclosure was roughly four feet tall. In 1889, a writer for the Detroit Free Press noted that the Springwells Earthwork was still in a "tolerably good state of preservation," and might be an interesting attraction for attendees of the nearby Detroit

Delray - Mound Locations



Figure 4: 1. Great Mound of the Rouge River 2. Springwells Earthworks 3. Fort Wayne Mound 4. Carstens' Mound 5. Central Mound 6. Copper Works Mound



Figure 5: The Great Mound of the Rouge River.



Figure 6: Springwells Earthworks after Detroit Edison's intervention into the landscape in 1898

International Exposition (Detroit Free Press 1889). The exposition itself will be covered in greater depth later. The writer continued to speak of an elder in the Native community that explained the tradition behind the Earthwork and how it was meant as a defensive post against a separate tribe. The work was situated at such a point that the Native Americans could use the river as an escape if necessary. In 1903, Detroit Edison purchased the land to build a power plant and all remaining portions of the Springwells Earthwork were destroyed.

The last major portion of the sacred land discussed here is the Great Mound of the Rouge River. Estimates from "The Mound Builders" put the size of the mound at roughly 200 feet wide and 300 feet long and standing over forty feet tall. The land the mound was on was a river farm and the land patent was issued to John Askin, but after his death in 1815 the land changed hands quiet a few times. "The Mound Builders" talks about this stating "Two years later his widow, Archange Askin, sold the farm to Cornelius Leonard Lenox, an African American former slave who came from Newton, Massachusetts with Michigan's first governor, William Hull. Lenox died in 1853, and his widow, Candis Lenox, sold the portion of the farm south Jefferson Avenue to James W. Sutton in 1860. The south two-thirds of this land was then sold to Henry Barns in 1864. Barns briefly operated the Detroit Improved Brick Company here before selling the property to the Detroit City Glass Works in 1868" (Szewczyk). Within a year Native

American relics were found on the sandy mound. "According to Louis Burdeno, the parcel containing the mound came into the possession of "the Chase estate"--probably Elisha and Caroline Chase. Because the sand could be used to make mortar and served other building purposes, the Chases hired Augustus Bordeno and his son to dig down the mound, boat the sand up to the docks at Detroit, and sell it for 2½ cents per barrel. Louis Burdeno estimated conservatively that he and his father removed 1,300 skeletons from the burial mound... "When the diggers came to a skeleton," Spooner wrote, "they put it on a wheelbarrow, wheeled it to the [Rouge] river, and dumped it in" (Szewczyk). The amount of skeletons in this mound was consistent with the Huron Feast of the Dead. This is a festival that takes place every ten to fifteen years within the Huron/Wyandot people. They would bring the remains of relatives that had died since the last festival and place them within this communal burial site. Desecration of sacred Native American burial sites was a common occurrence in Detroit. "The Sand Hill at Springwells was a popular picnicking spot in the early 1800s, and the burial mounds were frequently hacked into by amateur treasure hunters" (The Mound Builders). Thomas Palmer is quoted with stating: "The banks [of the Detroit River] were covered with many Indian mounds, and my teachers used to take me down Saturdays often times to see them dig for Indian skeletons and the curios which had been buried with them. In my playhouse

I had quite a collection of Indian heads which time had prepared for the museum or for jack-o'-lanterns." This was not reserved just for Southwest Detroit, according to Hubbard, "it was hardly possible to dig a cellar or level a hillock without throwing out some memorial of the red races... To unearth a human skeleton was a common occurrence. They were thrown out by spade and plough, and sometimes were seen protruding from the soil where the action of the waves had broken into the land" (Szewczyk).

Paul Szewczyk, the author of *The Mound Builders*, has fully researched the topic of Native Americans in Pre-Delray and his article has the complete story behind the mysterious and monumental mounds. He closes the article by saying "The ancient earthworks that stood on the shores of the Detroit River for more than a millennium were needlessly destroyed by a society that did not think they were worth caring about. The one survivor among them was essentially fully excavated and simply piled up again, making it debatable whether it truly is the oldest human-made structure in Detroit. The remains of thousands of human beings were thrown into the river or kept as souvenirs. The handful that remain are currently kept by institutions that have already repatriated many ancestry remains. Some day soon, the last of the bones taken so unceremoniously from the mounds at Springwells will be returned to the earth from which they came" (Szewczyk).

To introduce the next major Native American event in this area following the arrival of the French to the area in the 1670s, Michelle Lyons said, "When French Jesuits first visited Southeast Michigan, they had unknowingly arrived at a moment of stalemate: the recent Beaver Wars between the Iroquois from the east and the native Sauk, Fox and Kickapoo tribes had created a no-man's-land, as the Iroquois forced the smaller tribes further inland. With the building of Fort Pontchartrain in 1701, small bands of Hurons, Ottawa, and Ojibwe re-settled in a broad swath around the trading post in an uneasy alliance. The Fox Indian Massacre of 1712 saw the Huron and Ottawa force the Fox out of the territory after a two-week siege that concluded in a massacre in what is now Grosse Pointe Park." (Lyons)

After the arrival of Cadillac and the creation of Fort Pontchartrain (a heavily sought after piece of real estate by the British) the French commander of the fort was travelling and the Native American allies (Huron and Ottawa) had yet to return from their winter hunt. It was the spring of 1712 and the British sent a group of Macoutims and Fox Indians to set up a camp just outside of the walls of Fort Pontchartrain as a sign of trust. The interim leader of the Frenchmen, du Buisson, an experienced man who was familiar with the tricks of the Natives, took precautions in case of an attack. He also ordered all the food be moved from the storehouses to the fort. As the number of Fox Indians increased, du Buisson sent word to the allied Natives

hunting asking for help. Makisabe, Chief of the Pottawatomie Indians and Saguina, Chief of the Ottawa Indians, with their armies arrived on the periphery of the forest to assist their French allies. Branches of the Sacs, Illinois, and even Osages and Missouri tribes, also hurried to aid the fort, because they were natural born enemies of the Fox and Macoutin tribes... Saguina presented himself at the fort and said to its leader Du Buisson: "Behold our tribes are all around you. We will, if need be, gladly die for you, only take care of our wives and children, and spread a little grass over our dead bodies to protect them against the flies" (Grosse Pointe Historical Society). Together they drove the British and Fox Indians back. The stormy night gave cover to them as they retreated to Presque Isle at the entry to Lake St. Clair but, in the five days that followed the allies of the French pursued them and slaughtered over a thousand Fox Indians.

"In vain Du Buisson tried to stop the fearful slaughter, but his voice fell on ears only willing to hear the agonizing wails of their victims, the sweetest music to these Indian warriors. The ground was covered with blood, and the dead as numerous as the leaves of the forest; the blood-curdling yells of the conquerors, mingled with the groans of the dying, made so fearful a picture that the French soldiers, used to war and carnage, turned away with sickened hearts. The British allies carried away their dead and wounded, but left the remains of the conquered to the mercy of the elements. Shortly afterwards



the last remnants of the Fox nation came to Presque Isle to “hold the feast of the dead” and to cover the bones of their warriors. Until the late 1800’s their bones were exposed by the ruthless plow, and any one interested in Indian relics would have found some by visiting Presque Isle, now known as Windmill Pointe” (Grosse Point Historical Society).

In 1763, the Treaty of Paris formally handed over control of Detroit to the British and by the end of the 1760s Native Americans, being used to the rule of the French, thought the new British leaders were less placatory than the French. In 1762, Pontiac, the Chief of the Ottawa, sought out the help of every Native tribe from Gitche Gumee down to the lower Mississippi to assist them in ejecting them from the land. If every tribe overthrew the fort closest to them, they could then band together to finish off the rest of them. In April of the same year, Pontiac formed a war council at the mouth of the Ecorse River just outside of Detroit. Here the plan was formed. With much similarity to the classic “Trojan Horse” effort, Pontiac and his army would be granted entrance inside the British fort under the false pretense of negotiating a treaty. It is there that Pontiac and his men would take control of the arsenal by force. Somehow, Major Henry Gladwin learned of the plan and was prepared. In May, when Pontiac arrived and his decision to begin the siege was predetermined. This was happening simultaneously with Pontiac’s allies in Pennsylvania laying siege to Fort Pitt. Other sympathizing tribes (Delaware,

Shawnees, Seneca, etc.) began their campaigns on various British posts and forts from Michigan to Maryland and New York down to Virginia. July 31st, British reinforcements struck Pontiac’s camp but, were forced to retreat with heavy casualties. This moment was known as the Battle of Bloody Run. The area of Pontiac’s Camp was known as Parent’s Creek to the Europeans. Named for a land owner whose farm it ran through.



Figure 7: Portrait of Chief Pontiac

After this bloody event, the creek would be forever remembered as Bloody Run. Even though the attack on Pontiac’s camp was not successful, the replenishment of the Fort’s supplies was. These reinforcements allowed the fort to hold off the Natives until the fall came. Although similar fates were experienced at the major forts like Niagara and Pitt, the Natives in total captured eight forts. They destroyed the garrisons, repelled the relief expeditions, and laid waste to nearby non-native settlements. The spring of 1764 was one of treaties. Colonel Bouquet lead an army into Ohio and Pennsylvania to speak with the Delawares and Shawnees. He was successful in getting them to break their alliance with Pontiac. Pontiac was never able to secure the support from the tribes to the west or the expected assistance from the French; because of this he signed a treaty with the British in 1766. While visiting Illinois in 1769, he was assassinated by a Peoria Indian. This was the catalyst for war between the tribes and the Peoria were almost entirely leveled.

The year 1783 brought big changes to the administrative landscape in present day Detroit. A large area of land including the area known as Michigan was passed from British rule to the United States by way of the Treaty of Paris at the end of the American Revolutionary War. This was on paper though, and Britain continued to control the area with their military posts and forts. It wasn’t until thirteen years later when the Jay Treaty was signed and the posts and forts were handed over to the Americans. At this time the city of Detroit

slowly began to grow until catastrophe struck.

In 1805, a fire destroyed almost the entire city of Detroit. It was the same year that Detroit was named the capital of the Michigan Territory. The Treaty of Detroit as signed on the 7th of November, 1807. The signees included William Hull, the governor of the territory of Michigan at the time, and the chiefs, sachems, and warriors of four Native American nations (Ottawa, Chippewa, Wyandot, and Potawatomi). The treaty gave power over Southeast Michigan and a portion of Northwestern Ohio North of the Maumee River from the Natives to the United States. Also, the Natives were given small areas of land within the territory. Signing treaties with the Native Americans was a normal occurrence until the practice was abolished by congress in 1871. “The United States signed and ratified at least 367 such treaties, many of which, however, it later broke or failed to observe” (Treaty Between the Ottawa, Chippewa, Wyandot, and Potawatomi). This officially gave the land currently known as Delray its 4th “nationality” (Natives, French, British, and now American); although, the Jay Treaty in 1796 turned all forts and posts in Michigan from British control to American.

## 1.2 The Formation of Delray



Figure 8: Jake Miller Home on South Street; an example of homes in early Delray

Speaking specifically about the exact area of present day Delray (there will continue to be events presented here that are considered ground breaking, noteworthy, and effected Michigan and Detroit, as well as Delray). When the French settled there in the 18th century, it was all sandy hills, marshes, and the Native burial grounds. These sandy hills produced natural spring water and because of this (and its beautiful landscape along the river) the French named the area Belle-Fontaine which meant "Beautiful Fountain".

In the early 19th century, British ships began an impressment of American sailors. Impressment is defined as "I colloquially "the taking of men into a military or naval force by compulsion, with or without notice" (PBS). This became so bad in the coming years that James Madison, then the Secretary of State, took issue and addressed the nation about the British interference. A year after his address, in 1807, the U.S.S. Chesapeake was attacked by the H.M.S. Leopard (a British ship). Within the year President Thomas Jefferson attempted to place an embargo on Britain but, it was disbanded two years later because of the havoc it brought to American merchants economically. James

Madison became president in 1809 and in his first term war was declared. In November of 1811, in present day Indiana, the Battle of Tippecanoe took place. This was between future president William Henry Harrison's army and Tenskwatawa, also known as the Prophet, was the leader of the Shawnee and the younger brother of Tecumseh. Some scholars consider this to be the first battle of the War of 1812, which was declared against the British in June of the following year.

The bombardment of Sandwich (Ontario) is the other battle that scholars believe is the first of the War of 1812. Because of its proximity to present day Delray and its important Native American it will be covered here. "The Michigan militia, probably Captain Stephen Mack's Detroit Militia Battery, fired artillery across the Detroit River from the sand hill of Spring Wells, now the site of Historic Fort Wayne, into the Canadian town of Sandwich, now Windsor" (Fort Wayne Coalition). General Brock's group of seven hundred and thirty soldiers were accompanied by six hundred Natives from an allied tribe under Tecumseh, the Shawnee chief. They crossed the Detroit River landing at the present day Fort Wayne, then



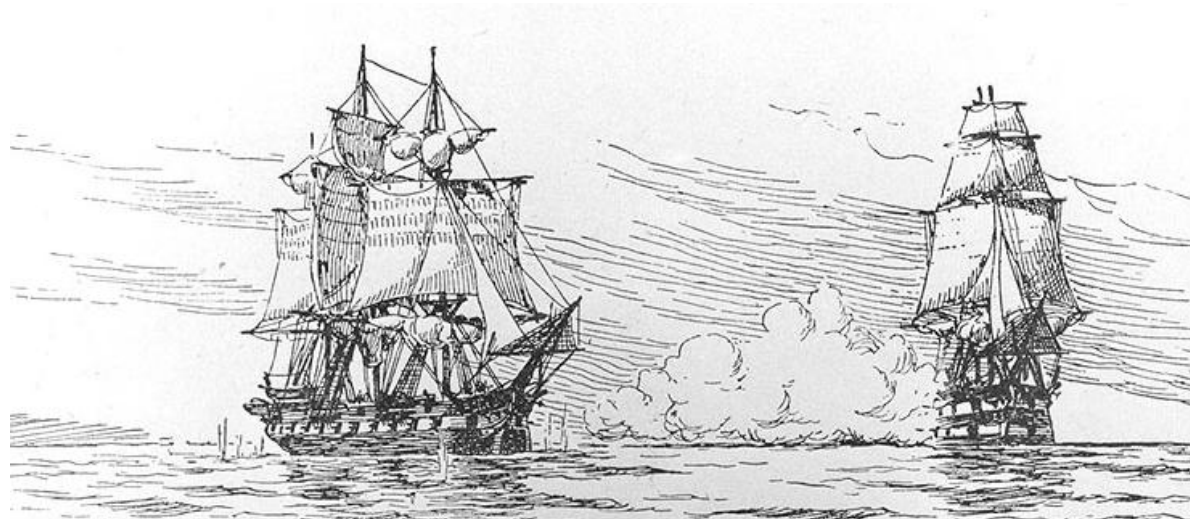


Figure 9: U.S.S. Chesapeake being fired on by H.M.S. Leopard



Figure 10: Portrait of Tenskwatawa

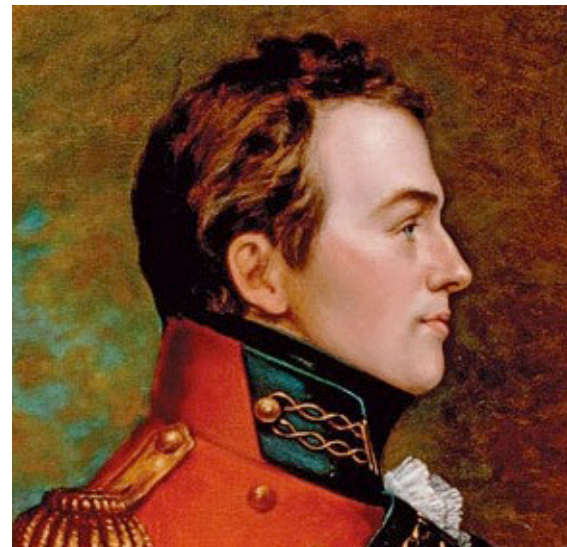


Figure 11: Portrait of General Brock

Springwells sand hill shore in an attempt to capture Detroit and Fort Shelby. "Alone in the U.S., Detroit and Michigan were occupied by the forces of Great Britain for 13 months" (Fort Wayne Coalition). It was at this time the first road through Delray is created. It was a military highway created by U.S. troops from Fort Briggs (Ohio) to Detroit. The road survives today as Jefferson Avenue.

Within a month the Americans fail to invade Canada and the British take over Fort Michilimackinac in Northern Michigan. By 1813, British and Indian allies repel American troops at the Battle of Frenchtown, which is in the present day borders of Michigan. The surviving American soldiers are slain the following day at the Raisin River Massacre. In April (1813) the United States Troops captured and burned down the city of Toronto, then called York. In October of the same year, Tecumseh is killed in Canada at the Battle of the Thames. Early August, 1814, negotiations begin on a peace treaty but, in retaliation for

York, Washington D.C. is burned at the end of the month. Finally, in February of 1815, the war ends. Additionally, in 1815, on September 8th, the United States signed the Treaty of Springwells with the Wyandot, Delaware, Seneca, Shawnee, Chippewa, Ottawa, Miami, and Potawatomi nations. The treaty was signed at the site of present day Fort Wayne. The future president, William Henry Harrison, was in attendance for the signing and he would not be the last president to spend time in present day Delray. In almost no time, Wayne County was redrawn and divided into eighteen different townships. January 5th, 1818, Springwells Township was created by Governor Lewis Cass (who also would later run for president as the Democratic nominee).

The next significant United States event that helped shape Delray's future was the Erie Canal. It took almost four years to complete but, in 1825, the 363-mile stretch connect the great lakes and New York City with 36 locks. This significantly sped up the time it took an immigrant to move out of New York City and to Detroit. It also brought goods and materials much faster as well. The movement of new immigrants, willing to work, to Southeast Michigan is what help started to form Delray.

"During the land craze of the 1830s, some local investors purchased a few acres on this road on Delray's west side, drew up a village plat, and called it "Belgrade" in 1836. The investment evidently failed, and the land was later replatted" (Sewick).



Figure 12: Present day reconstruction of Fort Michilimackinac



On August 4th, 1841, in accordance with the Great Lakes Defense Plan of the U.S. Army, congress allocated fifty thousand dollars to construct a new fort to support ground force operations, control the important river, and protect the city of Detroit. This would be the area's third fort. The first being Fort Pontchartrain, built by the French near present day Hart Plaza at the beginning of the 18th century. The second fort, Fort Lernoult, was built by the British at the intersection of present day Shelby Street and Fort Street. Fort Lernoult was later named Fort Shelby when the United States, in 1796, took over control of Detroit. "During the decades following America's ejection of British troops after the War of 1812, Fort Shelby fell into disrepair. Meanwhile, the threat of a territorial war still loomed with British Canada. As tensions increased along the Northern border, America's defensive positions were fortified to include new forts from the east coast to the Minnesota Territory. Detroit's new Fort Wayne was to be a critical component of those defenses" (Fort Wayne Coalition). Before Fort Wayne ever received its canons a treaty was signed with the British and the fort was used as an infantry garrison. The fort did not hold any troops until the beginning of the Civil War.

Montgomery C. Meigs, born in 1816, the creator of the third fort. He was born in Augusta, Georgia and he grew up in Philadelphia. As a graduate of West Point, "he was His first assignment was in 1837 with Robert E. Lee, and they were tasked with



Figure 13: Portrait of Tecumseh



Figure 14: Portrait of Lewis Cass

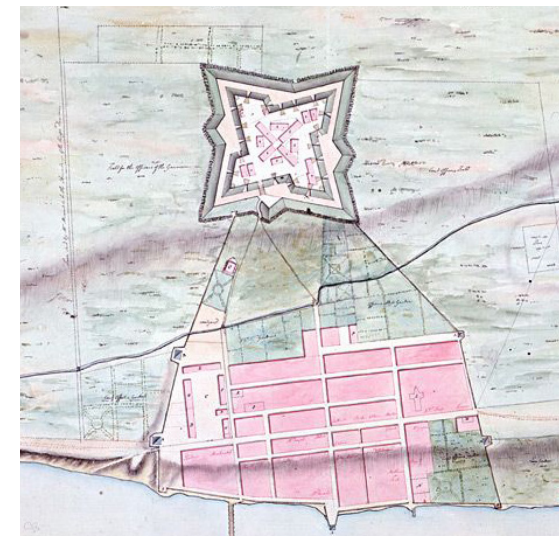


Figure 15: Plan view of Fort Shelby in relation to Detroit

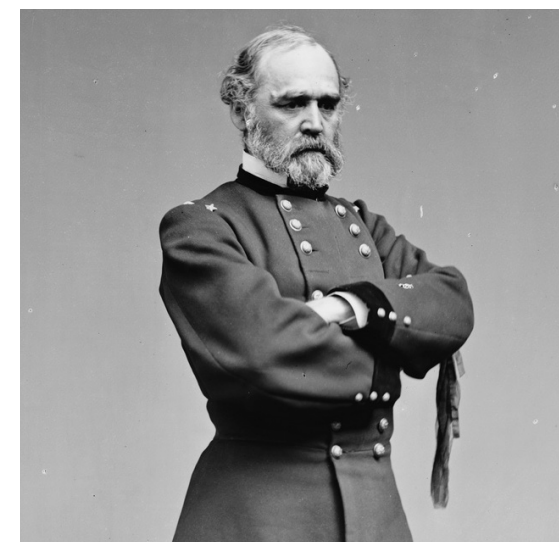


Figure 16: Quartermaster General Montgomery C. Meigs

surveying and improving navigation of the upper Mississippi near St. Louis" (Burtka). After, Lee was sent to Mexico and Meigs was sent to help build forts. "From 1841-1849, Meigs was the Superintending Engineer" (Cullum 631) in Detroit at Fort Wayne. The design of Fort Wayne came "from French designer Sebastien Vauban, and modified according to Dennis Mahan's military theory" (Conway 25). The earthwork being done; the barracks were finished by the end of 1848. General Orders No. 6 made on January 31st, 1849, named the new fort for General Anthony Wayne the hero from the Revolutionary War. "Fort Wayne took eight years of Meig's life to build, and this experience helped him with his other fort designs across the Great Lakes and on the Eastern seaboard" (Burtka). It was one of the main steps that led him to become Quartermaster General of the Army during the Civil War.

Any compilation of history, especially one that focuses on Michigan, Detroit, Delray, or Fort Wayne, has to include Franklin Thompson. Thompson was a Private in the Second Michigan Infantry. The most intriguing part of Thompson's two years training and billeting at Fort Wayne was that Thompson was actually Sara Edmonds in disguise. Sara, born in present day New Brunswick, Canada (then British North America) in 1841, ran away from home at fifteen to escape marriage. She initially disguised herself at Franklin to travel easier. In May of 1861, Edmonds enlisted in Company F of the Second Michigan Infantry (also known as the Flint Union Greys).



She felt a strong national pride for her new country and saw it as her duty to enlist. At the time extensive physical examinations were not required which allowed her to go undetected. During her time in service she was a male field nurse until a Union spy was discovered in Virginia and was executed by firing squad. Sarah, then Thompson, jumped at the opportunity to be a spy for the Union. In her own memoir, she notes that while working along side confederates she had to manipulate her appearance to go unnoticed. A few of her disguises include: covering herself in silver nitrate to appear to be a black man named Cuff, an Irish peddler named Bridget O'Shea selling soap and apples, and as a black laundress. It was as the laundress that she snagged Confederate papers dropped by a General and brought them back for her commanders in the Union. Her campaign came to a close when she contracted malaria and checked herself into a private hospital, fearing she would be uncovered if she returned to a Union soldier's hospital. Her intention was to return to the war after her condition improved but, Franklin Thompson was labeled a deserter and could have been executed for his crimes. This deterred her and she went to Washington D.C. to be a nurse in the hospital there. After her story came to light, all of her brothers in arms spoke very highly of the type of soldier she was while under her alias.

After her career in the military she wrote her own memoir, mentioned earlier, titled *The Female Spy of the Union Army*. The book was a



Figure 17: Portrait of "Mad" Anthony Wayne



Figure 18: Sarah Edmonds, AKA Franklin Thompson

huge success and the profits were donated by Sarah to numerous organizations that help the troops. Eventually, after her story was told and her identity uncovered, the government gave her a twelve dollar a month military pension and she successfully campaigned to have "Franklin Thompson's" charges as a deserter dropped. She was given an honorable discharge and was buried at the Grand Army of the Republic section of Washington Cemetery in Houston after her death in 1898 at the age of 56.

Getting back to the actual Fort Wayne and during the Great War it was used to house troops including an aero-squadron and construction battalions. In the summer of 1918,

five hundred African-American troops were stationed at the fort. No fighting took place at Fort Wayne; however, it served as a place of induction for soldiers from 1860s to Vietnam in the early 1970s.

Around Fort Wayne was a farming community and "the thinly populated farming community was on its way to becoming a village when Elisha and Caroline Chase subdivided a few acres around what is now Jefferson Avenue and West End Street into building lots" (Sewick). In 1856, the plat of Delray was drawn. It is storied that the grandfather of Arthur Burdeno, Augustus D. Burdeno, named the area. Augustus was a soldier in the Mexican-American War and it is claimed that during the invasion of Mexico City of 1847, he encountered a town with a similar name. Sewick theorizes that the town is most likely Molino Del Rey (meaning "King's Mill"). Returning to give "Del Rey" its name. It meant "of the Kings" but, it was later anglicized to Delray.

The Chases were the owners of the land that included the Great Mounds. They hired Augustus and his son Louis to dig all the sand out, barrel it, ship it out, and sell the barrels in Detroit. The going rate was 2.5 cents per barrel. As mentioned earlier, the remains of 1,300 Native Americans were dug up and pitched into the river.

The railroad was the next thing to come to Delray. The industrial boom that started in Detroit began to feed into Delray as it grew and became more popular...

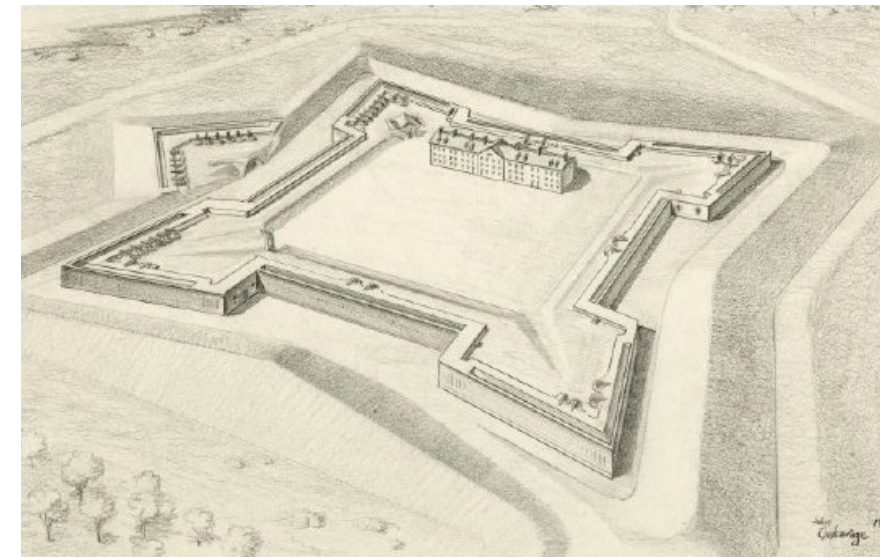


Figure 19: Ariel view of Fort Wayne

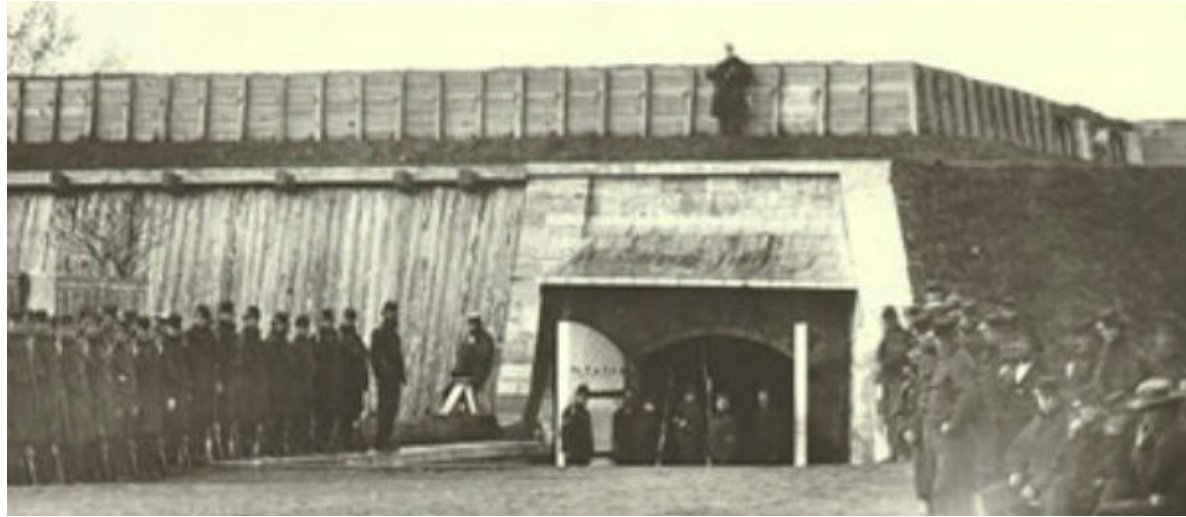


Figure 20 (Above): 1st Michigan Infantry at Fort Wayne  
 Figure 21 (Left): Arthur Burdeno, Grandson of Delray founder Augustus Burdeno



## 1.3 Detroit International Exposition

In 1885, Detroit extended its western border by annexing part of the area now known as the Delray neighborhood. The boarder of Detroit now extended to Artillery. Artillery was renamed Livernois after Francis Livernois' death his family sold off thousands of acres of his land to the city of Detroit for a single dollar. In turn they renamed Artillery, Livernois Avenue. Unfortunately, Detroit's rapid growth and numerous annexations would continue but, not before Delray made its mark as a bustling village with industry and a unique, international event.

Very often schools include the World's Columbian Exhibition of 1893 (Chicago, Illinois) or the Exposition Universelle of 1899 (Paris, France) in their lesson plans. The Columbian Exhibition was intended to be a celebration of the 400th anniversary of Columbus discovering the Americas and the Exposition in Paris is remembered for the unveiling of the Eiffel Tower. One "forgotten" worlds fair happened in Delray (Detroit). It is amazing how little most Michiganders know about this section of their state's history.

Before Detroit began producing automobiles, the manufacturing came from a

diverse range of items such as railroad cars, soaps, seeds, paints, and shoes. The creation of the Erie Canal brought more ports and industry to the greater Detroit area at this time. "Michigan was also still predominantly an agricultural state, and the organizers of the Exposition and Fair hoped to demonstrate all that the region had to offer in both manufacturing and farming" (Adams). This idea of an exposition was thrown around for many years, something bigger and better than the Michigan State Fair. Before Joseph Hudson and his associates gave a permanent home to the State Fair in 1905, the fair was hosted in numerous cities throughout Michigan including Delray. The state fair at the end of the 1880s was much smaller than the International Exposition was intended to be. Those proposing the idea had seen the success Philadelphia had with their Centennial Exposition in 1876. As cities were continuing to expand, Detroit was eager to put their name on the map. James McMillan was born in May of 1838 (Ontario, Canada) and at the age of twenty began working as a purchasing agent for the Detroit and Milwaukee Railway. Five years later he founded his own organization



with business partner, John Stoughton Newberry. The business was the Michigan Car Company and they manufactured freight cars. In only ten years the company blossomed into one of the biggest in the nation. His success led to McMillan's involvement in a few companies including: Baugh Steam Forge Company, Detroit Car Wheel Company, Detroit Iron Furnace Company, the Vulcan Furnace Company, Detroit City Railway, and Duluth, South Shore, and Atlantic Railway among others in the shipbuilding/transportation field and various banks. In addition to his success in business, he had a career in the Republican party including being a presidential elector and a United States Senator. His name can be seen all over Washington D.C. as the sand filtration site and the reservoir both bear his name. Lastly, he was the chairman for the Senate Park Improvement Commission of the District of Columbia, which became known as the McMillan Commission. It was this commission that recommended a redesign to the national mall to align more with the original plan by Pierre Charles L'Enfant. In 1894, back in Delray, local officials built a two-story school, to replace a previous school lost to fire, also bearing his name. This will be brought up later in the chapter.

The entrepreneur was also the president of the exposition corporation as well as a senator representing the state of Michigan in D.C. "Disdaining sky-high real-estate prices in the growing city, officers of the enterprise bought 72 acres of unincorporated land at

the juncture of the Detroit and Rouge Rivers, just south of Fort Wayne and about 1,000 yards beyond Detroit's western boundary. The bucolic area, valued at \$150,000, had long been enjoyed by canoeists, fishermen, and hunters. C.W. Robinson, known as "a cultivated, well-informed gentleman of liberal tastes," was hired as general manager, based on his experience with several New York fairs. By the time the exposition ended, he would be described as being in a state of near collapse" (Bak). The corporation purchased the large amount of vacant land in Delray at the crux of the Detroit River and the Rouge River where the Great Mound was. Workers flattened the rest of the land and drained the swamps. They also built docks and some structures. Architect Louis Camper designed the 200,000 square foot, entirely wood constructed, exhibition hall that included an observation tower. The observation tower was an extremely interesting and sought after sight because in this pre-aviation age, this was the only way to see vast amounts of land. "Kamper's design resembled a grand European palace. It had a frontage of nearly 500 feet, a 20-story main tower, four corner towers, almost five acres of glass, and boasted 200,000 square feet of exhibition space – enough room to hold two or three typical state fairs" (Bak). This structure, according to Roney, was the largest building in the world erected exclusively for fair and exposition purposes. The fairgrounds combined the industrial, urban world within a small-town, rural setting. The river was



Figure 22: Formally dressed patrons exploring the exposition

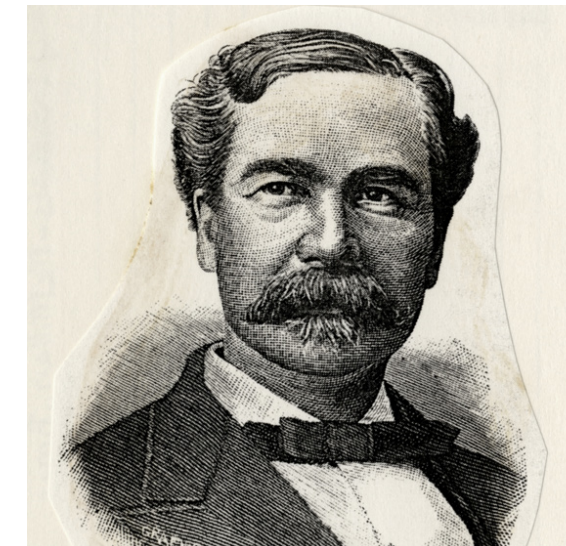


Figure 23: Portrait of Senator James McMillan



Figure 24: A large crowd gathers at the exposition

crowded with ships, both steam and sail. The warehouses and factories of the area strongly contrasted the beauty of the East side (Belle Isle) and the Canadian side (Windsor) alike. With most of the state being largely agricultural, this opportunity to visit “the big city” was described by some as that of once in a lifetime.

The exposition opened on rainy September day in 1889 but, despite the weather, the visitors came out in droves. At the time “the population had nearly doubled in a decade to 206,000 people, making [Detroit] the 15th largest city in the country” (Bak). The event had exhibits on mechanical and agriculture advancements, as well as other interesting items such as a replica of the Statue of Liberty, a house made of soap, Professor Woodward’s trained seals, Balloon Ascension Specialists and “seemingly suicidal” parachutist, Professor C. Bartholomew, Miss Ida Williams (The Female Colossus of Fat Women), and pigs that could play cards. There was baseball, yachting competitions, horse racing, and even lacrosse. The artistic, architectural, and technological exhibits combined with the crazy carnival-esq attractions made for a unique fair that would not be replicated. The Tuesday following the opening was labeled “Children’s Day” and schools were closed allowing for students to visit the expo.

Unlike other world’s fairs that lasted six months, the exposition in Detroit lasted only ten days but, was repeated for three more years until the fair grounds were sold to the Solvay Process Company. The company tore down



Figure 25: A portion of the architecture of the exposition



Figure 26: Queen Anne Soap House built entirely out of soap

the exhibit to begin mining the area (most likely in search of salt). This purchase ushered in a new, industrial chapter for Delray...

In 1898, the McMillan owned, Michigan Malleable Iron Company plant moved to Delray, employing three hundred and fifty men. “Following the move... a contingent of Hungarians from Cleveland and Toledo arrived” (Klug). It was this act of moving a factory that kick started the cultural hot spot that was Delray. The company had seen the value of Hungarians in the field of iron molders and coremakers after using them as strikebreakers in Cleveland. At the time of arrival, the Germans and the French that were living in Delray had confined the newly arrived Hungarians to a small section

of Delray housing “along Medina and Barnes” (Klug). They soon grew in number and pushed out of those boundaries. “[By] 1901, the first Hungarian saloon opened on River Rd. near West End Ave. The saloon was a multi-purpose business enterprise typical of early immigrant colonies” (Klug). A widow of the saloon said “there was no center for the Hungarians of Delray. Our saloon was everything, all in one... We did all kinds of business besides selling liquor. We made the place home-like and lots of single men ate in our saloon. We had a kind of bank too as well as a restaurant. The people brought us their money to deposit for them. We remitted money to Europe for the people. We sold steamship tickets and real estate. If the people wanted to have a meeting, they held it in the hall above our saloon. We conducted a sort of general merchandise also” (Beynon).

Samuel Zug has been described as “a devout Presbyterian who took an interest in politics and human rights” (Fournier). This comes as a surprise to most people considering his namesake, Zug Island. The island is currently the black mark of the whole metropolitan area in Southeast Michigan. Samuel Zug, at the age of twenty, came to Detroit in 1836 from Pennsylvania. He was a bookkeeper in Pittsburgh and when he saved enough he turned to furniture making in Detroit. The city, situated along the Great Lakes, had a seemingly endless supply of resources shipped in from the densely forested areas around.

Twenty-three years later, Samuel Zug had earned a hefty fortune and after his



Figure 27: Page Woven Wire Fence’s booth has a performance for the patrons



business partnerships dissolved, he turned his interests to politics and real estate. In the same year he made a large land purchase from Lewis Cass, the Governor and Presidential Candidate. The purchase yielded “over 250 acres of [property that] was marshland with a sulfur spring bubbling up 1,200 barrels of mineral water a day” (Fournier). In total, the 325-acre peninsula was transferred in name to Samuel Zug. It was part of Ecorse Township (or present day River Rouge). He, and his wife Anna, dreamed of building a large home on the site “but after ten years they decided that the marshland and natural sulfur spring on the site proved too much for them to endure. The Zugs surrendered the land to the red fox, water fowl, muskrats, and mosquitoes. The croaking frogs and singing insects were left to serenade the damp night air because the island was virtually uninhabitable” (Fournier).

1888, proved to be one of the most influential years for the property. It was then that Zug authorized the cutting of a canal at the southern side of his property (known by the locals as Mud Run) by the River Rouge River Improvement Company. It was dug out to be eight feet deep and sixty feet wide. This became known as the “Short Cut Canal”.

On December 26th, 1889, Samuel died leaving his estate to his wife who passed away less than two years later. The heirs to the estate sold the island to George Brady and Charles Noble for three hundred thousand dollars (or roughly 8.3 million dollars in 2017's dollar after adjusting for inflation). Brady and

Noble wanted to use the land as a dumping ground for industrial waste. In addition to his entrepreneurial endeavors, “Samuel Zug is also credited with being one of the founding members of the Republican Party, which was considered to be the progressive party of the day” (Fournier). Gregory closes his article on Samuel Zug saying “[he] was an anti-slavery advocate long before Lincoln was elected and The Civil War began. He bought and set aside a parcel of land for refugee slaves in the city of Amherstburg, Ontario, Canada, a destination of the Underground Railroad. What other support he gave to the Abolitionist Movement is shrouded in the dim history of time and whispers of the unrecorded past” (Fournier). Many view the name Zug as synonymous with dirt, steel, coal, dust, environmental destruction, and industrial waste but, this could not have been farther from Mr. Zug's ideals. He never lived to see the destruction his land caused.



Figure 28: Louis Kamper's record setting exposition hall



Figure 29: View from the top of the exposition hall



Figure 30: A group gathers to watch a band



Figure 31: Turkish Dancer



## 1.4 Incorporation



Figure 32: Detroit Stove Works booth



Figure 33: A view of the vendors and sights



Figure 34: Another view from the top

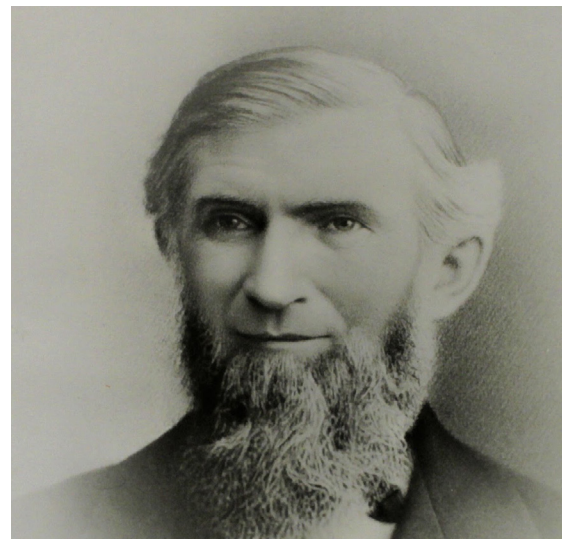


Figure 35: Portrait of Samuel Zug

After underground salt deposits were found in the area, more businesses and industry flocked to the area. Notably, the Solvay Process Center, based out of Syracuse, New York, opened a manufacturing center in Delray (1895). This was slightly before the auto boom that brought manufacturing sites for C.H. Blomstrom Motor Company, Star Conundrum

Wheel, Stuart Commercial Car, Timken Detroit Axle, Fisher Body, Fleetwood Body, and Studebaker to Delray. Solvay bought up the 67-acre fair/exposition grounds as well as 300 acres of land south of Zug Island. At the start, production was geared towards producing caustic soda, soda ash, tar, ammonia, and other alkaline products. Later, the complex was expanded into an industrial center. The complex included "a main building, a boiler house, a gas producer plant, coke ovens and by-product building, lime kilns, a machine shop, a copper shop, stables, and houses" (Klug 1999). There were one thousand employees by the start of the 20th century. It was Solvay who helped to really form the area of Delray and turn it into a village. They had living quarters for employees without family called The Solvay Lodge. In addition to housing, there was subsidized lunches, a mutual benefits association, along with athletic events and recreation. Solvay paved the streets, created sewers, a fire service, a hospital, and a water pumping station for the district. It was at this same time that Fort Wayne was holding the first telephone exchange in Southwest Detroit.

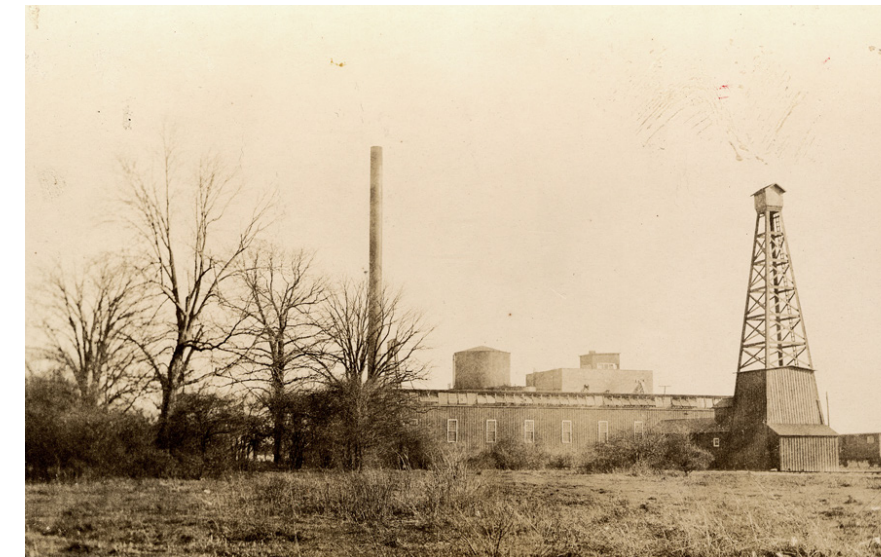


Figure 36: Swift and Co. Salt Block Circa 1900 between Edison and Solvay



"The Detroit Edison Company built a power plant adjacent to the Solvay property in 1903, and in the process destroyed an old Native American land construction known as the Springwells Earthworks" (Sewick).

With all these modernized elements and in response to Detroit's growth to Artillery (Livernois), Delray incorporated themselves as a village in 1898. Since 1818, it had been part of Springwells Township. The Wayne County Board of Supervisors approved the incorporation on October 26, 1897, and the village held its first election on November 25, Thanksgiving Day



Figure 37: Detroit City Glass Works



Figure 38: Briquetting plant and coke bins

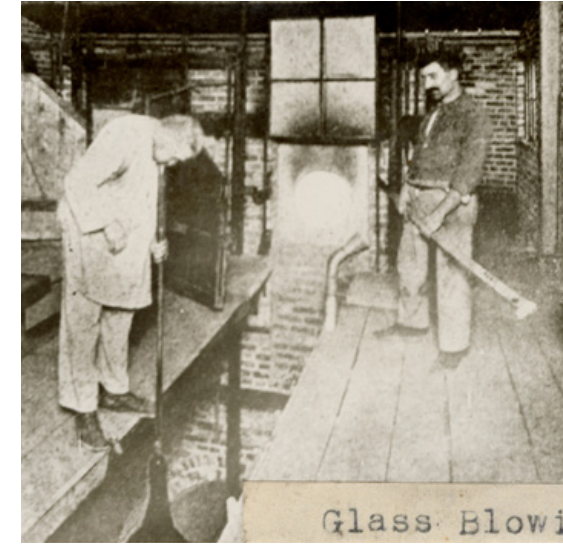


Figure 39: Glass blowers at Detroit City Glass Works

Figure 40: Kinnell and Miller paving at Jefferson and Dearborn





## 1.5 Reluctantly A Neighborhood

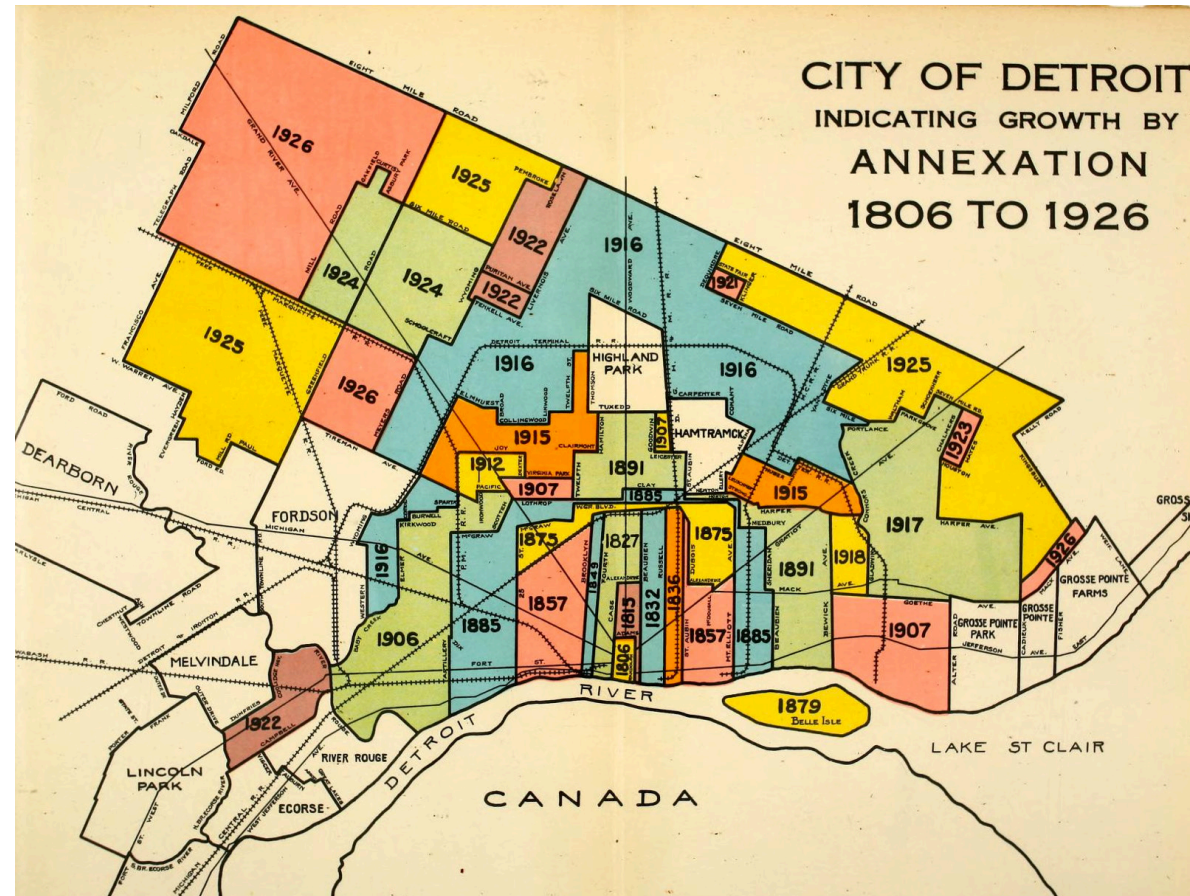


Figure 41: Historical map showing the growth of Detroit including the village of Delray annexed in 1906

In 1905, Detroit wanted to, again, increase its size and move its boundary. This would include annexing the newly incorporated village of Delray and its 6,627 residents. George Scott (from Delray) introduced a legislation that would allow Detroit to annex Delray, along with the village of Woodmere and a portion of Springwells Township. "Scott attempted to rush the bill through without giving Delray a chance to vote on the matter, but a referendum provision was later tacked on. The bill, which Governor Fred Warner signed on June 8, 1905, required voting districts to be established, voters to register, and a special election to be held within 55 days of its passage" (Sewick). Delray voted on July 31st, with a total of 449 to 370, to reject the annexation; however, the yay votes from the other areas being annexed were enough to muffle the citizens of Delray's voice. On the 1st of April, 1906, Delray officially became a part of the city of Detroit.

In 1907, the James McMillan School was absorbed into Detroit Public Schools and was converted into a secondary school. James McMillan School burned down in 1894 and a new school was built in its place. Malcomson & Higginbotham were the architects of record

for the school. Many children from Delray passed through the school's halls, but a very noteworthy administrator began his career in James McMillan School too. Frank Cody spent two decades as teacher and principal. Born in Belleville in 1870, Cody began his teaching career there before moving to Delray. It was after his time here where he would influence the school (and the city) the most. "While Cody was applying to be a teacher at McMillan, he noticed that all the other candidates for the position had mustaches, as was the style at the time. Cody, who had always been unable to grow a proper mustache, didn't want to be viewed as some unmanly milquetoast, so he took some shoe shine and drew a fake mustache on his face. When the interviewer saw this he was apparently so disarmed by Cody's cheeky stunt that he chose Cody for the job... After successfully pulling off his mustache hoax, Cody had been warned that McMillan was a tough place to gain respect from kids, and that in the 1890s 'a teacher, to get along in his profession, had to have something more than an academic equipment. It was a good idea to be quick with the feet and hands too'. On his first day an extremely lanky boy interrupted



class by yawning loudly, striding up to Cody's desk and demanding, 'When's recess around here?' Knowing he could not allow this intimidation of his authority as head of the class go unanswered Cody nervously stood up, puffed his chest, and told the towering six-foot-tall boy "For you, it begins right now," before knocking the kid out with a right-hook to the jaw. Despite this initial fisticuff, Cody later claimed one of his greatest accomplishments as superintendent was the abolishment of corporal punishment from Detroit schools." (Nailhead). By 1891, he had worked his way up to superintendent of Delray schools. After Delray's annexation by Detroit, Cody stayed on to be assistant superintendent. In 1919, in the midst of a scandal, Superintendent Chadsey stepped down. In this moment Frank Cody saw this as an opportunity to advocate for the students and his fellow teachers. He was the second-longest serving superintendent in Detroit, holding his position until 1942. During this time, Detroit Public Schools went through its greatest challenges, like the great depression and World War II. It also went through its greatest triumphs, "developing methods of instruction which won for the city a foremost place in public education in the nation" (Barrett). Barrett notes: "Admittedly never much of an academic, Cody was however a masterful administrator. As a boy he remembered skipping class occasionally to go fishing, and empathized with pupils who had trouble focusing; he resolved to make his classes so interesting that boys would hate to



Figure 42: James McMillan School circa 1940

miss a session. His personality was completely unlike what one would expect from a typical man in his position; the opposite of the stodgy pedagogue, amongst his peers he was "extremely popular...and at all times easily approachable," inclined to cracking jokes and speaking his mind quite candidly" (Barrett). The Detroit Boat Club News referred to Cody as "probably one of Detroit's three best-known men and certainly one of its most popular." He began all of his speeches by saying "And in conclusion," and ended all of them by saying, "Have a Merry Christmas and a Happy New Year," regardless of what time of year it was. He was also famous for making a farce out of the nationwide hubbub over whether female teachers should be allowed to have bobbed hair or wear the "new short skirts"

"So many memories of growing up there. I went to school at Morley, Holy Cross, and McMillan. I loved growing up there. That's when walking the streets was safe."

-Diana Bates

"Man I really miss [James McMillan School] I had some of the best times of my life going to this school."

-Lee Mouat

of the 1920s. When the Pennsylvania Board of Education sent out the questionnaires asking whether a teacher should be allowed to wear the shorter skirts, he replied, "I cannot tell until I have a look at her." As to the risqué haircuts, Cody snorted, "Better to have bobbed hair than bobbed brains."

Under Cody's lead, adult education was seen as the pinnacle of public education, in response to this Wayne University was created (later changed to Wayne State University). Frank Cody was the first president of Wayne University. Wayne's Old Main building was also designed by Malcomson & Higginbotham and the similarities can be seen in the aesthetics.

During Cody's storied tenure as the superintendent, Detroit's auto industry created



Figure 43: Portrait of a young Superintendent Frank Cody

a boom that brought more people into Detroit than California had during the gold rush of 1849. In 1910, more than 52,000 students in Detroit were not in school because there was a lack of room. "Detroit's school system was about to undergo the greatest expansion and building campaign of it's history, and Frank Cody was its driver. Under Superintendent Cody the Detroit Public Schools rose to world prominence for its educational methods and innovations, as well as the new construction of beautiful and outstandingly modern school buildings" (Nailhead). Cody even created "Americanization" classes to help immigrants learn English. He made the classes available to the three shift industry workers with the nation's first night school. "Frank Cody's



Figure 44: Principal Frank Cody with graduates of McMillan



idea was that schools should cooperate with industry to ensure that every student left the school system equipped to make a living in one field or another, whether it be as a musician or a machinist” (Nailhead). Cody was a big supporter of gymnasiums and playgrounds in schools, knowing that physical health was as important to the mind as textbook knowledge. Because of this, all schools built in Detroit after 1920, came with attached gymnasiums, playgrounds, and even some pools. These luxuries were not common in the early 20th century.

Another of Cody’s most important advancements in public schooling methods was his initiation of the academic “track system,” which used standardized testing to determine a student’s ideal curricular “path” through school. There were four tracks that a Detroit student could be put into, based on their testing performance: academic, commercial, technical, and general. According to author Jeffrey Mirel, Superintendent Cody believed that this method offered ‘expanded educational opportunities to students who otherwise would have shunned the classical high school of the nineteenth century, and he routinely deplored the traditional high school as an institution that had only served a narrow, intellectual elite” (Nailhead). Cody was a driver for educational change and growth in a city that needed it most. Delray was the vessel that groomed to produce Cody into what he was when he took over for the city of Detroit in 1919.



Figure 45: From L to R, Dr. John S. Hall, Frank Cody, Mr. Murdock, William T. Harms, Mr. Lightbody



Figure 46: Frank Cody High School built in 1955

“My first teaching job was at McMillan Elementary from 1973-1987. Great staff and supportive families in the neighborhood.”

-Sherri Krosnowski



Figure 47: A class of school children at McMillan School in Delray. Frank Cody at the top left in the hat was the principal at the time. The boy in the front row, fifth from the left, is Burton A. Barns who went on to be an educator in Detroit for 42 years.



In 1905, Branch 8 of the Detroit Public Library System opened on West End. Throughout the next decade, Polish and Armenian immigrants continued to move to Delray, but the Hungarian immigrant population boomed and made up 45% of Delray's population. This made Delray the third largest Hungarian settlement in the United States. The neighborhood's characteristics were that of an immigrant neighborhood and more specifically a Hungarian neighborhood. The homes were very close together and some of the buildings brandished the name of the family that built it. The Hungarian language was spoken widely throughout the area and culturally specific bakeries and butchers thrived and extended family and friends would drive into Delray to experience it.

In 1919, the eighteenth amendment was passed which prohibited the sale, consumption, and manufacturing of alcohol. This took effect January 17th, 1920 but Michigan had already banned alcohol statewide in 1917. Because of this, an extensive bootlegging system had been set up to run booze up from Ohio. When the ban turned nationwide, the bootleggers in Detroit shifted their system to run between Detroit and Windsor. The Detroit River and Lake St. Clair were the primary avenues for the run and this was so widely used that it became known as "the Windsor-Detroit Funnel". People would drive their cars across the frozen waterways in the winter. "By the time Prohibition took effect nationally, the residents of Michigan

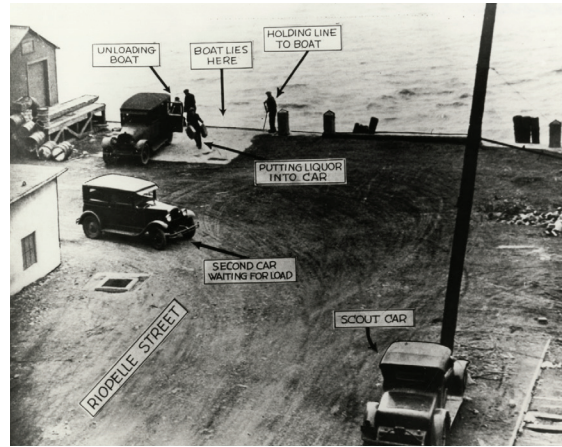


Figure 48: Bootleggers along the Detroit River



Figure 49: The interior of the grand Hollywood Theater

"I grew up on Thaddeus from '58 to '71. My grandfather, Charles Lada, owned the Delray Cafe, a popular local bar and was one of the original bootleggers"

-Doug Merrow

"My grandpa Pachy had a butcher/grocery store on the corner of Dill Place and Yale. Unbeknownst to lots the "false" front basement was a bootleggers still. Hope I didn't spill the beans"

-Al Owens

and Ontario were well versed in bootlegging, and they nearly perfected their trade during the next 13 years. Seventy-five percent of all the alcohol smuggled into the United States during Prohibition crossed the border at the Windsor-Detroit Funnel. By 1929 rumrunning was Detroit's second largest industry, netting \$215 million per year. Even more liquor was produced in illegal distilleries in the metro-Detroit area" (Eller). Towards the end of prohibition there was an estimated 16,000 and 25,000 speakeasies operating in Detroit. Even the Detroit Mayor, John Smith, was found inside a speakeasy when it was raided. Gangs began to become more involved with the smuggling and in Detroit the Purple Gang was the most notorious. Despite the good intent behind the law, prohibition created more crime



Figure 50: The Hollywood Theater Exterior could be seen from miles away

and created an increased danger for families. The United States repealed its prohibition laws in 1933 and on December 5th, 1933, Michigan became the first state to ratify the amendment.

It was also at this time that Delray became home to the second largest theater in Detroit. The Hollywood Theater was opened in 1927 and the Charles Agree design boasted 3,436 seats; second in size to only the Michigan Theater downtown. This theater was a prime place on West Fort for residents to see movies on the silver screen. The entrance and lobby was very tight when the theater was at capacity, but the interior was large with a lot of ornament. When inside, the domed ceiling loomed 100 feet over the crowd. The design and ornamentation was pure artwork and high class enough to compete with the Fox Theater or even the Fisher Theater. It also was accompanied by a \$75,000 organ. Adjusting for inflation this would be about one million dollars in 2019. Although the design and intent was there, the theater never did much business as most development and growth trended North along Woodward and not West along Fort. Southwestern High School was able to host their graduation there for a few years among other non-movie events before the Hollywood Theater closed in 1958.

## 1.6 Continued Growth



Figure 51: West Jefferson and Dearborn during Delray's prime

Delray's identity as a bustling new industrial, immigrant neighborhood of Detroit, its "Little Hungary", continued to grow. At this time Detroit Edison opened a power plant in Delray at Waterman Ave. Three in total were built in this area of the city.

In 1922, The James Valentine Campbell Branch of the Detroit Public Library replaced Branch 8. Named for the Michigan Supreme Court Justice James Valentine Campbell. Campbell was born in 1823 in Buffalo but, his family moved to Detroit in his infancy. He became a judge by 1844 after finishing law school at St. Paul's College in 1841. Campbell was appointed to the Michigan Supreme Court in 1857. While serving, he was asked to teach at the University of Michigan Law Department. "Former student and later colleague, Isaac Marston, said of Campbell's teaching, 'In the delivery of his lectures, he did not, like the others, state a legal proposition and then seek to illustrate or explain, but from the commencement to the end, he talked in that easy, flowing strain which all who heard him can remember so well, and which made it so difficult to take notes'" (James Campbell).

He served as a justice of the state's Supreme Court until his death on March 26th, 1890.

Although it was not completed until 1928, construction started on the Ford River Rouge Complex in 1917. This project would truly cement Southwest Detroit as an industrial center as well as provide many jobs to the citizens. It was the largest integrated factory in the world at the time it was built. The complex included 93 buildings and over 16 million square feet of factory. Even during the depression, more than 100,000 residents were employed there. Located just up the Rouge River from Zug Island, the complex was a major node in history and was embedded in it when Diego Rivera painted his murals at the Detroit Institute of Arts (1933), titled Detroit Industry.

Another Delray-adjacent project was completed a year later in 1929; the Ambassador Bridge. The first bridge to Canada in Detroit was located just Northeast of Delray. This had two major effects on the area. While it increased the ease of travel across the river, it brought with it increased trucking and, more importantly, a decrease in interest and investment in water-based travel (such as boats, ferries, and water taxis). In addition, the tunnels



were disvalued. This pertains to not only the civilian & motor tunnel, which was completed aboutthesametime, butalsothetrain tunnelthat opened in 1910. This will be eerily similar to the Michigan Central Railway Tunnel's fate in 2010.

In 1930, A large oil refinery opened in what was the west side of Delray. At this time, the Great Depression hit Delray hard, as it did in the majority of large cities. "Detroit produced more than 5,337,000 vehicles in 1929. The city had a decade of prosperity highlighted by the building of the Penobscot Building and the General Motors and Fisher buildings. The Detroit Zoo opened. The Detroit-Windsor Tunnel opened to autos under the Detroit River and the Ambassador Bridge above. Covered Wagon Co. of Detroit began manufacturing Covered Wagon trailer coaches (mobile homes). Mayor Charles Bowles was recalled by voters and Frank Murphy was elected...On Tuesday October 29th, the stock market crashed" (The Detroit News).

Detroit was effected physically by the Depression but, it did not keep it down. In sports alone Detroit won major championships in three major sports. In 1934, the Detroit Tigers won the AL Pennant before losing the World Series to the St. Louis Cardinals. The following year the Tigers went back to the World Series, this time leaving as champions. This gave Detroit it's first championship (the Tigers had been to the world series four times before). Two months later, in December of 1935, the Detroit Lions won the NFL Championship. In April of 1936, the Detroit Red Wings defeated



Figure 52: Crowds leaving after game six of the 1935 World Series

the Toronto Maple Leafs in the Stanley Cup Finals, a feat they would repeat the following year against the New York Rangers. Despite the economic struggles of the time the camaraderie remained high, partially because of Detroit's grit and partially because of the athletic success of its teams. Fort Wayne, at this time, opened its doors to house the homeless in the area. Mayor Murphy began thrift farms to help employe and feed citizens, and the city produced its own currency.

One highly debated topic within Delray is the curious case of an older citizen named Rose, or as she is more commonly referred, the Witch of Delray. Before any lobbying for true or false can be made, this thesis will look at both sides of the story.

Rose was born in 1888 in Sarud, a town in Eastern Hungary. Based on the

"My grandparents Janos and Manca Ferency had a restaurant in Delray during the Great Depression. My father told me stories of people coming in and ordering a cup of hot water, to which they would add some tomato catsup from the table to make a free version of Tomato Soup"

-Karen Baker

United States Census records, Rose came to America around 1911 or 1912. After her arrival she met and subsequently married a man named Joseph Sebestyen and proceeded to have a son together named William. Joseph succumbed to cancer of the face on the third day of December, 1914. Fast-forward almost two years to November 8th 1916; Rose marries again. This time to a man named Gabor Veres. They were married at Holy Cross Hungarian Church and both Rose and her son from the previous marriage, William, take the last name Veres. Shortly after, Rose gives birth to a son and a daughter. The daughter Elizabeth died of inanition after living for only a month. Inanition is a condition in which the body is devoid of food and water leading to great

exhaustion. This was in the early 20th century in Delray, a place with no lack of resources to feed a child, therefor the death of the child was suspicious. Rose and her husband, Gabon, were not lacking in resources either. They live in a large, three story home on Medina Street and, like many of the homes around that area, took boarders in. Boarding homes were in high demand as many Hungarians continued to pour into Delray, they brought with them their customs and in Hungarian tradition "[they don't] mix males and females together" (Girl). Around the start of the Great War (WWI), Rose gave birth to another son.

In the year 1920, the Veres' boarders were Joseph Tuza (32 years old), John Verisa (31), Stephen Sebastian (27), Louis Toth (45), and Gabor Fiesch (45). "Articles state that around February 7th, 1925, Gabor Veres and Louis Toth were working in Gabor's garage fixing his car when the doors to the garage were quietly closed" (Girl). Both men were later found dead from carbon dioxide poisoning. Frank Biczo, a well-known local undertaker (who also lived right around the block from Rose) buried the bodies. "Articles also state that the funeral home owner, Frank Biczo... had an agreement with Rose that any deaths occurring would be handled by Biczo" (Girl). The church records (which were necessary at the time) indicate that Gabor succumbed to chronic pancreatitis, which as Girl states "is impossible when found succumbing to gasoline fumes" (Girl). Rose had taken a life insurance policy out on her husband, which



Figure 53: John's Restaurant during the Depression



is normal for a spouse but, she also had taken one out on her boarder, Louis Toth.

Leading up to 1930, Rose married two more times. Her second husband Steve Sebestyen (aged 72) died of blunt trauma to the head (cerebral hemorrhage) according to Frank Biczo's form. John Gulacs (also spelled Kulacs/Sulacs) was living on Medina Street when died on June 9th, 1925, from acute nephritis according to Biczo.

In June of 1925, Rose had four recently deceased bodies (Elizabeth, Gabor, Joseph, and Stephen) exhumed and moved to a large family style plot of land. She also had 50 life insurance policies and a large sum of cash in the bank. A few months later in November, John Nardai died of acute dilation of the heart (stated by Biczo) at the age of only 30. He is the sixth person laid to rest in the plot. Albert Kalo (Beni Kale) was the next to pass away. He, according to Biczo, died of myocarditis (at 48) in March of 1926. He too was laid to rest in the plot. This is where the rumors really start up. Also in 1926, Balint Peterman, a resident of Delray, moves from Green Street to Rose's home on Medina to board in the basement on a cot. Peterman, along with the other tenants at the time, overhear Rose telling the neighbors that she is a witch bearing mystical powers. Like most Hungarians, Peterman is superstitious and takes this as a warning and refuses to look her in the eye. Again, she is overheard speaking to the neighbors stating she will never be caught nor will they be able to prove she did anything to anyone. This is the last straw, Peterman

leaves the home and takes up with another boarding home. Within days, he is dead.

Steve Faish, Alex Porezio, John Sokivan, and John Coccardi are the next four to perish. They were all drinkers of Rose's wine. Which Girl states that "Rose had a cellar in which casks of wine lined the walls. Those who [drank], died - whether by poison or physical assault is unknown but, poison will cause the kidneys to break down" (Girl). By 1930, all of Rose's neighbors are spooked. She has told them that she can turn into a wolf in the night and she was born with a full set of teeth. Stephen Mak (age 68) moves into Rose's home. He is handy and helps out around the house. A year later, in 1931, Mak is asked by Rose to fix the attic window. He ascended the later in plain view of the eleven-year-old neighbor, Rose Chevela, across the street. Chevela stated that she saw Rose and her eldest son William appear in the attic window and push the ladder off and away from the home. Rose also had a life insurance



Figure 54: Rose and her son, William, in court

policy taken out on Mak. It was after Mak's death of a fractured skull, that the authorities began to connect the dots. A search of Rose's home turned up seventy-eight life insurance policies and Rose had accumulated \$68,000. Adjusting for inflation, that amount of money is equal to over 1.11 million dollars. John Walker, a witness to Mak's death claimed that Rose had asked him to water the ground underneath the attic window before Mak attempted to fix it. He was also instructed: "if he said nothing to anyone Rose would give him \$500" (Girl).

At this point in time "Little Hungary" was becoming more integrated with other cultures and the African-American families that had moved in on Medina were practicing Voodoo and they weren't effected by Rose's "evil eye". They testified against her and were integral in her arrest.

Rose and her eldest son William were arrested and charged with the murder of

Stephen Mak. They were quickly convicted by Judge John J. Maher. William Kenney, Rose's legal council, filed an appeal to no avail. One week after Rose's conviction, John Kampf, a former boarder in Rose's home, told the police that Rose had placed a curse on him. Police disregarded the claim and they were assured that, with Rose behind bars, he would be safe. He was found later with a cut on his neck. The doctors that assisted him stated that it was a surface wound and it would heal. He died the next day due to his "superficial" injury.

Each and every year Rose and William re-filed for an appeal and it wasn't until twelve years later, in 1945, that they would be granted a retrial. William was found innocent and released. He eventually died in 1962, young and working for Chrysler. He was not buried in "the plot". Rose too was found innocent and spent the rest of her life with her second son until her death in 1960. She was not laid to rest with any of her children in the family plot, nor the same cemetery.

The eleven-year-old Rose Chevela married a man moved from Delray and had multiple kids. Her parents remained on Medina until their death in the fifties when Delray was still on top. "Of all the men Rose (allegedly) murdered, none received gravestones. Joseph Sebestyen, who died in 1914 of cancer has the only stone - purchased on the day the graves were moved to one spot. Was Joseph the love of her life? Why not purchase stones for all those buried there? Not even her daughter was worth marking" (Girl).



Figure 55: Rose Veres at the time of her arrest

This interpretation of the story is presented first because it is the most widely known and accepted version. Citizens of Delray, like Erika Sauve, recall their parents telling them to be home early, before the lights come on, or the witch will get you. Now older and presented with the topic of Rose Veres: Linda Stevens loudly proclaimed “she got off too easy” and Mike Murin agreed and continued saying “[she got off] way too easy, she should have been deported or [been given a] death sentence”. It is said that all history is two sided and this thesis aims to be objective in its demonstration of the facts of each situation. This is a tough subject because of the length of time between the current day and the event in question. The Witch of Delray has become well-known history or fable but, “when the legend becomes fact, print the legend” (Bellah and Goldbeck). For this, regardless of the fact that she won her appeal and was released, Rose Veres is still known as a witch. Her grave is visited on ghost tours and she is still called a serial killer.

Karen Dybis, the author of *The Witch of Delray: Rose Veres & Detroit’s Infamous 1930s Murder Mystery*, was interviewed by Michael Jackman of the *Metro Times*, late in 2017. In this interview, Dybis insists that there is no paranormal activity or witchcraft in play, rather her view is based on her investigations of the trial records. She believes that lack of adequate legal council and the damaging view the area had of her based on article in the press lead to collusion in the court room. As she speaks about in her book, the original

prosecuting attorney at Rose’s first trial was later her own defense in the appellate court. The man that put her behind bars was the one who released her. Dybis says “When people look back and have remorse, you want to give them that credit, that at least they figured it out at some point in their life, and that redeems them” (Jackman) in reference to this attorney. Her view is that there must have been collusion in the original trial and his change of heart brought him to try to free her. Her view is not without evidence. Rose Chevela refused to testify against her in the second trial citing the fact that its been so long and she doesn’t even know if she believes it any more. Her point in all of this when relating to Rose Veres is that she was an immigrant with almost no English speaking skills (nor did her son) and she was railroaded in a culture where it was not popular for a woman to have so many husbands.

Hearing both sides of the story and knowing the facts, those who hear the tale have to develop their own opinion. Was she a poor old woman who was unfairly prosecuted or was she a witch who became addicted to the benefits of others deaths whom she had insurance policies on? The last thought that this thesis will attempt to connect about Rose Veres, is the location of her home. It sounds like something out of a bad horror movie but, Medina street, the location of Rose’s boardinghouse, was built on the precise location of the Great Mound of the Rouge River. The spot where thousands of Native American graves were desecrated; valuables stolen and



Figure 56: Rose Veres at the time of her arrest



Figure 57: Rose Veres headstone

their remains disinterred, used as trinkets (kept as trophies), and/or dumped into the river. There is no proof of an “Indian curse” but, in both this theory and the original trial, there is very strong circumstantial evidence to support it.

In 1934, Michael and Katie Kovacs purchased a building at the northeast corner of present day Jefferson and Post (once River and Louis). Later that year, the Kovacs family opened Mike’s Place (also known as Kovacs’ Beer Garden), a legal bar. This last point is important because it was not until December 5th, 1933, when the 18th Amendment formally was repealed. This eliminated a federal prohibition and Michigan also repealed its prohibition laws in the same year. Although the Kovacs family would be the most notable and recognizable owners of this property, the building itself had been a key point in Delray’s community and held many businesses and homes for years before being purchased by Mike and Katie.

Fidel Jehle built a masonry commercial building on Lot 3 (River Road and Louis Street) of the new subdivision some time between 1889 and 1891. Fidel was a German immigrant who came to Michigan in 1868. He ran a garden with his wife before going into real-estate. The first recorded business in the commercial structure would be opened in 1891 by Andrew Dubbert. Dubbert ran a tavern in the space until 1894 when he took up work as a laborer in Detroit. It is speculated that his decision was influenced by his altercations with the law over a failure to pay his liquor license on time.

After Dubbert’s departure, Martin



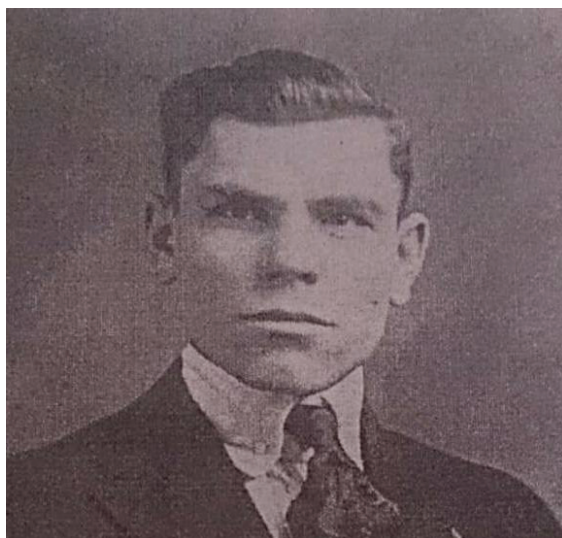


Figure 58: A young Michael Kovacs



Figure 59: Mr. Kovacs and family



Figure 60: Growth of Hunkytown



Figure 61: Portrait of Fidel Jehle

“My first job was to work the lunch meat counter by cutting a thin slice off each lunch meat roll to make it look fresh and I saved these slices and gave to old Hungarian man named Mike but I knew he was poor so I trimmed the lunch meat a little thicker for him”

-Avery Dingman

“Kovacs Bar, once a thriving Hungarian neighborhood hangout was 128 years old and long shuttered. An estate sale was held for the contents of the bar — down to the last doorknob and chafing dish. Dave Kwiatkowski, owner of Sugar House bar in Corktown, bought the physical bar- a stunning Art Deco-style piece.”

-Katica Doyle



Figure 62: Facade of Kovacs Bar advertising live “Gypsy Music”

Kilian relocated his cigar business from Detroit. The property became a hotel, tavern, and cigar shop late in 1894. The city directory described his business as a “hotel, restaurant, tavern, and summer garden (seasonal beer garden)” (1898-1899 Detroit City Directory). In the fall of 1904, Kilian’s property was home to athletic entertainment. This entertainment consisted of wrestling and boxing. In addition, clubs were able to rent the garden for social events. On April 4th, 1909, Martin Kilian passed away from cirrhosis of the liver. His wife, Margaret, remarried about eight months later to a man named William E. Simpson. The business was renamed the Simpson Hotel and remained until 1915. The east storefront of the property was leased out to a man named Theodore Zech who ran a barber shop until his death in 1914 from acute alcoholism.

The Simpson Hotel closed in 1915. While the upper floors were still home to residents of Delray, the first floor commercial area was home to quiet a few businesses over the next few years. In 1916, Bela Fry ran a restaurant but it did not last long. In 1917, Michigan prohibition law came to be. By 1918, Samuel Samizian ran a confectionery in the east storefront (1968 West Jefferson). The Samizians were Armenian immigrants who received a warm welcome into the community and lived above their business. Armenians were a large portion of Delray at this time but, were eventually overshadowed by the amount of Hungarians in the neighborhood. Fidel Jehle sold “Lot 3” (the lot of land on



which the building was located) to Vincent Szucs in 1919. Born in 1879, Vincent Szucs was a Hungarian immigrant who came to Detroit in 1901. By the time Szucs bought the property he was also running a business at 128 Anderson (later 751 Anderson) that prior to prohibition was a tavern. Due to the large number of immigrants and the housing shortage, he moved his Anderson business to the first floor of the "Smith Hotel" building. The housing shortage led to cramped quarters, drunkenness, and crime; however, since Szucs mostly rented to families instead of single men, this problem wasn't as apparent at his properties. A 1920 census shows that five families, or forty people, lived in the building. Of the forty, nine were African-Americans (from the South), the rest were Hungarian immigrants and their American children. The West storefront was rented to Bert Mozug in 1921, to become another confectionery until 1928. At this time in the East storefront, Joe Schilling ran a "soft-drink" shop until 1926 when Julia Gyorfi purchased it. Gyorfi's restaurant only lasted a few years before being replaced by Frank Horgos' restaurant. Back in the West storefront, after Mozug left, Joseph Sears operated a grocery store until the start of 1934. It was at this time, the early 1930s, that the Hungarian Workingmen's Sick Benefit and Educational Society ran an office out of the East storefront.

Finally, in 1934, the Kilian/Simpson Hotel building found a more permanent occupant. Michael Kovacs, who was born in Hungary in 1892, and his wife Katie, also a



Figure 63: The original walls of Kovacs Bar discovered during the demolition

Hungarian immigrant, purchased the land from Szucs. Originally settling in Toledo, they came to Delray about 8 years before this purchase, running a confectionery on Crossley Street. In an effort to update and modernize the building, Mike remodeled the exterior in 1936. Michael Kovacs would run the business until his death in 1941 from cirrhosis hepatitis. Katie eventually turned the management over to her sons, Steve and Elmer (along with their respective wives). Throughout the 1950s, it was the place to be to hear live gypsy music and of course hear the vocals of the famous singing waitress, Rozsika (Rose) Mahar. The rest of the Kovacs Bar story will be completed in section 1.8 and 1.9.

Now in 1940, big changes began to effect the neighborhood in Delray as industry, pollution, and bad fumes gripped its hands around the community's necks. This

"The former West Jefferson Carhouse was located just east of the Rouge River on the north side of W. Jefferson Ave.—bordering both sides of Brennan Street. A turning loop on the property served as the end of the line for the Delray portion of the Fort Street car line. The carhouse closed on March 1, 1931, but for decades a portion of the property would serve as the former DSR-DDOT Brennan Loop turn-around. Today, the Detroit Water & Sewerage Dept's Wastewater Treatment Plant occupies the land."

-Al Poe

"Then I remember the junk man coming through the alley with his horse and cart collecting anything you wanted to get rid of. I just enjoyed touching and rubbing the horse."

-Shirley Longmire-Nelson

was the year that the city of Detroit opened the Wastewater Treatment Plant just North/Northwest of Zug Island. This was not as large of an issue as it should have been due to the growing World War. During the war, Detroit played a major roll in the industrial support of the military, so much so that Detroit was known

as the "Arsenal of Democracy". The automotive plants around the metropolitan area turned from car production to tank and bomber production. Specifically, in Delray, Fort Wayne was used as a military motor supply depot between 1940 and 1946. At this time, it was the largest in the world. Later in the war Fort Wayne



Figure 64: Shaded area was demolished for the Detroit Wastewater Treatment Plant

was also used as a prisoner of war (POW) camp for Italians. The Italian POWs were treated very well while at Fort Wayne. Many of these Italians decided to stay in the Detroit area after the war.



Figure 65: Italian POWs at Fort Wayne during WWII



Figure 66: Italian POWs at Fort Wayne during WWII

“My mother told me that they would let the Italian POWs go out to see movies. She said that they had POW written on their backs.”

-Tomas Cervenak

“In 1952 gypsy musical troop went door to door playing beautiful violins for spare change on Thaddeus St. knocked on your door”

-Mickey Pellegrino

## 1.7 Deindustrialization

To really understand Detroit's deindustrialization, this thesis starts by looking at the increase in Klu Klux Klan membership in the Midwest during the 1920s. At this time there was a lot of immigration from Southern and Eastern Europe and white supremacy was on the rise. Soon to follow, as the United States entered World War II, Detroit's industry turned to war time production and high wages followed suit. The African-American population at this time numbered nearly 150,000, which was a small minority of the overall population slightly less than 2,000,000, was growing and more were flocking to the area for industrial jobs. This, coupled with the tough housing challenges, created a lot of tension and led to a walkout of 25,000 workers at the Packard Plant called a "hate" strike. On June 20th, 1943, a brawl began between youths on Belle Isle. As the situation escalated on the McArthur Bridge from Belle Isle to the main land, rumors spread throughout the city of a hate crime consisting of a large group of angry whites throwing an African-American mother and her child into the river. In retaliation, African Americans looted and destroyed white owned businesses. As this was happening, another false rumor spread

through the city. This time a group of African-Americans were said to have raped and killed a white woman. This led to a mob of whites occupying Woodward Avenue in the early morning, assaulting African-Americans on their way to work. The whites went into Paradise Valley and continued to attack the African-Americans. This time in their homes. The mob justice for rumored crimes continued to grow, 34 people, 24 of the which were African-American, died at the end of the three days of riots. It wasn't until federal troops intervened to help bring peace and impose curfews.

This tension grew from a shifting demographic in the city and the constant fight for employment. Deindustrialization is a course of social and economic changes caused by the reduction of complete removal of industrial manufacturing. Detroit had already been seeing the start of deindustrialization. Factories were looking to grow and moving to the suburbs for large plots of cheap land. As the demographics continued to change, the economy of the city began to decline. This led to an increase in crime and unemployment. White flight, or the phenomenon of white people leaving the city for the suburbs, was picking up steam and



Detroit's image and outlook was changing.

In 1948, well after World War II ended, Fort Wayne was handed to the Detroit Historical Commission and subsequently turned into a military museum by 1949. This act can be seen in two ways; historical preservation or federal disinvestment. On the surface, the act of using the fort as a museum seems to be a positive; preserving all that Fort Wayne offered Detroit and all the history that took place there. On the other hand, the federal government turned it over to the local historical commission, which makes one think they did not want to put money into the fort for upkeep and care. In 1958, Fort Wayne was designated a Michigan State Historical Site.

In 1951, the first of the most hurtful pieces of Detroit city planning took place; the 1951 Master Plan. The city was well aware of the de-industrialization and could physically see the large corporations leaving for the suburbs. This led to the city wanting to "re-invest" in the industrial side of Detroit in an attempt to save what was being lost instead of looking for and embracing the next big thing. As companies were growing, new technologies were being developed, and manufacturing plants and warehouses needed more space to build the new plants. At this time, Detroit was densely packed and there could be no expansions to older plants or new plants created without the empty land necessary. This is why many companies moved out to Warren, Sterling Heights, Milford, Dearborn, among others. Detroit needed to

create room for the factories and, within the 1951 master plan, proposed to rezone all of Delray as "Industrial" despite the almost 32,000 residents at the time. This effected the way that people could build in Delray, while also encouraging more industry to come to the area.

Also, at this time in the 1950s, an Interstate was being planned through the state of Michigan. The highway would extend from the Southeast corner near Toledo, Ohio, to the Upper Peninsula through Sault Ste. Marie. The Michigan Turnpike Authority was created in 1951 and had an original plan for the highway. The plan originally went West of Detroit through Dearborn and River Rouge. This would have avoided the Delray area; however, the plan was rejected due to legal issues in the communities. It was then revamped to go through Detroit via the path of least resistance. This path went through a poor, immigrant community in Southwest Detroit. Construction began on the highway in 1964.

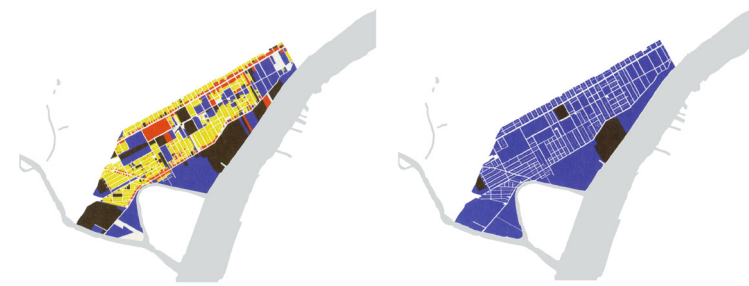


Figure 67: On the left, existing land use drawing from 1943. On the right, the proposed land use drawing from the 1951 master plan of Detroit

"What a tremendous history of Delray. How unfortunate to see how misguided urban planners don't listen to invested stakeholders to hear what they believe is best for them"

-Paul Varady

This action created a barrier for Delray. It walled off the community from all the others nearby. Starting from the south, the highway ramps up to go over the Rouge River making a literal wall at the border of the neighborhood. With the cars above and the rail line below, the area on Dearborn became a very loud and dirty place. As the highway ramps back down, it crosses Fort Street. It is at this point that the highway begins to carve into the Earth creating a gorge that has to be crossed. This is, of course, not including the homes, businesses, and schools that were also demolished to make room for this scar through the city.

In 1965, a plan was proposed and approved to allocate 7.7 million dollars to remove the remaining residential parcels in Delray. These plans were derailed with the events of 1967. The city was experiencing unrest and whether one believes these events were riots, rebellions, or revolutions, the fact is that they saved Delray in the short run.



Figure 68: Detroit in the events of 1967

## 1.8 Decline



Figure 69: A home before and after the demolition of the neighborhood South of St. John Cantius Church for the Wastewater Treatment Plant

In the long run, after the events of 1967, decline within Delray was well underway and more and more families were sent running for the suburbs. This was accelerated by a few expansion projects within and around the neighborhood. The first of which was the expansion of the I-75 expressway. This expansion continued to take out more structures. The expansion of the Wastewater Plant was the next project to chip away at the already fragile Delray community. After the Clean Water Act in 1972, the wastewater treatment plant was forced to expand to meet the requirements. Originally passed in 1948, the Federal Water Pollution Control Act was the first of its kind in America. The growing concern for water pollution protection and awareness of problems with water pollution in cities led to an amendment of the 1948 act; the Clean Water Act of 1972. Homes were destroyed in the area to accommodate both of these expansions but, the most damaging effect was the constriction of industry, pollution, traffic, and stink on the community. I-75 along the Northern Border, separating Delray from Springwells. The Wastewater Treatment Plant and Zug Island to the South/West, separating Delray from the

Rouge River and the Communities of River Rouge, Melvindale, Allen Park, and Lincoln Park. Lastly, the Ambassador Bridge (and I-75's connection to it) on the North/East, separating Delray from Corktown and Downtown Detroit. These separations virtually walled Delray off from other surrounding communities while furthering the misconception of the area being entirely industrial perpetuated by the 1951 Master Plan and Vision for Detroit.

In 1971, There was a small push to acknowledge and preserve the history of the community when the historic Fort Wayne was registered on the National Registry of Historic Places, but by 1973 the city eyed the land in Delray. The 1973 Master Plan again zoned all of Delray industrial, only this time realizing there are residents. "While the plan's strategy recognized that remaining residents needed "just compensation" and that planners needed to employ "imaginative and creative use of zoning tools," this document also stated that a slow "natural" transition from residential to industrial was expected" (Alarcon). As this slow transition from residential to industrial began, the city of Detroit's economic development





Figure 70: Spanish Cobras gang graffiti



Figure 71: I-75 being built through peoples yards

“Watched it being built from the backyard of my grandparents house, 9545 Dearborn”

-Dennis Neubacher

“I loved that place for lunch. Nobody made better soup than Kovacs’ mother”

-Earl Jones

office resurrected its plan for an industrial park in Delray in 1979. This time the idea was to create a 375-acre area for a single, large tenant; however, the closure of the Dodge Main plant in January of 1980 diverted the attention of the city. Once again, Delray was saved in the short term. Yet again, in 1985, Detroit came out with another Master Plan with heavy industrial plans for Delray.

One year later, in 1986, General Motors released a statement explaining that both the Fleetwood plant and the Clark Street plant would be closing. These two plants, which were separated by only a few miles, employed 6,600 workers, many of which came from Delray. With these closings and the residual effects of the events in 1967 and the 1951 Master Plan, Delray began to wither and the area was a last resort for low cost housing through the rest of the 1980s and into the 1990s. With crime rising in Delray, the 1990s brought gang violence to the neighborhood. Gangs such as the Spanish Cobras, Cash Flow Posse, Gangster Disciples, Latin Kings, and the Delray Mafia

Further proof that the neighborhood was losing its grip on quality and culture, in 1996, Mr. Kovacs of Kovacs Bar died and the establishment sold to Bob Evans. In the same year, the James Valentine Campbell Branch of the library closed. Another library was not opened in Delray until 1999 when the Campbell Annex Branch opened at the Holy Redeemer Cultural Center.



Figure 74: Second owner of Kovacs Bar, Bob Evans



Figure 72: The Clark Street Plant in its prime



Figure 73: The Fleetwood plant shortly before its demolition



Figure 75: Campbell Branch of the Detroit Public Library





Figure 76: The inside of Holy Cross Hungarian Church

## 1.9 Further Challenges in the Post-Millennium

The new millennium brought more of the same troubling challenges and decline to Delray. In 2001, the James McMillan School was closed by DPS and the Campbell Annex Branch was closed in 2004. The James McMillan school made news again in 2009 when the city decided to demolish what was, at the time, the oldest school in the city. This was a dagger to the community because the school building that was once one of the nicest and most advanced in the city was gone. Southwestern High School, the last school in Delray, was closed in 2012. This made it near impossible for any family to want to live in Delray. In the same

year the Marathon Oil refinery was expanded.

2018 was a massive year in terms of the neighborhood's direction. Delray is at a teetering point because of the new bridge. In 2004, the idea of a new international bridge to Canada was first proposed. From that point planning ensued and the city began buying land within the borders of Delray. In 2012, the agreement was made between the two countries and it was in 2018 that the city finalized the plan and began to demolishing homes. In the next chapter, this thesis will cover the year of 2018 and how the fate of Delray hung in the balance.



Figure 77: The gym at Southwestern High School after its closure in 2012





Figure 78: McMillan School's entrance



Figure 79: Crumbling interior walls of McMillan School

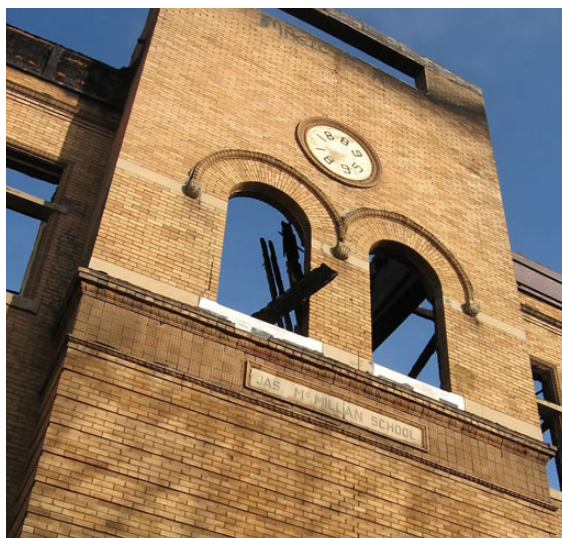


Figure 80: The top number represents the original school



Figure 81: The dilapidated hall way

“Attending Amos, Neinas, and Western. The majority of teachers had been teaching in those schools long enough to know not only the older siblings but the parents. These schools were like another home and the teachers like family”

-Peggy Altman

“Delray is going to be a new jewel, As people enter our country their first view of the US, Michigan, and Detroit will be our Delray... Planners are working with the community to design a beautiful welcoming border”

-Katica Doyle

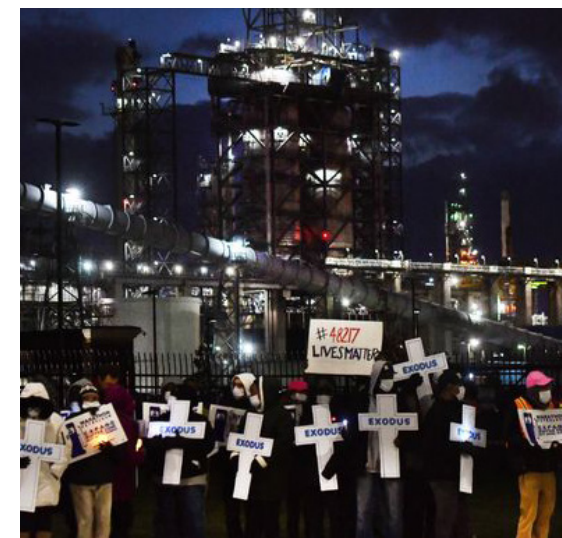


Figure 82: Protestors at the Marathon Oil refinery



Figure 83: A family being forced out for the new bridge plaza



Figure 84: The demolition of Kovacs Bar at the furthest corner of what will be the new bridge plaza site



# CURRENT ANALYSIS

- 2.1 *In The Last Year*
- 2.2 *Housing*
- 2.3 *Business*
- 2.4 *Community Assets*
- 2.5 *Community Needs*



Figure 85: The House of God; formerly the Petofi Club



## 2.1 In The Last Year



Figure 86: A locals attempt to fight dumping on Burdeno Street

Over the last year the plan for the New International Trade Bridge was finalized and operations began on demolition of a segment of the neighborhood. It was at this point that the media proclaimed the end of Delray; its demise. The proposal for the bridge was introduced on a positive note citing the creation of approximately 23,000 jobs (13,000 Direct and 11,000 Indirect) and the fact that trade between Canada and the United States has increased. The increase of trade is important because the Detroit-Windsor crossing is the busiest conduit of trade. According to HGA, 31% of all trade between Canada and the USA by truck used the Detroit-Windsor crossing. That is approximately two billion dollars in goods crossing daily. All the goals noted by HGA have an internal focus. To summarize, the goals were to optimize traffic flow through the site, comply with the Department of Homeland Security, and to design a new landmark in terms of scale and form. For a 167-acre plaza, the goals do not represent the best interests of the community it is in. One of the detailed objectives in the project was related to the community in the creation of pedestrian and bike paths around the site and across the

bridge. The bridge plan is to relocate flows of traffic to develop a node of activity in the center of Delray. HGA attributes this active node as a way of directing traffic through Delray and reinvigorating the neighborhood.

The bridge and its plaza had negatives; the homes of about 700 residents (up to 414 homes) along with commercial and industrial businesses (up to 920 jobs that may include the CHASS center) were forced to vacate and all the structures were set for demolition. This is a huge mark in the dead center of the neighborhood. Many residents did not want to leave and many lost the history that was in their homes, but the larger portion of housing on the West side of Delray were not touched. As people were forced out there was a housing swap opportunity. In this situation people were given areas to relocate to within Delray as a way of "fair compensation"; however, some were still unhappy about being forced out because "fair compensation" does not adequately factor in personal feelings about a home and the emotional connection. Others were excited to move and the media grabbed these stories to spin a perception that Delray is so horrible



that residents are being paid to leave and they are excited to finally have a nice home.

An important side note about the construction of the bridge plaza is that the neighborhood did not lose just man made structures. Trees were also lost and Raúl Echevarria of Urban Neighborhood Initiatives was asked by Southwest Detroit Community Benefits Coalition to lead a prayer at a small gathering of resident and community leaders in Delray to honor and commemorate the tree canopy of the area. At this gathering residents shared their memories of the place of gathering under the big tree. These memories included barbecues where neighbors shared food and culture or of the children playing in the area and often climbing the "Big Tree" or swinging from its branches. When Raúl was asked to reflect on this event he said:

"As I reflected on the experience days later, I was inspired to write the attached poem. During this period, I was also studying the spirituality of ecology in one of my seminary classes, which meant that my energies were aligning in this brief moment in time and place. For me, spirituality permeates the sacred and the mundane. I believe that human civilization has moved us away from the rest of creation, as if our ability to think (cogito, ergo sum) sets us apart from the rest of organic material on this earth. My approach is to re-connect to nature and to the land as an intentional spiritual act, which brings me closer to the Creator. This is to say that if the Creator created trees then they are my sisters; if the

creator created birds, they are my brother. If we take the time to listen, to honor their presence in our lives, then we become closer to God. This is not new or unique theology, however; as many indigenous communities today, particularly in Africa, understand the important role that the trees play in their ecosystem. And their efforts at ecological preservation begins with listening to the trees, honoring their lives, and not to be too quick to strike them down in the name of progress. This is why the trees of Delray were important and deserved to be commemorated. I simply accepted the role given me by the community and the Creator."

"I am glad my parents are not alive to see what has become of Delray"

-John Maszaros



Figure 87 (Top): Waterman Street in 2018 after the demolition for the bridge plaza  
Figure 88 (Bottom): Waterman Street in 2009 before the acceptance of the bridge proposal

## The Trees of Delray

Raúl Echevarria

3/19/18

I prayed for the trees of Delray yesterday...

I thanked the creator for their presence, wisdom, and witness.

They were friends to the countless generations of migrants,

In search of work, sustenance, and survival.

They provided shelter from the scorching sun,

Their branches served as posts for tires swings for the neighbor kids;

They loved to make the children laugh.

These friends were THE gathering spot for community barbecues,

Where neighbors brought their grills,

And cooked countless hot dogs and hamburgers,

For all without prejudice, preference, or discrimination.

The trees had a way of bringing people together, in community and love,

A skill born only through the wisdom of the ages.

I prayed for the trees of Delray yesterday...

I asked the creator to watch over the ancestral spirits,

Who were soon going to be displaced by the power of development,

In making way for a bridge our friends will soon be without a home.

I prayed for a safe journey to the beyond.

I thanked God for the model that these friends provided us all these years:

How to be rooted and unmovable,

How to be steadfast and resolute,

How to be so committed to this space and time,

That they refused to be moved.

We resisted, fought, and struggled for community benefits.

And though we did not get everything we wanted

We demonstrated to the powers and principalities of this world

That, like our tree friends, we would not be so easily removed.

I prayed for the trees of Delray yesterday... And gave them thanks and gratitude.



## 2.2 Housing



Figure 89: Backyard gardens of Delray

The current housing market within Delray is complicated. The homes are not listed for sale often because any land purchased is usually used to develop a larger industrial project. The homes that are foreclosed upon

are generally taken by the Detroit Land Bank. For more current and historical photographs from around the neighborhood, reference the appendix towards the end of the book.



Figure 90: 8417 & 8423 Melville St





Figure 91: Blasko Residence 8117 Thaddeus



Figure 92: Valladares Residence 9213 Lyon St



Figure 95: Covington Residence 8349 Vanderbilt St



Figure 96: Marquez Residence 8334 Vanderbilt St



Figure 93: Bushroe Residence 8994 Thaddeus St



Figure 94: Takacs Residence 9002 Thaddeus St



Figure 97: Chriswell Residence 9026 Thaddeus St



Figure 98: 8075 Vanderbilt St





Figure 99: 8942 Thaddeus St



Figure 100: Flores-Bustamante Residence 8348 Thaddeus St



Figure 103: Martinez Residence 8029 Thaddeus St



Figure 104: Lopez Jr. Residence 8578 South St



Figure 101: Vinczler Residence 8056 South St



Figure 102: Lajtos Residence 8106 South St



Figure 105: Lopez Residence 8172 South St



Figure 106: Montiel-Aguilar Home 8543 South St





Figure 107: Orozco Residence 8163 Melville St



Figure 108: Arreguin Residence 8169 Melville St



Figure 111: Arnold Residence 709 S. Green St



Figure 112: Jackson Home 723 S. Green St



Figure 109: Rios House 8097 Melville St



Figure 110: Rios Residence 8151 Melville St



Figure 113: Price Residence 8571 Melville St



Figure 114: Galvin Residence 425 S. Harbaugh St





Figure 115: Adamski Residence 9096 Lyon St



Figure 116: Quezada Residence 9120 Lyon St



Figure 119: Martinez Residence 7875 Melville



Figure 120: Barber Residence 8041 Melville St



Figure 117: Rogers Residence 703 Cottrell St



Figure 118: Macleod Residence 9033 Keller St



Figure 121: Castro-Lopez Res. 9136 Lyon St



## 2.3 Business



Figure 122: Motz's Burgers on W. Fort

Business, as used here, could be broken up into five categories: Restaurants/Bars, Medical/Emergency, Industrial, Retail, and Other. Each will be discussed in this chapter as an inventory of the different businesses are taken. Starting with the restaurants and bars, Delray has a rich history of old saloons, cultural food, and lovely, working class restaurants that are unfortunately just history at this point. Very few establishments of this variety run in Delray. West Fort Street Bar located at 7642 W. Fort Street has a unique, homely feel especially when viewed from the exterior. Just down the street at 7208 W. Fort Street is Motz's Burgers; by far the most critically acclaimed restaurant left in the area and is known for its fantastic burgers and old fashioned diner/burger shack vibe. Detroit 75 Kitchen is a food truck located at 4800 W. Fort Street and the menu features lots of contemporary comfort foods. Club Puerto Riqueno is a night club located at 8050 W. Fort. Lastly, Black Horse Cantina is a bar at 7844 W. Jefferson and is the only bar/restaurant not located on Fort.

The next category of Medical and Emergency and the first location is 5635 W. Fort

Street. Community Health and Social Service Center of CHASS is a very needed health center in the community. The Southwestern District Police Department is located at 4700 W. Fort, but many residents of Delray will attest to the lack of urgency in response to disputes, crimes, gunshots, or dead bodies from the police. The Fire Stations are more prominent in the neighborhood. The first is Engine 27 located next to the Police Department and the second is Engine 29 located at 7610 W. Jefferson. Delray's old Chapter No.1 Firehouse is no longer used by the fire department, but is now occupied by a motorcycle club.

Retail is another relatively short section of business in Delray that starts with Lockman Hardware and Boats at 7630 W. Jefferson. The CNR Mini Mart at 9126 Dearborn Street is an old gas station that lacks any signage or updated gas pumps. California Wine and Grapes Co. at 7250 W. Fort is a wine making supply store that has been in operation for years. Reliable Muffler and Brakes Inc. is located at 6700 W. Fort Street. There is a Chase Bank at 5460 W. Fort and a US Fuel Gas Station at 6800 W. Fort.



Industrial is the largest category and the properties there are:



Figure 123: Marine Pollution Control 8631 W. Jefferson



Figure 124: Wastewater Treatment Plant 9300 W. Jefferson



Figure 125: Songer Steel Services 1400 Zug Island



Figure 126: Central Transport 7701 W. Jefferson



Figure 127: McCoig Concrete 1441 Springwells Ct

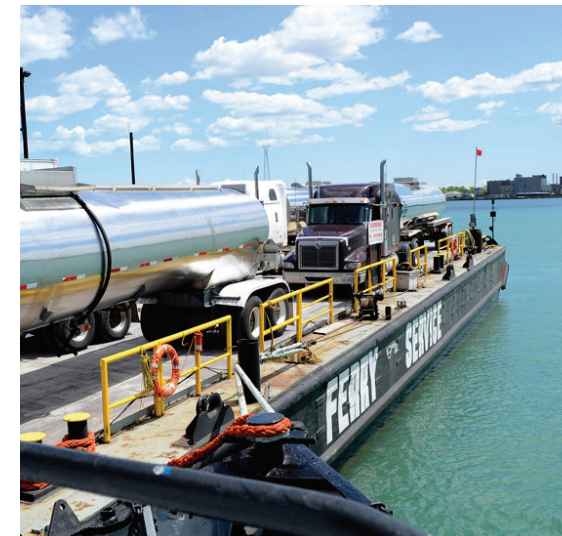


Figure 128: Detroit-Windsor Truck Ferry 1475 Springwell Ct



Figure 129: Lafarge North America 1301 Springwells Ct





Figure 130: DTE Waterman Substation 708 S. Waterman



Figure 132: DTE Waterman Substation in 1909



Figure 135: Edward W. Duffy & Co. 5840 W. Jefferson

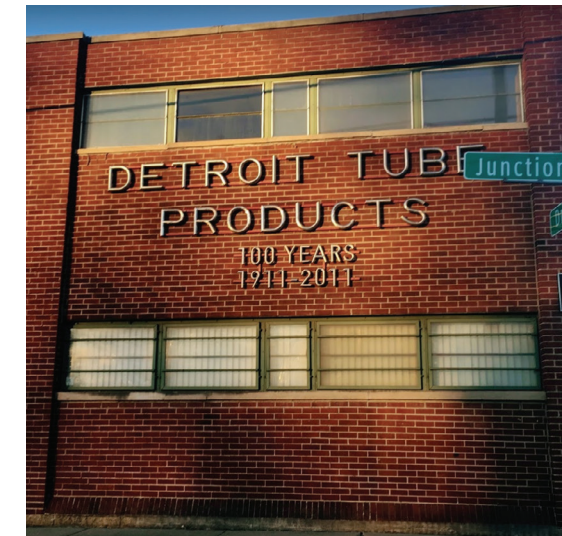


Figure 136: Detroit Tube Products 300 Junction



Figure 133: Boasso Global 7650 Melville



Figure 134: Coastal Produce 201 S. Green

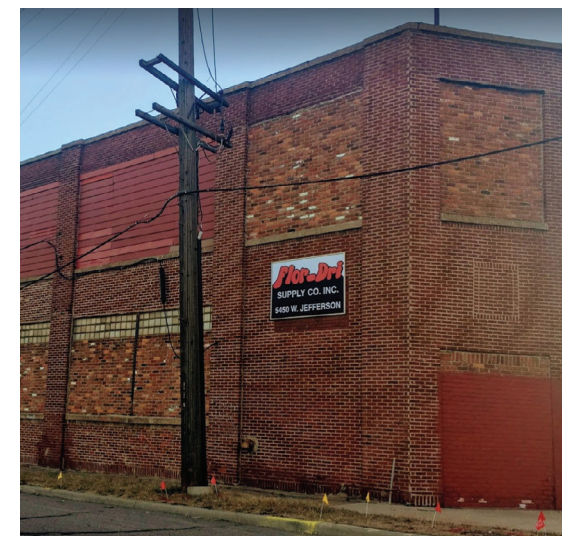


Figure 137: Flor-Dri Supply Co Inc. 5450 W. Jefferson



Figure 138: Waterfront Petroleum Terminal 5431 W. Jefferson





Figure 139: Anaya's Pallets Inc 163 Morrell



Figure 140: Bridgewater Interiors Inc. 4617 W. Fort



Figure 142: Detroit Produce Terminal 7201 W. Fort



Figure 141: Royal Banana Company 7201 W. Fort

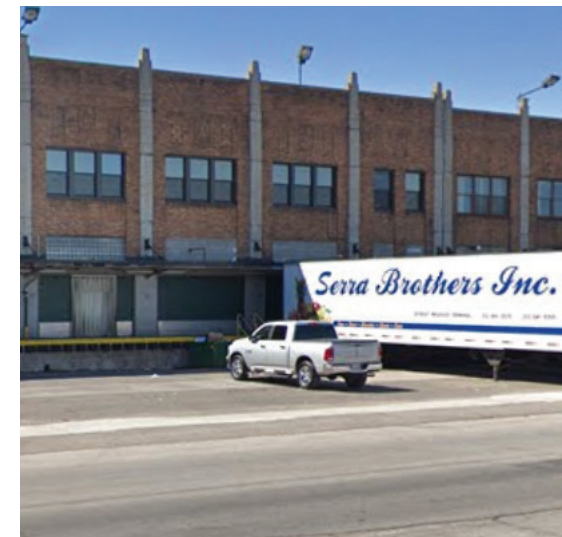


Figure 143: Serra Brothers Inc. 7201 W. Fort



Figure 144: Andrews Brothers Inc 7201 W. Fort





Figure 145: S&M Produce 7636 W. Fort



Figure 146: Containerport Group 8501 W Fort



Figure 149: Evans Distribution Center 6307 W. Fort



Figure 150: Sakthi Automotive 6401 W. Fort



Figure 147: West Side Distributors LTD 7101 W. Fort



Figure 148: MOBIS North America 6401 W. Fort



Figure 151: US Steel on Zug Island



## 2.4 Community Assets



Figure 152: Ford Dearborn 3001 Miller Road, Dearborn



Figure 153: Marathon Petroleum 12800 Toronto Street, Detroit

Members of the community, past and present, have identified the community's biggest assets. Many of these are lost to history such as Al's Lounge, Joey's Stables, and the Szabo Meat Market but, it is for those well known and important assets that still exist that this thesis turns its focus to. These assets will be called neighborhood anchors, given their prominence throughout the community and the need to use them as a fixture in any future planning.

The current neighborhood anchors were identified as being Holy Cross Hungarian Church, Fort Wayne, the Delray House, the Delray Tower, the New International Trade Bridge, and Riverside Park. Holy Cross Hungarian Church is one of the last pillars of the Hungarian community in the neighborhood. To this day they still hold masses in both English and Magyar (Hungarian). The original church, rectory, school, and parish were credited to Father Hubert Klenner in 1905, but the current building was designed in 1921 by notable Hungarian architect Henry Kohner under the direction of Father Lajos Kovacs. The school had students enrolled since 1907. On July 22nd 1927, Father Kovacs passed away suddenly

and was succeeded by Monsignor Dezso Nagy. Monsignor Nagy created a soup kitchen at the church through the great depression. After Monsignor Nagy's death in 1941, the church was painted by a Hungarian-American painter named Paul Daubner. It was not until the 1970's when the school was forced to close. On May 8th 2005, the parish celebrated its 100th anniversary and is the only Hungarian Roman Catholic Church in the state of Michigan.

The Delray Tower is a community anchor. This may be surprising to a non-Delray resident, but many of the residents will describe this tower as a billboard



Figure 154: Delray Tower



or a welcome sign for the community. It is almost humorous to see the threads on the internet or to hear residents speak to outsiders about it. To paraphrase a conversation:

A man from Delray heard the Delray Tower might be torn down and asked if anyone knew if it was true or not. Additionally, he asked if there was a hope to rebuild it at Greenfield Village. To his surprise, the others he was talking to were unfamiliar with the tower and asked why it was even called a tower... it wasn't much of a tower.

To answer the man's question, it is a tower. It is an interlocking tower for the railways below. Being built in the 1940's one could argue that it is very historical and unique in form in the vein of American rail history. As for the talks of moving it to Greenfield Village, it is still currently operational and the rumors of its closing have been happening for a long time. Only the future knows what will happen to this tower, but it should remain in place to act as a beacon of home for the residents and an anchor in the community regardless of if the operation is still happening or not.

Fort Wayne is an obvious candidate for a neighborhood anchor for its history alone which was discussed previously, but the Fort remains in poor condition and would need to be renovated or at least kept from becoming worse for it to be more to the community than a ruin.

The Delray House is a community center ran by the People's Community Services of Metropolitan Detroit and offers a place for all ages (youth and adult) to develop. Before its merge with the PCSMD, the Delray Neighborhood House was created in 1920. It is the agencies oldest, currently operational center. The benefit of having a place in the community to develop is very important as both a child and adult. This center has the added bonus of being time tested and proven to be used and sustainable.

The next is Riverside Park, although it is technically outside of Delray's boundaries, it is made for them. It is located just west of the Ambassador Bridge and is blocked off from Downtown, Corktown, and Springwells Village. It currently is under a large expansion and development, but there is a large problem for it. Jefferson Avenue, which goes through the middle of the park dead ends at an industrial site and picks back up on the other side. The site is now empty and this will have to be taken into account in the planning portion. It is understood that the new Riverside Park will eventually be connected to the other riverfront parks, making it the furthest west of the bunch. Another reason this park is becoming an anchor to the community is because of the addition of a skate park. The skate park was made possible by a 250,000 dollar grant from the Tony Hawk Foundation.

The very last anchor in the community is a hot topic; the New International Trade Bridge. There has been lots of thought and attention

paid to how the traffic will move through the new plaza, where the plaza will be, how to set it up to be safe for visitors and the nation as a whole, but there was very little attention paid to the connection to the neighborhood. The current plan is to build on and off ramps from I-75 to the bridge plaza over existing properties. This is meant to move traffic quickly; however, the neighborhood deserves more of an interaction with the travelers considering what the neighborhood gave up to make the bridge possible. The debate for most people is that the bridge is hurting the community and the destruction of the structures and the clear-cutting of the lots was a sure sign of Delray's demise. Because of this thought most have proposed visions for Delray where the bridge plaza is not there. This is unrealistic. The damage has been done and those lots



Figure 156: A proposed layout for the Tony Hawk Foundation Skate park at Riverside Park



Figure 155: The entrance into Fort Wayne off Jefferson Ave

are void of what used to be... the bridge will be built, but there are positives and there are more correct ways of handling it. The bridges connection to the community has to be well thought out and the pedestrian/bike paths to Canada need to play a role in the overall plan of the neighborhood to make it successful.

This thesis has meticulously picked apart the stories and notes of the community members to create this list of current anchors with the next step in mind; mapping. Asset mapping is usually done with many layers to show the dense and complex network of assets. Delray is unique in the fact that very few publicly used business and facilities are operational and the community needs to focus on the larger picture around these aforementioned anchors.





Figure 157: The current anchors mapped: 1. Delray Tower 2. Delray House 3. Holy Cross Hungarian Church 4. Bridge Plaza 5. Fort Wayne 6. Riverside Park

## 2.5 Community Needs

Now that Delray's major assets are accounted for, the needs of the community can be better understood. First, the neighborhood is currently devoid of a school. In fact, after McMillan School was torn down, Cary School was also torn down to make room for the new bridge plaza. The building that used to contain Southwestern High School is still standing and within the border of Delray, but no classes have taken place there since Detroit Public Schools closed it in 2012. Many of the high school aged students have been rezoned to go to Northwestern High School an extra 6 miles away from Delray. The news of the closure created unrest in Southwest Detroit. The students upset to lose their neighborhood school and the parents equally upset with claims that the closure is not a financial decision, but an attack on public schools. Every neighborhood needs a school; at least at the elementary level. Without a school, no family would ever stay there. Detroit has a track record in recent decades of parents moving out of the city when their children reach school age because the Detroit public school system is so broken. Not having a school to compare,

makes this decision even easier for parents. Delray has a history of being an educational hotspot with a few great schools. This is the first big need of the community.

The second need is commercial space. The commercial corridors in Delray (Dearborn, Jefferson, West End) have vacancies. These vacancies are not of buildings, but of lots. It is much easier to entice a business to move to the area if there is a building ready to receive that business. Currently, Delray has a few commercial buildings and very few are up to date or in quality shape. For the most part, driving down the commercial corridors leaves one with a sinking feeling in their stomach as empty lots and trees run parallel on both sides of the street. Having at least a few new buildings or at least updating the current buildings could entice new businesses to move to the area. Delray has a strong community of dedicated residents that would facilitate new business.

The next large need of the community is relating to the housing stock. As talked about previously, there are some great historic homes in the neighborhood; however, the aging homes that are falling apart or into



disrepair far outnumber the pristine ones. A home style that fits the neighborhood context without replicating the history would be ideal. This could be done by matching the form and scale, but changing the materials to be more contemporary. Also, the homes that come to the area need to be affordable homes. If they are expensive they gentrify those who are there and solidify the fact the former residents are not welcome back.

Graduate students in the Yale School of Architecture developed an affordable housing solution that resembles the form of the classic home, but it uses a cedar cladding and a metal standing seam roof. These contemporary touches, including the home's use of glazing, creates enough of a distinction to both respect the site's context and stand out as new and clean.

Since the late 1960s, Yale has offered a studio for first year students that affords them the opportunity to participate in a design build. The goal is to design an affordable single-family home in an economically marginalized community. This thesis takes the position that a similar design, as shown on the next page, could be the future of homes in the neighborhood of Delray. Additionally, there are three universities in Southeast Michigan with high-quality schools of architecture; two of which are in Detroit. These schools could aid in the design of an affordable home unique for the residents moving to the neighborhood.

Lastly, and most importantly, the neighborhood needs a breath of fresh air. This

needs to be the first change in the community. The industry that surrounds Delray has polluted the air, land, and water. It is literally choking the life out of the neighborhood.

In Southwest Detroit alone there are 150 sites that are releasing chemicals according to the Detroit Journalism Cooperative. The high pollution in this part of the city is documented to cause respiratory diseases, cardiovascular problems, kidney failure, and cancer. Cancer rates are higher than the state's average, but the asthma rates are even more so at over triple the state's average.

"The International Journal of Environmental Research and Public Health reported that air pollution in the Detroit area has led to over 10,000 DALYs (the sum of years of potential life lost due to premature mortality and the years of productive life lost due to disability, according to the World Health Organization), in addition to 6.5 billion dollars in economic losses. Moreover, they concluded that about 5.5 percent of annual deaths in the area are due to exposure to PM2.5" (Abdel-Baqui).

This is the biggest hurdle the neighborhood faces, but after this trend is reversed, housing, businesses, and schools have a much better case for returning.



Figure 158: Exterior front of the 2019 Jim Vlock Studio



Figure 160: Entrance detail of the home

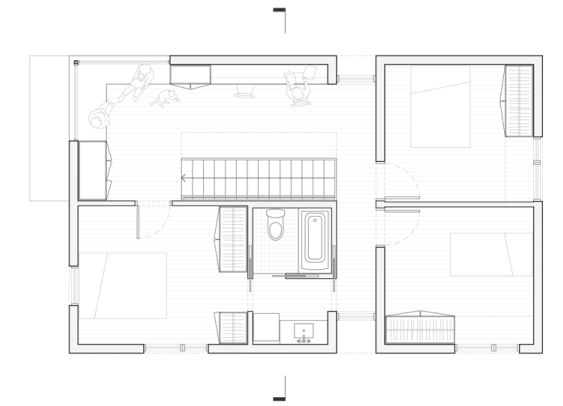


Figure 159: Second Floor Plan

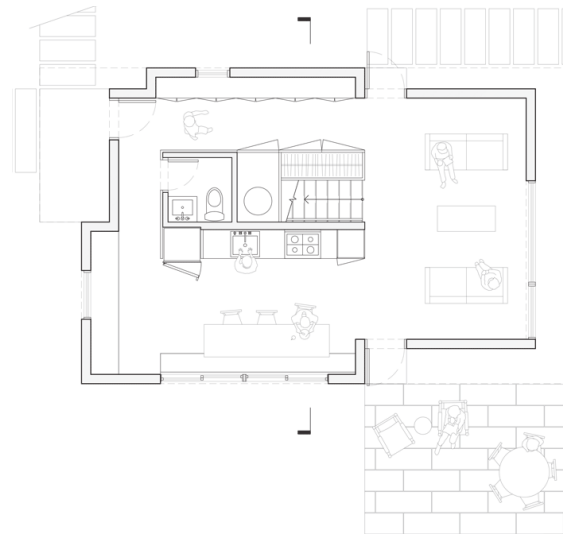


Figure 161: First Floor Plan



# DESIGN INTERVENTION

- 3.1 *Pre-Design Case Studies*
- 3.2 *Master Plan Theory*
- 3.3 *Site Selection*
- 3.4 *Site I*
- 3.5 *Site II*
- 3.6 *Connections*
- 3.7 *Link to The Community*
- 3.8 *Continued Future Plans*



Figure 162: Woman walking on a dock off the non-industrial shoreline in Delray



## 3.1 Pre-Design Case Studies



Figure 163: Workers transforming Hog Island into Olmsted's vision of Belle Isle Park in 1888

With the previous current analysis in mind, Delray is an industrial neighborhood that is in decline. The case studies selected to add precedent are all industrial areas of large cities that were considered to be unusable by the public. These areas were industrial, polluted, and dangerous. The first case study that will be examined is close to home. Throughout history the river/riverfront was always an area of industry. The river was the main transportation for industry; the highway of the past. The so-called "industrial wasteland" that is Delray is located just west of downtown but, the riverfront just east of downtown was historically industrial as well. The area was home to factories, dry docks, and even Hog Island (Belle Isle) used to be home to livestock. Now this area is home to a beautiful riverfront walk, natural grass meadows, flowers, the present day Belle Isle. Detroit's East riverfront, from Joe Louis Arena to East of the Belle Isle bridge, contains 18 different sites/projects by the Detroit Riverfront Conservancy. In addition to Belle Isle, there is Gabriel Richard Park, Mount Elliot Park, Chene Park, Milliken State Park, the Dequindre Cut, the Wetlands,

Cullen Plaza, GM Plaza, and Hart Plaza.

It is not only Detroit's East Riverfront that has been transformed, the projects have slowly been working their way West of downtown. Recently, there has been formal plans to redevelop West Riverfront Park. The park was renovated to be usable by the public but, the park was simple. It was a walking path up to and along the river with plenty of flat grass. In the past few years the park has not been used for more than a seasonal music festival and some fishing. In the Fall of 2018 it was announced that the park had received fifty million dollars from the Ralph C. Wilson Jr. Foundation (forty million dollars for construction and a ten-million-dollar endowment for support). The park will be renamed Ralph C. Wilson Jr. Centennial Park. There was a design competition to produce an inclusive and beautiful design; Michael Van Valkenburgh Associates with Sir David Ajay were chosen as the winners. These projects along the long-time industrial Detroit River provides precedent that the Delray riverfront could be and eventually will be renovated, released from the shackles



of industry, and returned to the public.

The second case study looks to the West Coast. Gas Works Park is on the Northside of Seattle, Washington, near the Fremont neighborhood in Wallingford. The site is 19.1 acres and formally the home of Seattle Gas Light Company's gasification plant. Much like Metro Detroit's Zug Island, Seattle Gas Light Company (originally named Seattle Lighting Company) began purchasing the land in 1900. The company used coal to create gas for lighting. There are many by products to producing gas and because of this the area also started producing toluene, xylene, sulfur, solvent naphtha, and resin tar. By the 1940s, the plant was serving over 43,000 customers. The numbers fell by the 1950s and eventually the city of Seattle switched to natural gas in 1956 closing the plant. The buildings, although closed, sat waiting for the 1960s when the city of Seattle began purchasing the abandoned structures. Richard Haag developed a master plan for the area in 1971 and by 1975 the park was opened to the public. This is an example of an area that was used for a dirty and toxic purpose, yet it was able to be opened to the public just a few years later.

For the next two case studies, European cities are examined. The first, located in Warsaw, Poland, is a neighborhood within the borough of Śródmieście (city center). The neighborhood of Powiśle is located along the Vistula River at a lower level than the very near Warsaw Old Town. In the 18th Century, the area was strongly associated with the poor. Things

did not change much in the future. As the next century came so did an industrialized life style. It remained poor until 1944 when the area was mostly destroyed in the Warsaw Uprising. The area is home to a World War II era power plant that has been transformed. The area's industry has all been transformed now into indie galleries, vintage stores, cafes, bars, and young professionals. The area went from a poor industrial area to a destroyed industrial area to the new up and coming neighborhood to live in.

The final case study, also in Europe, is Landschaftspark Duisburg-Nord. Landschaftspark is located in Duisburg-Meiderich, Germany. The site is home to a former



Figure 164: Relaxed park-goers at Gas Works Park

coal plant and steel mill that was abandoned in 1985 but, the vacancy, blight, and pollution was dealt with within a decade. In 1991, the firm of Latz + Partner designed Landschaftspark as the perfect reconciliation for the industry and pollution. Peter Latz intended his design to embrace the industrial history of the area to help the people understand it. During a competition many other designers proposed a plan that demolished most of the existing structures; Latz preserved most of them. He used phytoremediation, which is a technique using plant life to breakdown pollutants, to help depollute the soil on the site instead of removing it. In keeping the majority of the structures, they found new uses including using an old sewage canal as a way of cleaning the site. The old sewage canal for the factory was in the same place as the Old Emscher River.



Figure 166: Powiśle Power plant presently with gardens, shops, fountains, and residential units



Figure 165: Powiśle Power plant before renovation

The old sewage canal had to be covered but what was created above it is a new, man-made, structured, and straight canal that brings fresh rainwater through the site; the Emscher River.

There is a special importance placed on Memory in Latz's design. Memory is spoken here from a theoretical base instead of a literal one; it comes from a place of transcendence and not preservation. Multiple paths around the fractured site allow for the visitor to understand the place for themselves and create their own experiences. The Piazza Metallica is a compilation of 49 steel plates that line the pits of the foundry. The piazza is intended to be a gathering place for special events or concerts. These steel plates were meant to be ephemeral. They are designed



to erode and waste away over time. As they decay they will display the natural destruction of the site. As the plates erode, the green space will grow up around them and eventually fill the space with metal dotted around it.

All four of these case studies look at areas that once were called: polluted, wastelands, dirty, ugly, pointless, or simply too industrial for the public. Now, these areas are beautiful landscapes and vibrant neighborhoods that hold such a strong connection to the past. Delray has such a beautiful and cultural history and the neighborhood has fell into such poor condition that these precedents do not apply just to the riverfront but, rather the whole neighborhood. Delray can draw very close parallels with Powiśle as a community and also with Landschaftspark in the programs of industry. Delray is just west of the current riverfront projects and is the next logical step for redevelopment and beautification.



Figure 167: "Gießhalle" or "Cast House" at Landschaftspark provides a location for both film and live performances



Figure 168: Leisure and play spaces around Landschaftspark



Figure 169: Detroit's Civic Center before renovation



Figure 170: Civic Center currently as part of Detroit's Riverwalk

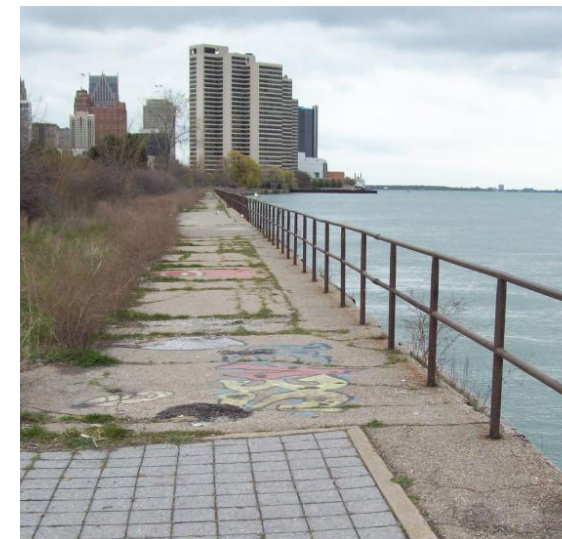


Figure 171: Detroit's West Riverfront Park before renovation



Figure 172: West Riverfront Park as designed by MWA



## 3.2 Master Planning: Delray 2051



Figure 173: Hamilton Anderson's Master Plan for Fort Wayne

Delray has a rough track record with master plans dating back to Detroit's 1951 Master Plan which could be subtitled "a failed attempt to reinvest in industry". This master plan effort will be a mark set 100 years after the catalyst plan for the decline of Delray. Delray 2051 is a plan to build the community up to a point where it is clean, safe, and culturally relevant to the people that used to (and still do) reside there. The plan will look at the neighborhood in a few ways. First the analysis of the current Delray (lined out in Chapter 2), specifically the neighborhood anchors and assets, and how they will work with the projects to come in the near future.

The first step to this theory of master plan is an assessment of the biggest challenges that Delray faces. Through a historic lens and with a current analysis in mind, Delray has two major issues to deal with. They come from two separate ideas on issue, the first is "perception". Perception is used here to describe the way non-Delray residents (an outsider) view Delray. Currently, the view of Delray by the rest of Metro Detroit is anything but positive. Most have written Delray off as

not only a wasteland or a dying neighborhood that will no longer be. This is a perception that Delray has constantly been fighting, especially during the proposal of the New International Trade Bridge Plaza. The second issue is one based in livability, opposite the cultural and identity based issue earlier. The issue of pollution, is obvious to most everyone who has seen, or smelled, Delray, but it is also a very serious one. The 48209 area code, the one in which Delray is included, is one of the most polluted in the state of Michigan. Major pollutants in the area come from steel production, oil refining, and the wastewater treatment. All of these will be taken into account for the planning of the area. The projects included in the address both of these issues.

The first will be the undertaking of Zug Island. Although Zug Island is not part of Delray, or even Detroit (it is in River Rouge), it is one of the largest influences on Delray's health. Also, Zug Island is currently an active, operating steel mill but, interviews with anonymous U.S. Steel workers (from Zug Island) showed that the steel plant may be closed in the coming decade. Zug Island is no longer listed as a



property on U.S. Steel's website and there have been safety concerns as of late. There was an explosion in August of 2018 in the blast furnace that injured fifteen. This was not the first time, state records show numerous safety violations and fines amounting over 30,000 dollars. These "20 serious safety violations" (Daalder) resulted in three deaths over the last five years. One anonymous worker was quoted with saying "I believe they are so secretive because of how unsafe it is here" (Koleszar) when asked about the security surrounding the island. There is a strict "no photos" policy within one hundred feet of the island and bridges. An anonymous security guard for U.S. Steel on Zug Island was quoted saying "every morning when I would arrive to work a layer of coke dust would be covering my desk, chair, and papers... I would leave at night with a thick ring of black around my wrists and ankles" (Koleszar). This shows the deep filth and pollution that the island's workers have to deal with on a regular basis. There have been reports from Delray residents of waking up to a metallic dust covering their house and car so this pollution is not isolated to the island, it blows over the neighborhood (which is very close to downtown). Zug Island is being "held together with tape" (Koleszar) and they are just fixing it enough to continue working but, when it finally goes they will most likely abandon it. After Zug Island's imminent closure, the land will be remediated and turned into a park for the people. The existing structures will remain and the program for the island will fit the needs

of the community beyond pollution issues.

The second mountain for Delray to climb is the Detroit wastewater treatment plant. The plant's water basins project a foul smell over a large portion of Southwest Detroit, especially on hot summer days. Although a significant chunk of the neighborhood was destroyed for the treatment plant, the surviving neighborhood was left with a one block buffer of sorts. This buffer was industrial warehousing and not much better than the treatment plant; however, the industry that was there is gone leaving a long strip of vacant land between the neighborhood homes and the wastewater treatment plant. This land will be turned into a densely forested park. The park is intended to be a literal buffer for both the view and the smell. There will be one path through the densely packed flowering trees on the neighborhood side of the park until the church. At this point a plaza will form out from the edges of the church on a diagonal path before returning to dense forestation as the park rounds the corner and turns South to follow the railroad tracks towards Zug Island. At the Rouge River, the path will cross the bridge and the park will expand exponentially on the island.

Next is the issue of identity and perception. Delray had a strong sense of identity when they were known for the Hungarians, the Jazz music at the West End Hotel, and the beautiful gardens in everyone's yards. Since its decline some have lost that sense of identity and pride; some have begun to believe the media rhetoric of its demise.



Figure 174: Delray 2051: Master Plan



The opportunity that best presents itself to this community is a museum and cultural center. Delray's rich and exciting history warrants a museum and a cultural center provides a place for ethnic groups to become reconnected with their brothers and sisters in country. The cultural center can offer language classes and host large events and gatherings, while the museum protects the history of the community as a whole and the at the individual or personal narrative level. This could be created out of an abandoned or vacant property. There are plenty historically significant buildings in good structural shape to be rehabbed and concerted for this program. Lastly, it was announced in December of 2018, after this thesis had begun, that Delray would be receiving a 5,000-dollar Knight Arts Challenge Grant to start a historical archive. This could be housed adjacent to the future museum and cultural center.

The underfunded, Historical Fort Wayne is next to be dealt with. As funding shortages have sent some of the buildings on the property into bad shape (i.e. roof collapse), Fort Wayne and its historical significance are on the mind of many an architect. In 2015, Hamilton Anderson and Associates completed a master plan of the 83-acre Fort Wayne property. It is with this plan that the Delray 2051 vision will continue. It will be a banner project as you descend the apex of the new bridge's deck into Delray and America.

Speaking of the new bridge, the plaza is yet another major change coming to the Delray landscape. With some reservations, the



Figure 175: Hamilton Anderson's rendering of Fort Wayne



Figure 176: Hamilton Anderson's Fort Wayne at the river

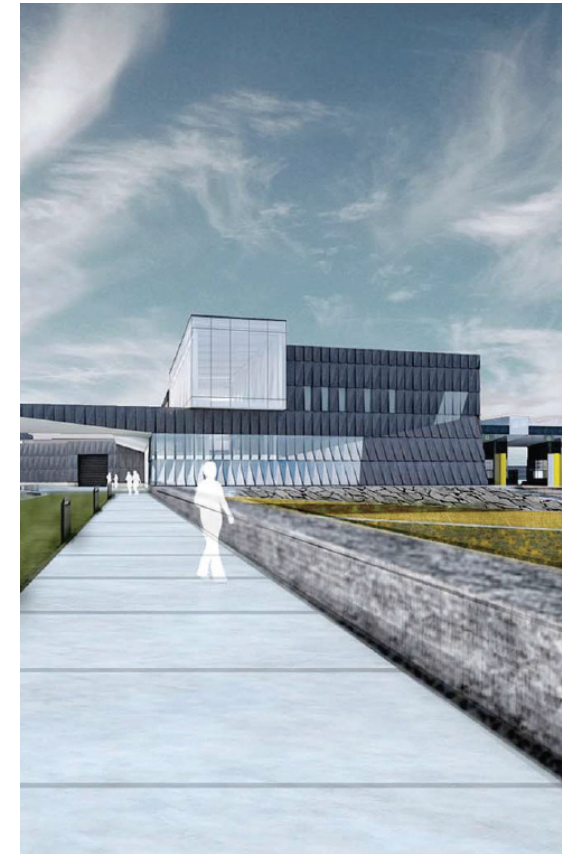


Figure 177: HGA rendering of the future bridge plaza

bridge will be built. The homes and trees have already been destroyed so there is no reason not to build it anymore. Though there were some great reasons to object to the bridge last year, there are positives to be seen with its unavoidable construction. On the new bridge, unlike the Ambassador Bridge, one will be able to bike or walk across. With this in mind, the designers of the U.S. bridge plaza have planned a bike/walk path around the exterior of the plaza that will meander around bioswales. The Delray 2051 master plan will keep the plaza and pedestrian paths but, redirect the traffic through the neighborhood with easy access to I-75 instead of providing the ramps for easy traffic flow onto I-75. This set up will be very similar to the Tunnel Plaza in Windsor, Canada.

Finally, a project that is currently underway that will be included in the Delray 2051 master plan is the Riverside Park renovation and expansion. The city announced the park renovation early in 2016 and in 2018 an expansion was announced to include a skate park funded by a 250,000 dollar grant from the Tony Hawk Foundation. Both bring a fresh and unique experience to the neighborhood.



### 3.3 Site Selection



Figure 178: One of the few photos of the interior of Szent Janos Templom

This thesis selected two sites to look at in a greater depth; one addressing identity and one addressing pollution. The first will be the Delray Museum and Cultural Center and the second will be the Zug Island Park.

For the Delray Museum and Cultural Center, the site of the former Szent Janos Templom at 431 South Harbaugh was chosen. The site is historically significant because it was designed by Henry Kohner who designed a number of Hungarian churches including the Holy Cross Hungarian Church just down the road. It is an iconic silhouette that can be seen from Dearborn Street and is still in very good shape.



Figure 180: Portrait of Fr. Kovacs



Figure 179: Portrait of Architect Henry (Henri) Kohner

The second site, which is on Zug Island, is the redevelopment of a large white building into an adult education center. Specifically, an education center that focus on site remediation and other green solutions. This education center will employ active learning techniques. The class curriculum would be a 12-week class that looks at multiple site remediation techniques in an active experience. The first half is conducted in the classroom and the second half is spent on the island implementing those techniques. The initial phase of remediation services costs \$1,000 to \$5,000 and there are EPA grants available to cover those costs.



This active education technique could remediate the island in 30 years which is within the 2051 vision and some of the techniques including planting specific species of flowers and mushrooms can speed this process up. These techniques will be talked about more specifically in the next section. Much like Landschaftspark in Germany, Zug Island Park would retain much of the industrial structures to preserve the history. Because there is a strict no photos rule around Zug Island, some charcoal drawings were done in order to show the conditions of the site. Currently, Zug Island is still an active site, but through interviews with three U.S. Steel employees who wished to remain anonymous, there is an understanding that the operations on the island will stop within the decade.

“I believe they are so secretive because of how dangerous it is here... I don't think they want anyone to know ”

“I bet it isn't open in a few years; maybe a decade... [U.S. Steel] only fixes things enough to keep going ”

“It is as dirty as you think it is... I left work everyday covered in coke dust... I had rings around my ankles and wrists and I worked security”

With these conversations in mind, this thesis is moving forward under the assumption that it will be closed and the city of Detroit will take it from River Rouge.

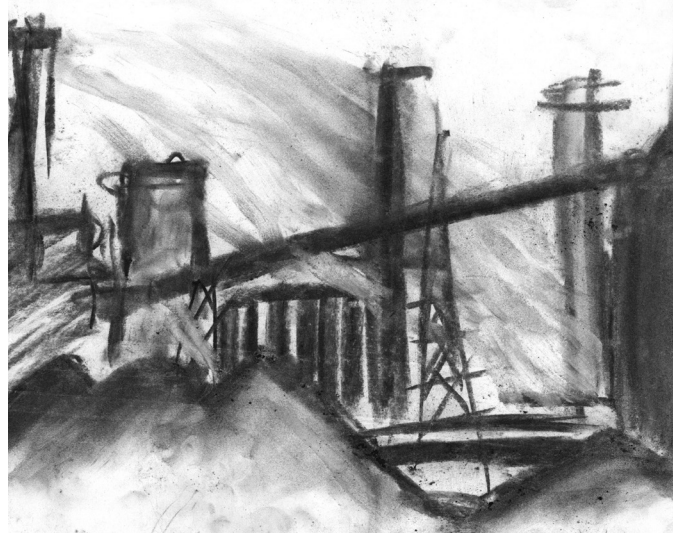


Figure 181: Charcoal sketch of Zug Island presently



Figure 182: "Cameras Prohibited" Sign at Zug Island



Figure 183: Zug Island from the ground



## 3.4 Site I



Figure 184: Where Zug Island's industry meets the Detroit River

It is important to recall that Samuel Zug was not an industrialist, but a political activist with a passion for human rights. That is why it is important that the name of the island remain regardless of future programming. As mentioned before the focal program this thesis is proposing is a remediation school that will slowly remediate the site while educating the community on the topic of remediation. As more and more industrial sites in Detroit (and the rest of the United States) are vacated and abandoned each year, the need for more educated professionals are needed to clean-up those sites. This is becoming increasingly important in our more green-centered and eco-friendly society especially in a neighborhood like Delray where almost every resident has a neighboring property that has been used for industry or as a dumping ground. A secondary use for this proposed school, when not at capacity for site remediation classes or as demand changes in the future, is a space for neighborhood classes on home improvement, blight control, home finances, taxes, and block club/development organization meetings among other neighborhood needs.

The design of the property started with the locations of all the existing structures. The large industrial ones, such as the blast furnace, smoke stacks, and the large steel structures by the rivers edge, would all be salvaged and remain on site in their current locations post U.S. Steel closure. The smaller buildings, such as the security posts, could be removed or renovated as the community sees fit. Lastly, one building will have a massive overhaul. The foundation will basically be the only remaining element of the former building. The new building will consist of nine classrooms varying in size, a four desk administrative office, an IT room, an admissions room, assistant director's office, director's office, and student lounge. The six classrooms on the south wall all have doors that open up to a covered outdoor walk, which allows each specific class to have access to the island. The covered walk is connected to a large warehouse style barn to store any and all massive mechanical equipment like an excavator or bulldozers. A look in section shows the large overhang, inside and outside, that acts as a light shelf on the interior and a canopy on the exterior. This light shelf



provides natural light in the class room, but having it bounce off the ceiling makes the light diffused and softer with less glare.

Looking at the site of Zug Island as a whole, the plan this thesis shows is an example of what the site could be. This does not factor in any additional programs that the community may see fit in the future like an amphitheater, urban rock climbing, or a viewing tower. The programs for the site that this thesis includes a dense forest with meandering hiking and biking paths, large fields for neighborhood team sports, fishing piers around the newly created inlets, and hidden gems of history dotting the island. These hidden gems can be an exposed rail line that remains in the woods. 85% of the tracks would be removed during the remediation of the site but, 15% will remain as a source of memory, but also with hopes that passenger trains can move throughout Delray.

To elaborate on the remediation techniques, this thesis will explore what it means to remediate a site.



Figure 185: Floor Plan



Figure 186: Section



Southeast Elevation



Southwest Elevation



Northwest Elevation



Northeast Elevation

Figure 187: Exterior elevations of the Samuel Zug Remediation School



Site remediation involves a few key steps. First, there has to be a site assessment. In this phase, a site is looked at to determine what caused or is causing the pollution. This is usually completed in one attempt and costs anywhere from one to five thousand dollars. There are grants available to help do this. The second phase is the actual removal of the pollutant and is the physical "remediation".

There are different techniques to help attack different pollutants. The Zug Island Remediation School will teach students all of the techniques, but this thesis will look more in depth at the techniques necessary for

helping this site. Because the prior uses of the site as a steel mill and railyard, the main techniques are bioremediation, air sparging, soil vapor extraction (SVE), bioslurping, soil flushing, permeable reactive barriers (PRB), chemical oxidation, and thermal desorption. Bioremediation is the use of naturally occurring or deliberately introduced micro-organisms or other forms of life to consume and breakdown environmental pollutants. Air sparging is the injection of pressurized air into ground water causing hydrocarbons to vapor state at which time they can be extracted. SVE is the transformation of contaminants from the solid

and liquids into the gas state and collecting the gas. Bioslurping is the application of vacuum-enhanced dewatering technologies utilizing elements of both, bioventing and free product recovery, to address two separate contaminant media. Soil flushing is the application of treated water to the soil to help extracting heavy metals. PRBs are used with groundwater, it is a barrier which allows some, but not all, materials to pass through. Chemical oxidation uses the transfer of electrons from an oxidizing reagent to the chemical species being oxidized. Finally, simple heater borings transfer heat to the subsurface, and chemicals

are extracted from liquid and vapor extraction wells. Point-Source removal is an obvious step involving the removal of the cause of the pollution, but in this case we want to save the historically industrial structures located on the island. The cost to remediate is approximately 40,000 dollars per acre-foot and Zug Island is 595.2 acres. The cost would be in the millions to remediate, but the classes would provide a less costly alternative to remediation while providing a skill for the neighborhood.



Figure 188: Full Site Section





Figure 189: Site Section Enlargement 1



Figure 190: Site Section Enlargement 2



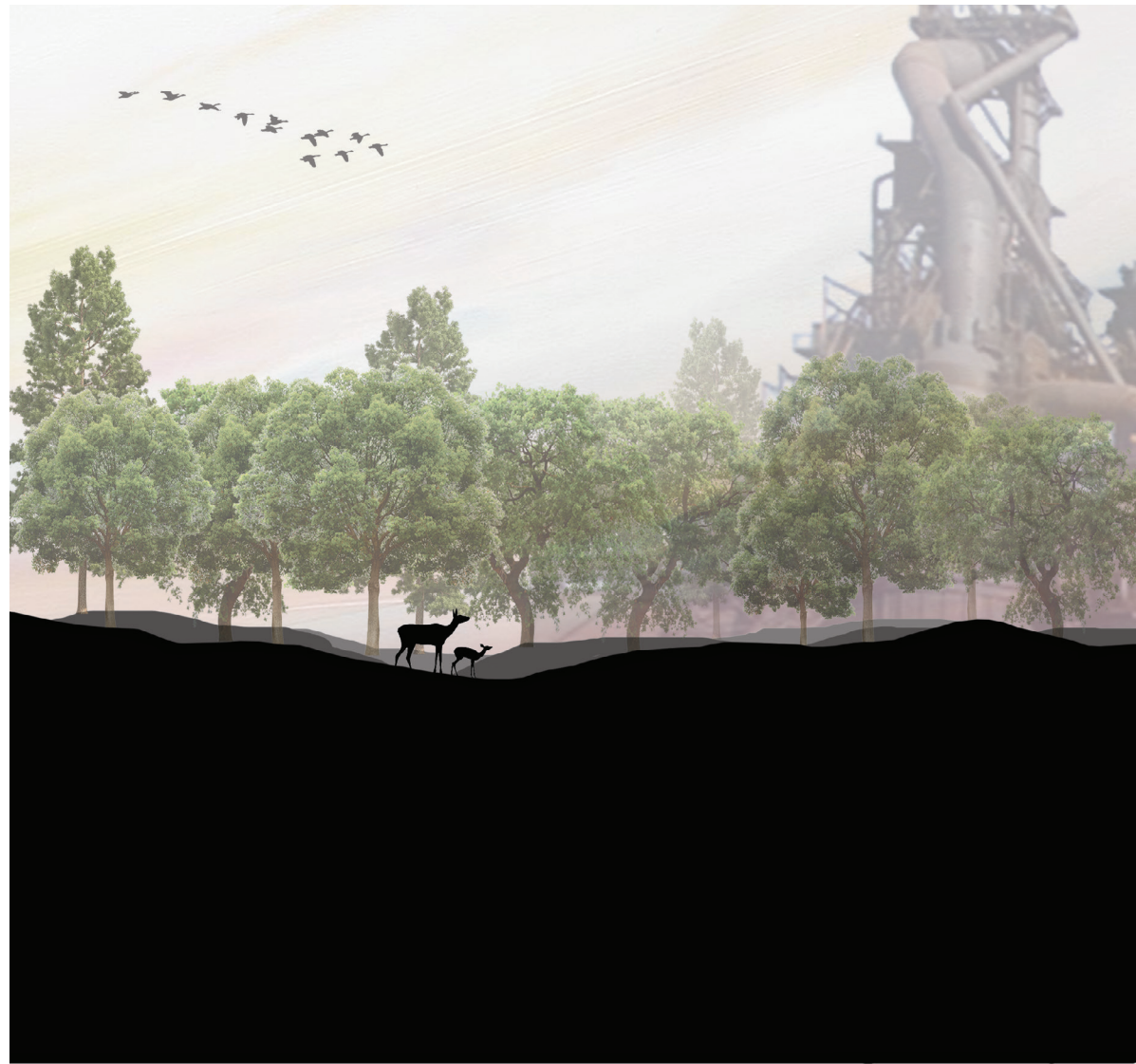


Figure 191: Site Section Enlargement 3

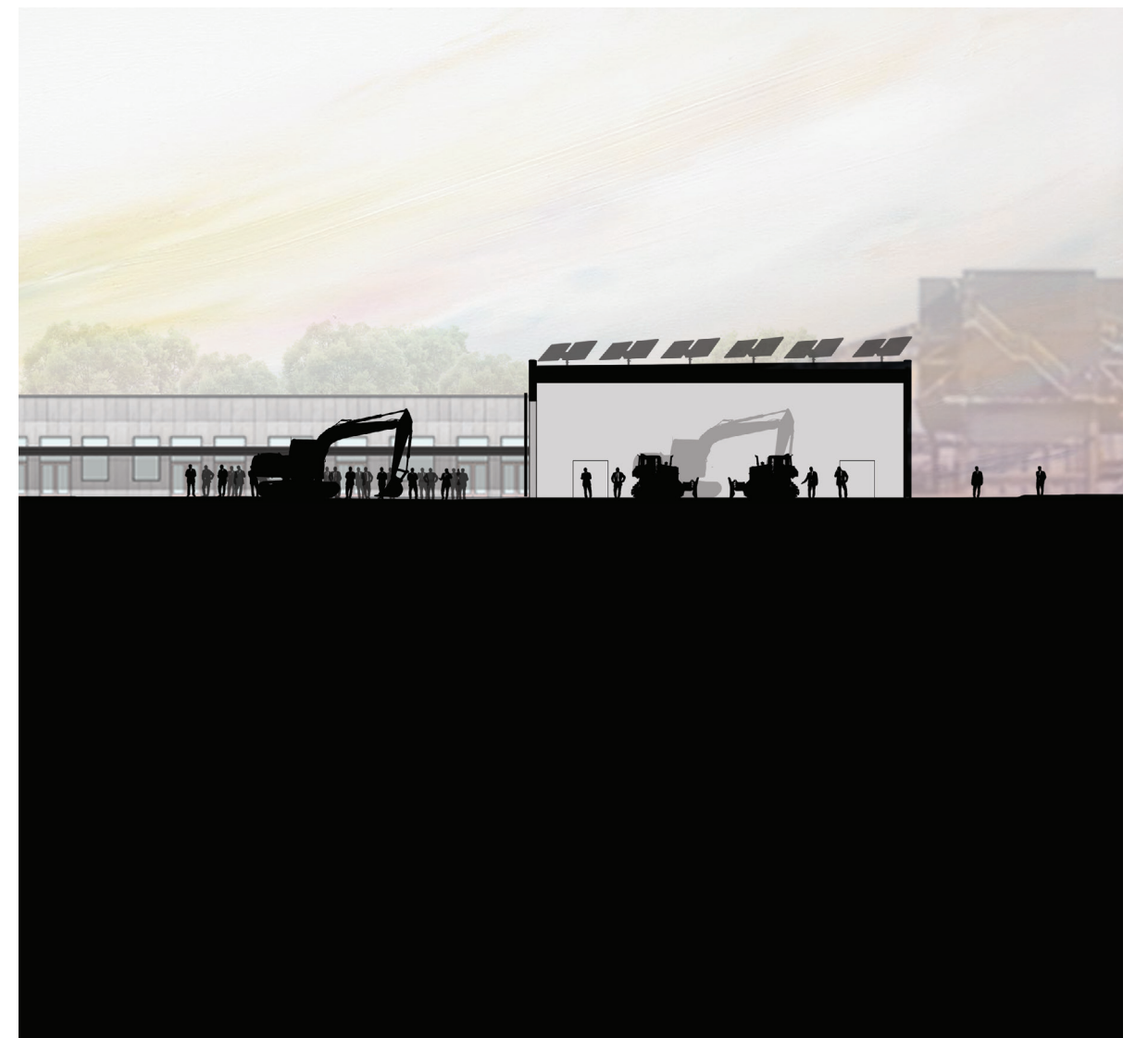


Figure 192: Site Section Enlargement 4





Figure 193: Site Section Enlargement 5

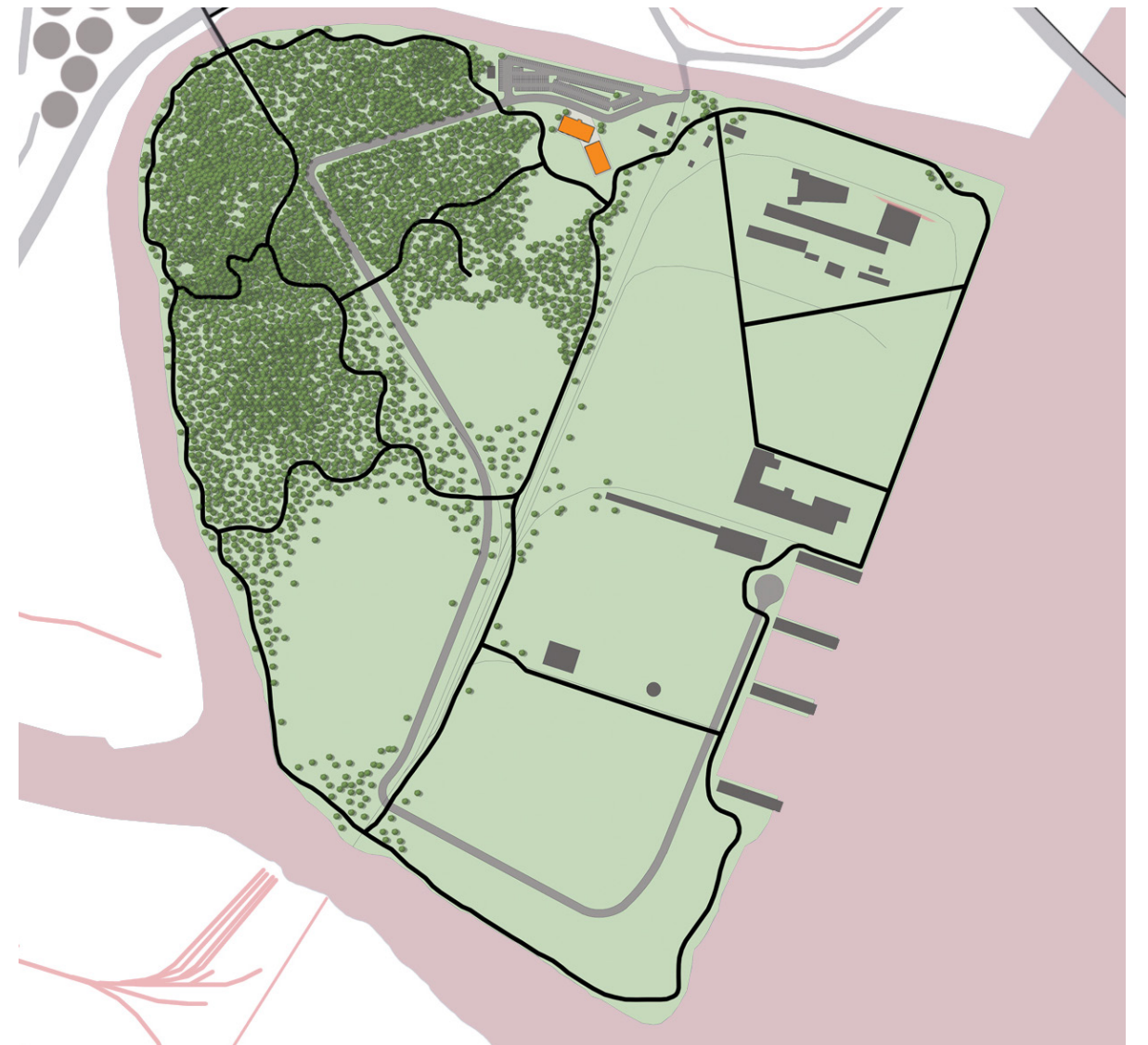


Figure 194: Full Plan of Zug Island for 2051



## 3.5 Site II



Figure 195: Szent Janos Exterior Facade

The second site located in the now vacant Hungarian church, Szent Janos Templom, will be home to the Delray Museum and Cultural Center. To start, the museum will be non-linear. Museums are generally created in a linear fashion much like a time line, but a non-linear museum creates a situation where a visitor might get lost, miss things, wander, or experience more through exploration. The museum that this thesis proposes is a “choose your own adventure” style museum. This means that a visitor will be presented with choices and those selections will lead to a unique museum experience each time. It is also important to note that the museum will cover a complete range of Delray history, not specific to one culture, nationality, or time period. An example of this would be a large lobby focusing on the early, pre-Delray history of the Native Americans. The room would be present the visitor with three doors. These doors could be numbered (1, 2, and 3), with room names (Industrial, Cultural, and Religious), or with prompts (Spend a day by the river, Go to work, Enlist in the Military). For this thesis, the latter will be proposed. With the rather simple

layout shown in the floor plan, the moveable walls are arranged to provide a few choices. These choices provide 81 possible outcomes/experiences for the visitor. This does not only create unique experiences; it also provides a more exciting spin on museums while creating the desire for multiple visits to see something different.

Most museums are visited once or twice (perhaps more if there are new exhibits) in the life time of a resident or possible user of the space, but this style museum would be different each and every time one would come. At the end of the museum the paths would all converge in a last room, similar to the lobby. The last room is a technological room with large touch screens. The screens provide a map with all the different plots of land on it. Each plot would be selectable with the ability to read the history of that spot while reading others personal stories about the location. In addition to the written history, people could share their own photos or even record their voice of them speaking the personal narrative. This room has a large connection to the museum and the cultural center that will be



discussed later. After the technological room, a store, bathroom, and conference room would be available. In addition, there would be a second lobby, to allow museum visitors to exit and allow a different type of visitor to arrive. This other type of visitor would be able to sign out the conference room, look at public records, or schedule an appointment to access the additional records stored upstairs.

The whole museum runs through the present day church, chapel, and garage while the technological rooms and all others following it would be in the present day rectory. In the basement of the church would be the cultural center. This would essentially be a large area for specific cultural events or classes. Depending on availability, this would also be able to be signed out by the public for special personal events within the neighborhood. Some of the classes that could be offered are for the violin because of all the traditional Hungarian gypsy violinists from Delray.

A case study of a museum where the building itself is a historic piece of the museum is Carlo Scarpa's Castelvecchio in 1964. In this museum the interior walls are left with spaces between it and the building wall in order to preserve the history that is in the building itself.

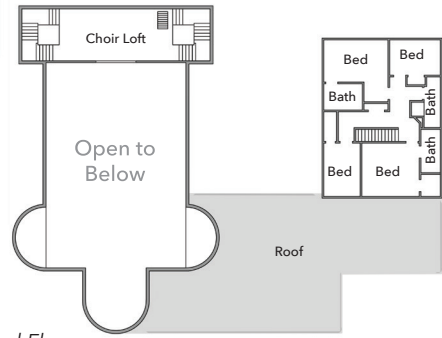
As mentioned before, this museum would be a hub, but also be a part of a larger, neighborhood-wide museum. The outdoor portion of the museum would be made up of signs placed on historically significant sites. The list of proposed starting sites would be:

Nan's Bar, Joey's Stables, Hungarian Reform Church, Ambrus Store, Ideal Bar, Hungry Brain, Delray Café, Fox Hardware, Hungarian Club, Rose Veres Home, Great Mound of the Rouge River, Detroit International Exposition Fair Grounds, Kovacs Bar, Solvay Process Center, Michigan Malleable Iron Company, James McMillan School, West End Hotel, Szabo's Market, Al's Lounge, Fleetwood Plant, McClouth Plant, Gardiner White, Roberts Brass, Gillis Elementary School, Bridge Plaza Homes, and the Wastewater Treatment Plant Homes (These last two are significant because they are the parts of the neighborhood that were destroyed for the creation of each large project). The signs themselves would have a QR Code that when scanned would link the user to the HEREinHistory.org website; a website designed specifically for this thesis. The QR code would link to a specific page on the website for each location. The page would show a title, date, and brief history. In addition, there would be a comment section and a photo upload section so residents could start to populate the personal narrative archive even before the museum is finished. These signs would have a few key functions: act as an advertisement for the physical museum, provide younger (or new) residents with the fantastic history of their neighborhood, and allow the elder residents to share their stories and photos. One last function of the signs would be to get people out exploring the neighborhood.

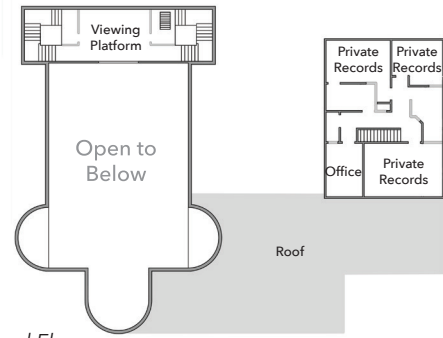


Figure 196: Full Plan of Delray Museum and Cultural Center (in orange) with proposed plaza to Dearborn St. and the future historical archive in the vacant lot across the street

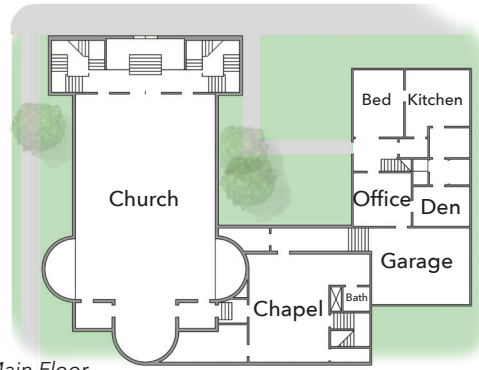




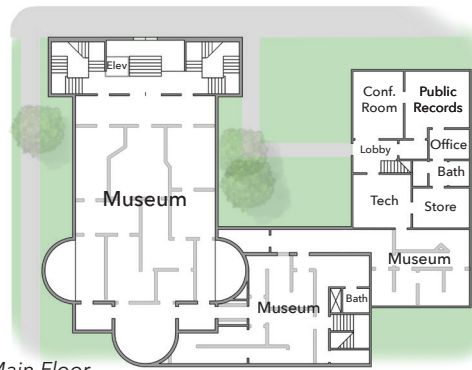
Second Floor



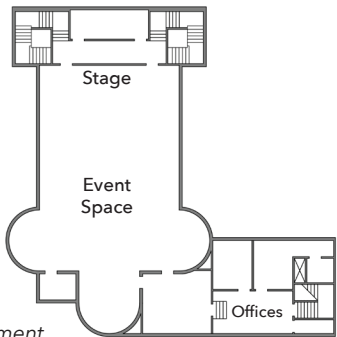
Second Floor



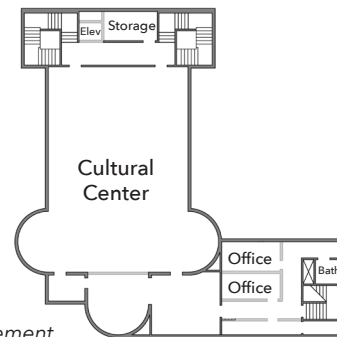
Main Floor



Main Floor



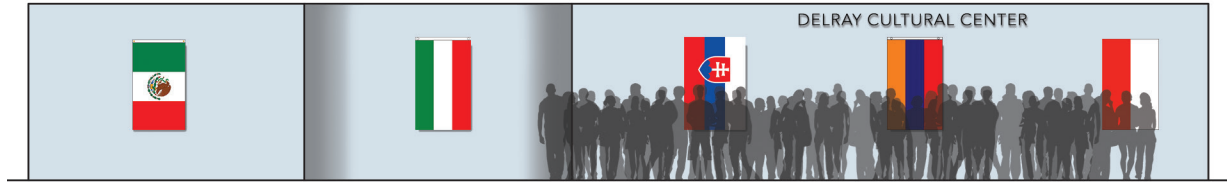
Basement



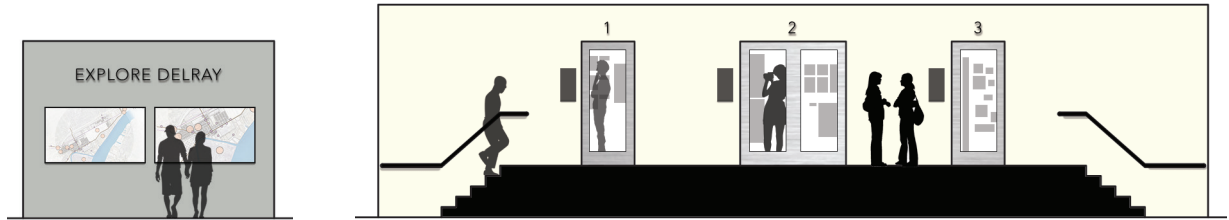
Basement

Figure 197: Existing Church and Rectory

Figure 198: Proposed Museum and Cultural Center



Interior elevation of the Delray Cultural Center



Interior elevation of tech room



Interior elevation of church/museum space

Figure 199: Interior elevations of the refurbished Szent Janos Templom - Delray Museum and Cultural Center



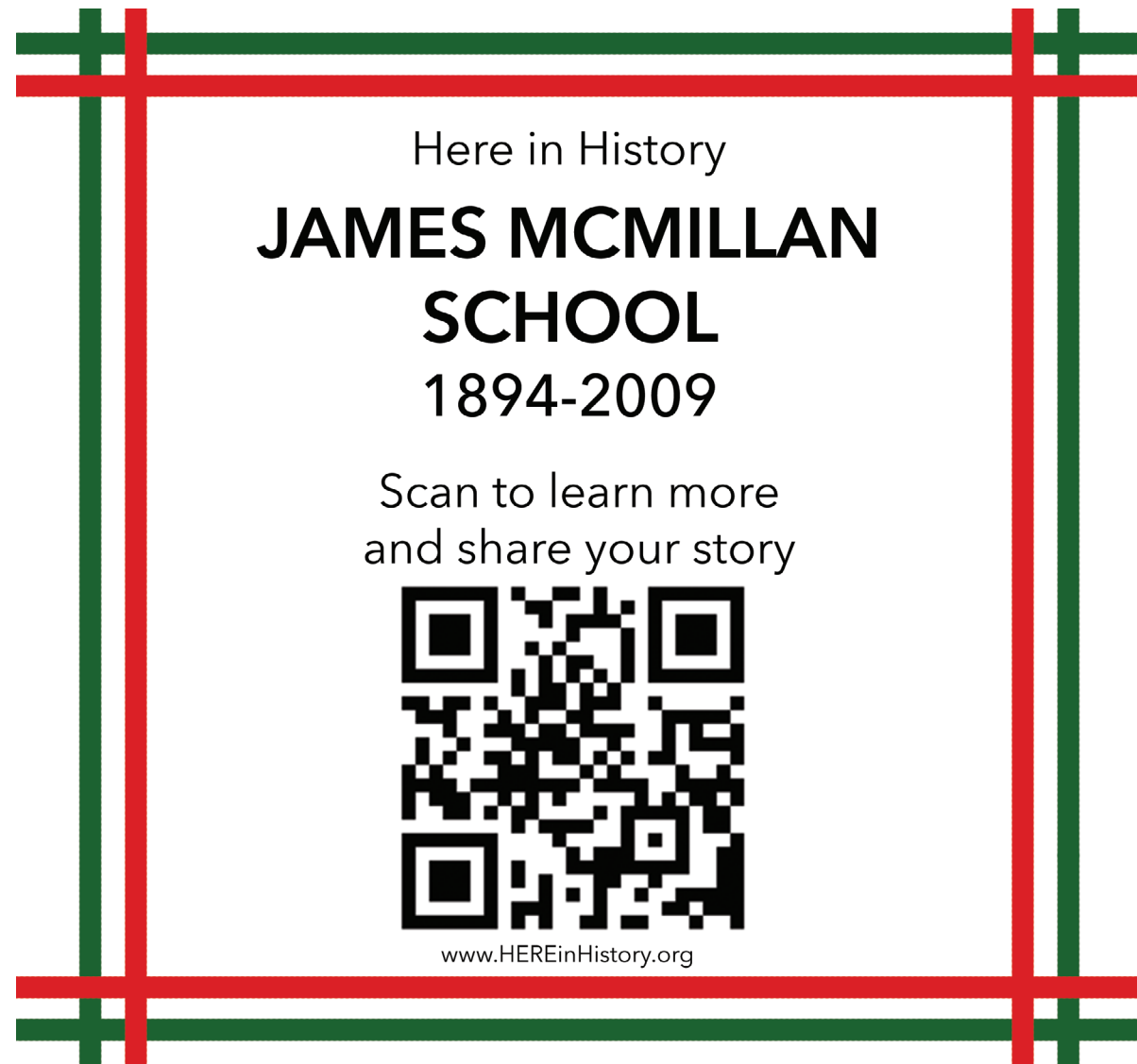


Figure 200: Example sign for the outdoor museum that links to the HEREinHistory website



Figure 201: Full Plan of Delray Museum and Cultural Center (in orange) showing both the interior path options and the exterior path options to the nodes of interest or signs (in purple)

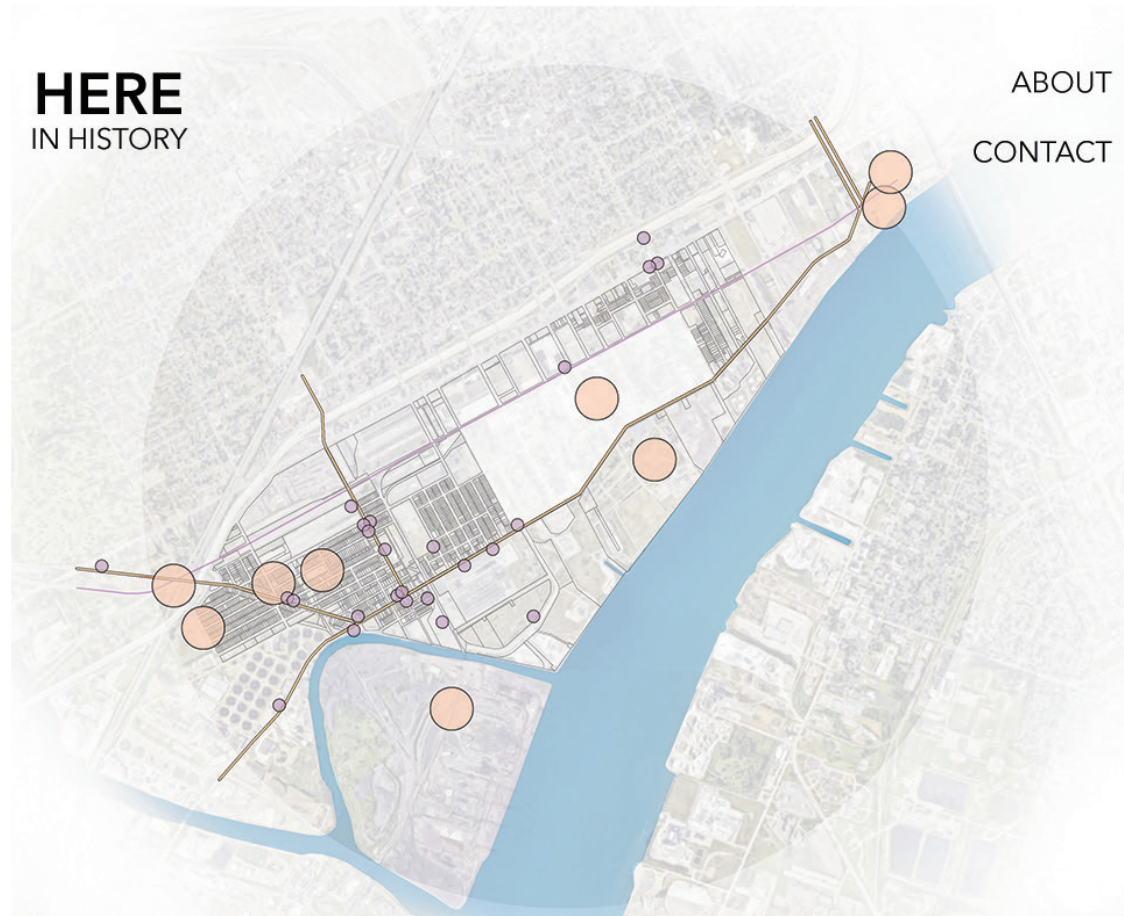


Figure 202: The HEREinHistory website home page for Delray with clickable markers on the map to take you to various pages

HERE  
IN HISTORY

ABOUT  
CONTACT

### James McMillan School

1894 - 2009

At the time of its demolition, James McMillan School was the oldest in Detroit. Rebuilt after the original school burned down. It was named after U.S. Senator James McMillan who made his wealth in the industrial trade/railroads. The school was a centerpiece within the community for years.



WHAT OTHERS ARE SHARING

SHARE YOUR OWN STORY....



Figure 203: An example page of the HEREinHistory website. This is what a viewer would see if they scanned the sign



## 3.6 Connections

Often the project is limited to the sites boundaries, but these projects seldom engage the community and lead to further meaningful development. Connections are very important to the success of anything in Delray. The neighborhood itself is devoid of connections to the surrounding neighborhoods shy of getting on the highway. As seen in the 32-year vision for Delray, bike paths, hiking trails, and wide, landscaped walking paths are utilized to connect Delray to Springwells,

River Rouge, Mexicantown, Corktown, and the existing riverwalk as well as the different sides of the fractured community. The three types of connections (bike paths, hiking trails, and landscaped walking paths) are meant to link key anchors and provide enhanced commercial corridors for future development that are pedestrian friendly. This idea of being pedestrian friendly is a completely new concept for present day Delray.



Figure 204: Rendering for a protected bike and pedestrian lanes on a shared road





Figure 205: Georgia Tech rendering for a street turned to a pedestrian path



Figure 206: Kent Design rendering for a shared streetscape



## 3.7 Future Plans

Delray 2051 is a short term goal to reverse the trend of negligent behavior by the city of Detroit and the pollution from industry. If this vision for Delray was to be realized it would not be a finished product. For longer term goals such as 50 or 100 years in the future, Delray should have a planned and protected residential homes, bustling commercial corridors, a capped highway, and educational assets. The residential homes will be a mixture of historic homes and new low income homes in areas of Delray protected by legislation to remain residential. In the mean time while the

neighborhood is still building its population back up, the empty residential lots could be filled with meadows and flowers to create garden lots. Historically, Delray has been a neighborhood where almost every home had a garden in the backyard. Before the population is sufficient, the neighborhood can still be known for its gardens with the use of very low maintenance plants. The commercial corridors would be focused on the historic commercial strips, major thoroughfares, and the streets with the pedestrian connections. These commercial strips will also utilize “creative zoning tools” to foster more pedestrian friendly streets by having mixed use zoning. This will allow for retail and restaurants on the street level and residential apartments or condos above it. Capped highways sound like a very special and expensive project reserved for big city centers like the Big Dig in Boston, but the truth is that these projects happen everywhere including metro Detroit. When interstate 696 was proposed through a neighborhood in Southfield and Oak Park with a large Jewish population, a series of three wide bridges (or caps essentially) created parks that allow for the residents to walk everywhere during times



Figure 207: I-696 capped freeway in Metro-Detroit

of religious obligation. Delray can employ a similar tactic as the neighborhood sees fit. Lastly, educational assets are the key to any neighborhood. Public schools and education are ideal, but with the understanding that the Detroit Public School system is broken and severely underfunded, the educational assets will most likely be private or charter. As long as there are schools in the neighborhood the benefits will be noticeable. All of these combined with the Parks/extended riverwalk, the school on Zug Island, the museum and cultural center at Szent Janos, the completely refurbished Fort Wayne, the new bridge plaza, and all the existing anchors like Delray Tower and the Delray House will be needed to make the neighborhood whole.



Figure 208: Capped freeway in Duluth



# EPILOGUE

## 4.1 *Thoughts and Conclusions*



*Figure 209:* Homes that are no longer standing due to the new bridge plaza

## 4.1 Thoughts and Conclusions

This is a very important topic to me. I feel devoid of my culture and my heritage and I believe no person should be grayed out in America's melting pot. I took the time to create a road map to facilitate my plan for Delray. This "road map" has been the product of my thesis. The work I have done with Delray is an in depth case study to test the steps of the road map and provide attention for an area of the city that is completely written off, assuming they know where or what Delray is. A large percentage of people I talked to during the process of this thesis were not familiar with the neighborhood despite the fact that Delray is under 5 miles from downtown, located on the riverfront, and is home to one of the oldest structures in the city, a large military fort located on a 96-acre riverfront site. To really dive into the "road map", it has to be understood that these steps are meant to be used in any neighborhood, good or struggling, to help cities rethink the way that they view their poorer, immigrant neighborhoods or communities. I looked at Delray because if it were still a Hungarian community and the city of Detroit had not destroyed it, the community would have been

the one that I could go to in order to explore and embrace my own heritage.

The steps are reasoning, understanding, analyzing, listening, asset mapping, current analysis, case studies, assessment, planning, site selection, development, technology, and continuation. Reasoning is a self-examination step to really make sure the right reasons are in place. What is one try to do and why? Understanding is the historical analysis phase. An understanding of what the neighborhood is and who its people are is important because unless one understands what their position is and how they got there, then any proposed solution would not be rooted in any concept related to the neighborhood. The analyzing step is meant to look at everything from the past and look for trends or causes for major changes such as the 1951 master plan of Detroit or the annexation of Delray by the city of Detroit. These three steps are the first phase that would fall into the history chapter of this thesis book. The next step is listening and it does not get fit into one phase or another because it is something that should be a constant part of any project.



I have conducted interviews and have reached out to over fifty present and former residents, as well as government officials, corporations, business owners, employees that work within Delray and the industrial sites around it, and community leaders throughout Southwest Detroit. Not all would respond back to a graduate student, but a lot of them did especially the residents of Delray who wanted to share stories and photos of how great their neighborhood was and in some cases still is. The passion they show for their home is not unique to Delray. I am sure that almost any immigrant community would be loved by those who live there regardless of what the people on the outside think. This step is important because most immigrant neighborhoods are not documented the way the downtowns or the affluent neighborhoods are. Oral story telling and home photos are a large portion of the history of these neighborhoods. That is why asking these questions and more importantly listening to their answers is a such a key step that crosses all phases.

The second phase is focused on the present. Asset mapping is a useful tool based on any research or interviews that help you see what is important and where it is. A current analysis is the inventory step to see all of the things in the neighborhood. For Delray specifically this thesis looked at houses, vacant lots, business, retail, and restaurants among others. The final step in this phase is case studies. Now that one understands the communities past and present conditions,

they can adequately find case studies of areas, communities, projects, sites, or cities that may match the neighborhood in any number of ways. This is important in seeing how perceived issues or weakness could be seen differently, even as opportunities. An example of this is the case studies of Landschaftspark or Gas Works Park as ways of seeing the opportunity in Zug Island. The book ends of the Detroit Riverwalk could be Belle Isle to the east and Zug Island to the west.

The third phase is development and starts with the assessment. The assessment is based off all previous knowledge of the area and begins to identify the issues that remain in a community and sorting them by priority. In Delray, this thesis identifies the two top issues that need to be addressed before any, and those are pollution and perception. The next step is planning. This is important because if the overall vision for the neighborhood is not laid out, then any developments may not build off each other or be meaningful in any way. Site selection and Development are next and are just as they sound. It is the selection of a site or sites to be developed. These developments are projects meant to do the most benefit to obtaining the goal or realizing the vision for the neighborhood. The last step in this phase is technology. One of the products of this thesis was the development of a website to use as a method of learning more about the neighborhood, preserving stories, getting people onto the streets, and helping others realize the history that is there.

HEREinHistory.org can be set up to be used by any neighborhood whether it is doing well, struggling, or even completely destroyed. It is a great way of tapping into the resident's or former resident's personal narratives as a historical storytelling.

The final phase is continuation. This is less of a step and more of another level of understanding that there are many cultures that are marginalized or underrepresented and their neighborhoods need to be maintained to make sure we as Americans do not get grayed out. We need to have our connection to our culture in order to embrace all the different cultures in this country. For me with an interest in Hungarian culture I would look at the Birmingham neighborhood in Toledo, Ohio or the Buckeye-Shaker neighborhood in Cleveland, Ohio. This road map is meant to be used across cultures, so within the city of Detroit the next steps could be Black Bottom or Chinatown. This thesis is a ongoing process to further develop the road map of embracing immigrant communities.

# APPENDIX

## 5.1 *Additional Historic Photos*



*Figure 211:* Mrs. Kiss at her home on Vanderbilt



## 5.1 Additional Historic Photos

To provide an even more extensive library of photos and add a visual to the written narrative. Delray has lost so much of its physical history and visible culture, that these photographs have to be included



Figure 130: Delray Super Market

"My first real job working after school at the Delray Super Market!"

-Rodney Moore



Figure 135: Gypsy Band at the Petofi Club in the 1950s



Figure 136: Delray Fire Department circa 1900



Figure 133: Morey School



Figure 134: Fr. Klenner

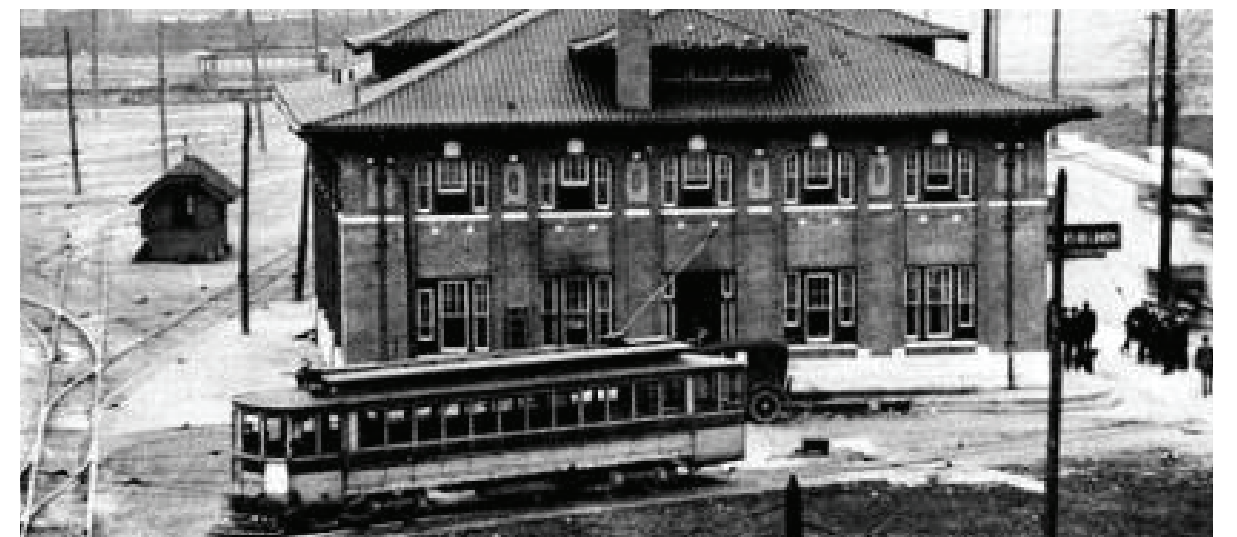


Figure 137: The W. Jefferson Carhouse was the end of the line for the Fort Street car line and was closed in 1931. This property is now home to the Detroit Wastewater Treatment Plant





Figure 130: Interior of Kovacs Bar



Figure 132: Kovacs Bar demolition



Figure 133: The dancing and gypsy music of Kovacs Bar



Figure 135: More Kovacs Bar original interiors



Figure 136: More Kovacs Bar original interiors

“Rosie (singing) was our landlord at the apartment. And the gypsies were related to me...in some way”

-Lisa Wilde



Figure 137: A wonderful night out at Kovacs Bar





Figure 91: Blomstrom Car 1907



Figure 92: DaVinci Auto in front of Fleetwood Plant 1925



Figure 95: All roads lead to Delray

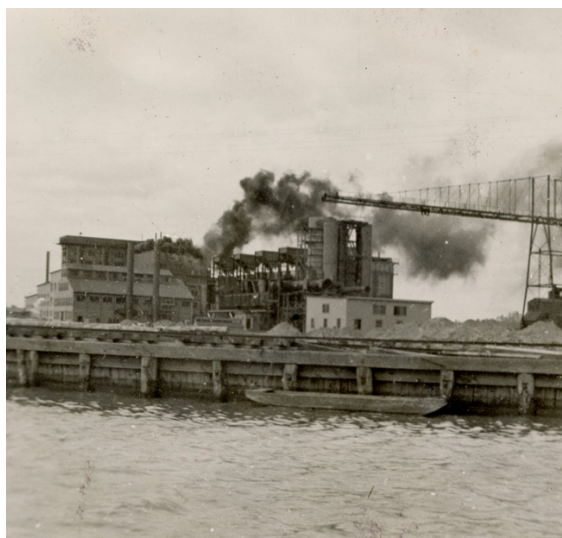


Figure 93: Solvay Process

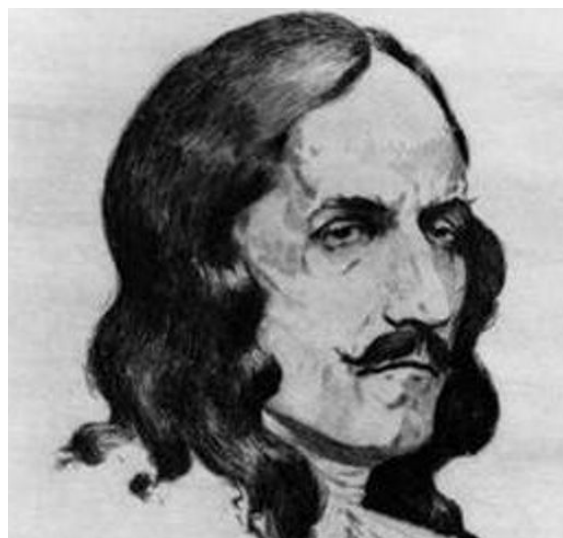


Figure 94: Portrait of Antoine de la Mothe Cadillac



Figure 97: Rifleman doing a demonstration at the expo



Figure 98: Exposition Brewing Co.





Figure 91: Professor Woodward's trained seals



Figure 92: Pro-Delray neighborhood signs

“Delray hotel it was the best place to listen to jazz live...I met some of the black greats they had a Hamman B3 organ in the dining room that they would jam on. Some of the greats would come there and hang out and play and then go to their gigs in Paradise Valley in old black bottom”

-Danny Stengle



Figure 95: West End Hotel



Figure 96: Hugh Cary School



Figure 93: Officer's Row at Fort Wayne



Figure 94: Construction of the Waterman Ave. sewer

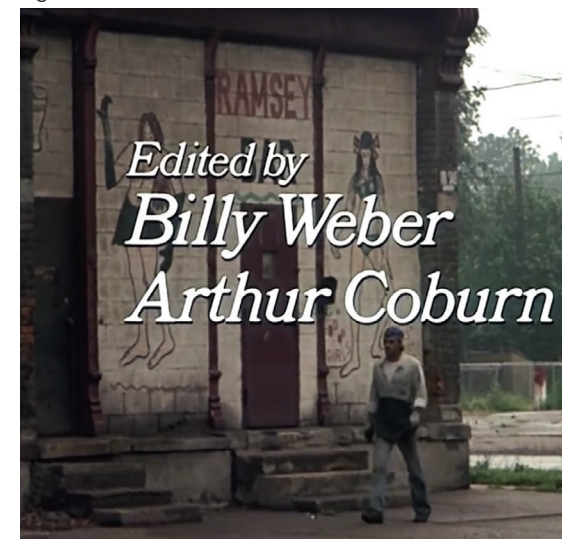


Figure 97: Ramsey Bar from the intro of Beverly Hills Cop



Figure 98: Ramsey Bar exterior facade





Figure 91: Exterior of the Petofi Club 1952



Figure 92: Ernest Moehl Meat Market on Burdeno St.



Figure 93: Cottrell Street Boy circa 1920



Figure 94: Hungarian Reform Church 1964

"I'm a Hungarian who grew up in Delray in the 50's. So did my husband who is Hungarian Jewish. We both went to McMillan Elementary School at different times. My dad worked at Solvay Processing. My grandfather was one of the founders of the Hungarian Reform Church. His name was Charles Bone'. I think the street we lived on was called Bacon Street... later Glinnan."

-Yolanda Fleischer

"Also on Thaddeus St the train track went slowly behind this st. And we would run out n yell "chalk" and they would toss us huge chunks of it. A prize!"

-Mickey Pellegrino



Figure 95: First Slovak Lutheran Church, Dearborn and Burdeno



Figure 96: Campos Family on Green Street



Figure 98: Delray Station





Figure 97: Fort and Green Street 1929



Figure 92: Keller Street 1942



Figure 95: Kulpa Residence 1946



Figure 96: Stogsdill Residence 1968



Figure 93: Family on Keller Street



Figure 94: Lyon Street 1949

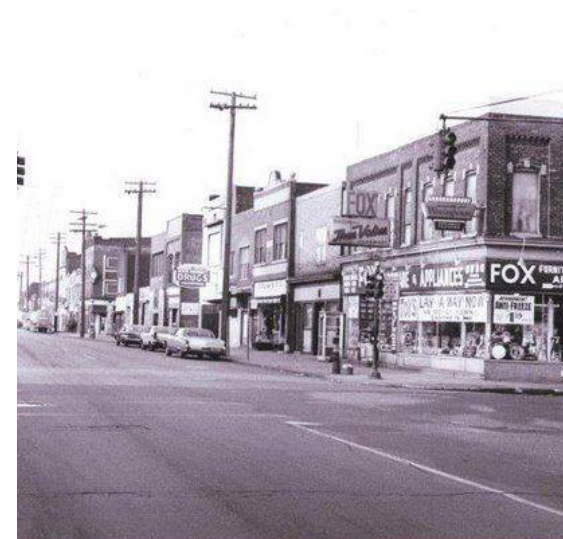


Figure 97: Fox Hardware on W. Jefferson



Figure 98: Dyda Couple on Thaddeus Street





Figure 97: Mrs. Kiss in front of Her Delray candy store circa 1930



Figure 92: Delray backyard garden

“Back then People cared about the neighborhood and the community. This wasn't just Hungarians keeping Delray Beautiful it was all the Nationalities Poles, and Germans, Hispanic people that cared..As I mentioned before these people would wash the Porches and steps to there house on there knees, the streets and sidewalks and have beautiful Gardens”

-Mike Murin



Figure 95: Gillis Elementary School on Junction



Figure 92: Former underground punk club called "Hungry Brain"



Figure 93: Furniture store on Jefferson



Figure 95: Principal Frank Cody and his class circa 1892

Top R. Left to Right. Willie Hunt, Ed Heller, Burton Barnes, Ed. Rooney, Jim Davison, Frank Kindberg, E. Mattes, Warren Ulyette, Dennis Rooney, Tom Melville, W. Noble.  
 Second R. Hattie Hopelle, Eyra Parsons, Emily Danforth, Jas Lancaster, Alex Dellay, Jim Burke, Loren Williston, Oscar Ripelle, Bert Howe.  
 Third R. Flossie Howe, Hattie Schmit, Lottie Lancaster, Edna Davison, Mable Leonard, Hattie LaForge, Mabel Mattes, Bertha DeLisle, last three unidentified.

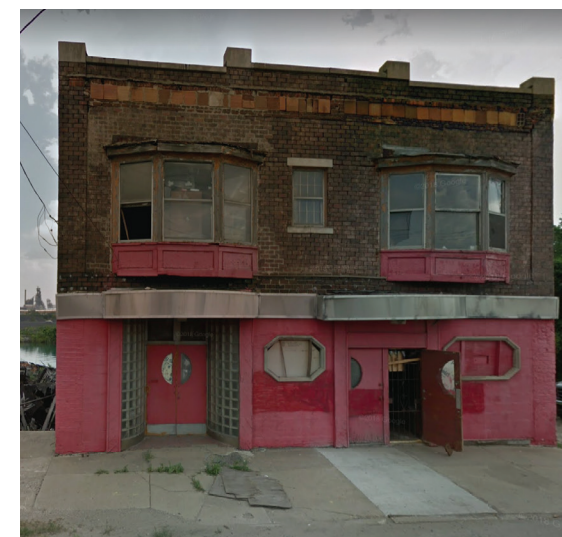


Figure 97: Current state of Ideal Bar

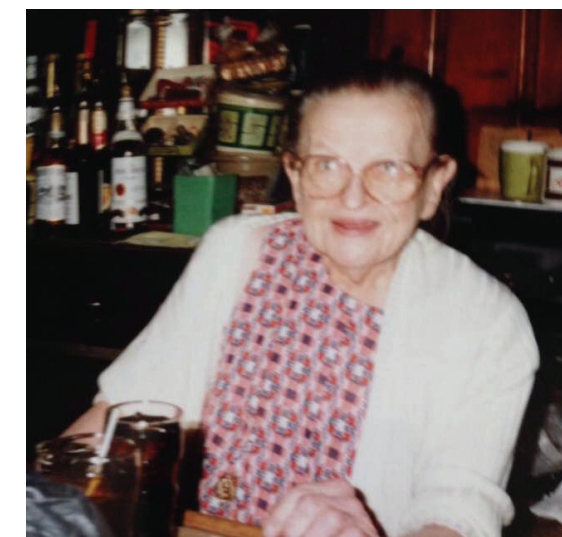


Figure 98: Nan of Nan's Bar



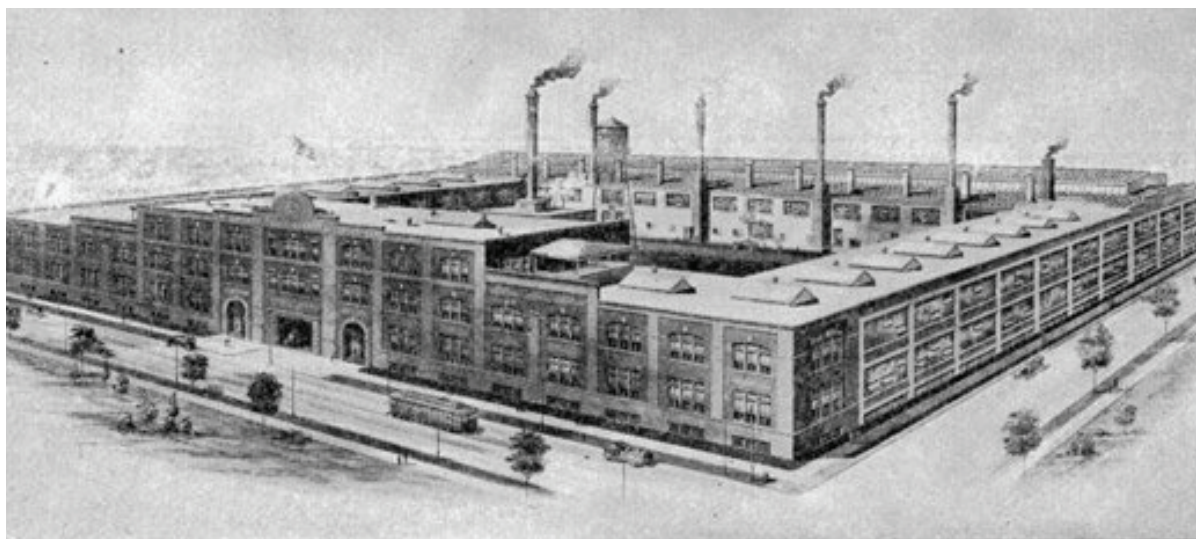


Figure 97: Roberts Brass Works on W. Fort



Figure 93: Ambrus Store on Dearborn and Vanderbilt 1982



Figure 97: McMillan women's basketball team circa 1913

"We're the girls from McMillan High; We don't Drink and we don't Chew, And we don't like the boys that do; Rah Rah Ree, we'll kick 'em in the knee...Rah Rah Rass, We'll Kick 'em in the other knee' or something like that..."

-Daryl Puckett

"Plus my dad and neighbors took oven patches of Malleable's land across from our homes to plant extra "crops" on. (after it was completely burnt down). I still have irises from there!"

-Katica Doyle



Figure 95: A grandmother in the backyard garden

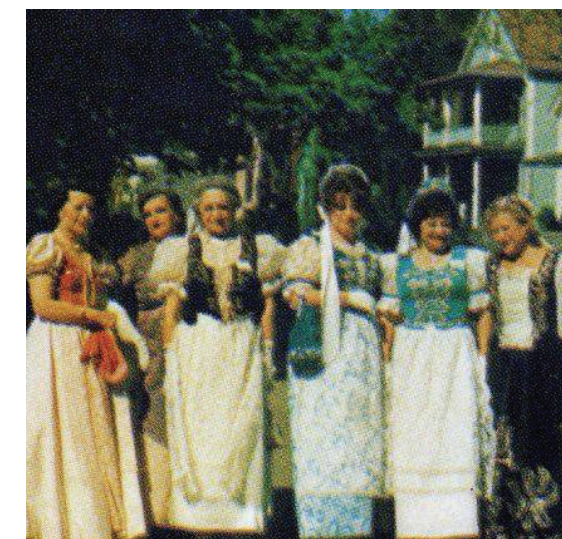


Figure 96: Traditional clothing in Delray

"I visited Budapest in 2016 reminded me of my childhood."

-Laura Kenney



Figure 97: Easter precession through the streets



Figure 98: Traditional clothing in the backyard



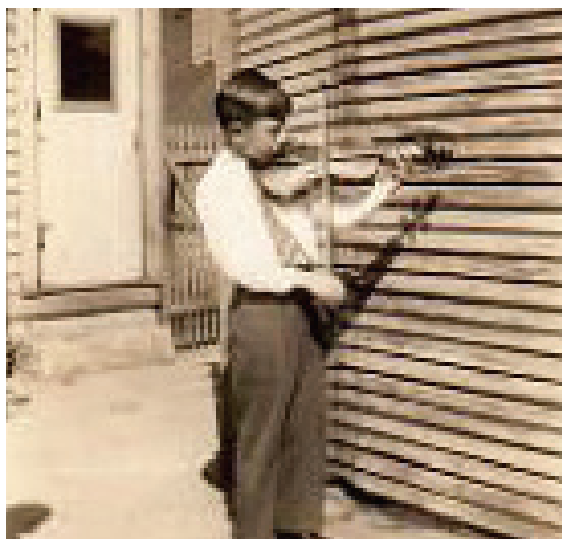


Figure 97: Little boy practicing the violin, a future gypsy



Figure 92: Delray Gypsies at the funeral of Alex Bogar 12-11-63

“They sent you off with style back in the day.”

-Daryl Puckett



Figure 95: Grape Festival



Figure 96: Cultural wear in front of the theater



Figure 93: Lockeman's Hardware



Figure 94: One of the oldest buildings in Delray, first home of Jean Baptiste Campau and Archangle Campau

“It was about 40 years ago I use to go [to Al's], to this day I can't get the chicken paprikash out of my mind, the best I have ever had!”

-Charlene Ansel



Figure 97: Al's Lounge



Figure 98: Fisher Brother's Glue and Gelatine Plant 1899





Figure 97: Mr. and Mrs. Lockeman



Figure 93: Dumping in Delray



Figure 95: Szabo's Meat Market



Figure 95: Delray community parade



Figure 98: Completion of the Ambassador Bridge



Figure 97: Construction of the Ambassador Bridge



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- 6.1 *Sources*
- 6.2 *Images*



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## 6.2 Images

- Figure 1 "Detroit Public Library." Digital Collections.  
Figure 2 "Detroit Public Library." Digital Collections.  
Figure 3 Passion for the Past. A Social History of Detroit Michigan. Blogspot  
Figure 4 Austin Koleszar's personal work  
Figure 5 Vogel, Stephen. "Lecture 01.1: Land, Native Americans and the French."  
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