

MIDWEST-TIREMAN NEIGHBORHOOD FRAMEWORK

Planning and Development Department,
City of Detroit, February 2024

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City of Detroit

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Prepared by Interboro Partners

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My Community SPEAKS
Neighborhood Beautification Program
Sierra Club
United Block Clubs Council
Unity In the Community

Neighborhood Steering Committee

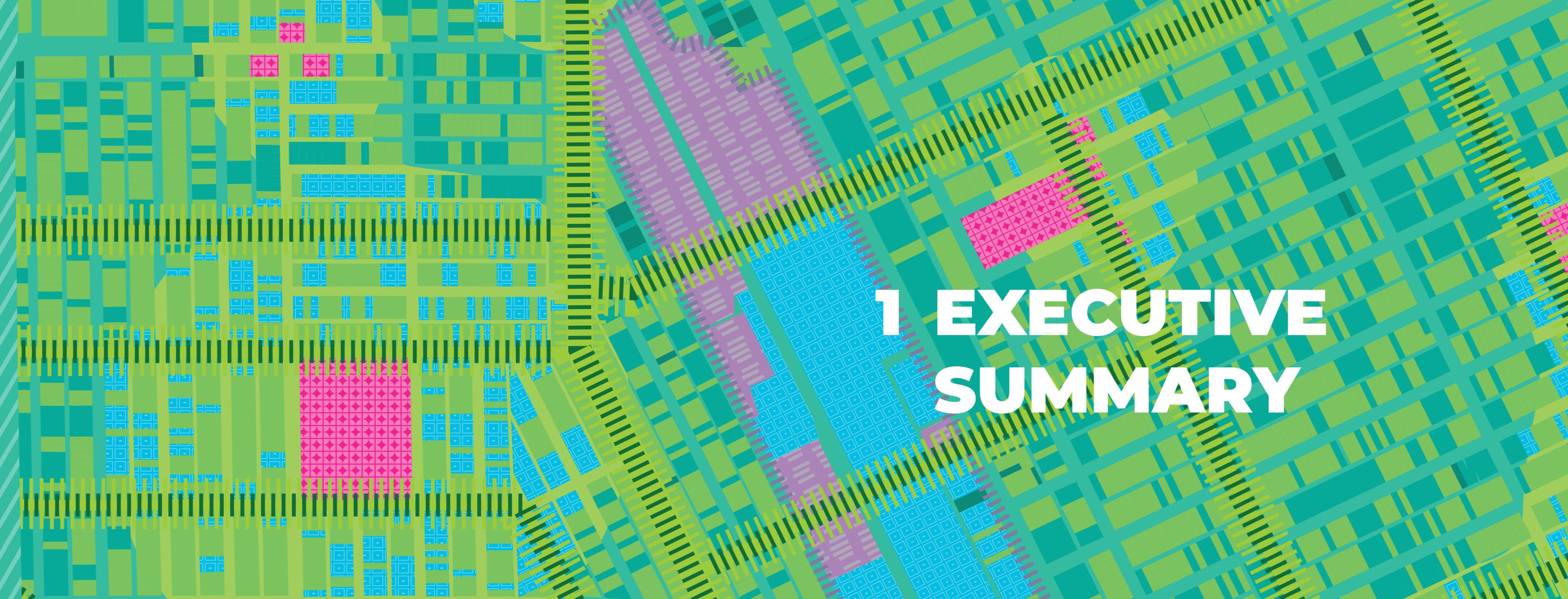
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The background features a complex, abstract geometric pattern. It consists of various shapes and lines in shades of green, blue, pink, and purple. The pattern is dense and layered, with some elements appearing as solid blocks and others as thin lines or grids. The overall effect is a vibrant, textured background.

1 EXECUTIVE SUMMARY



Oregon

ONE WAY

Introduction

The Midwest-Tireman Neighborhood Framework is a broad, community-driven vision that includes short-, medium-, and long-term recommendations to strengthen and revitalize the neighborhood.

The recommendations within this Framework seek to address community needs and priorities related to the following themes:

- Housing and Neighborhoods
- Business and Retail
- Streets and Mobility
- Parks and Open Space
- Industrial Development

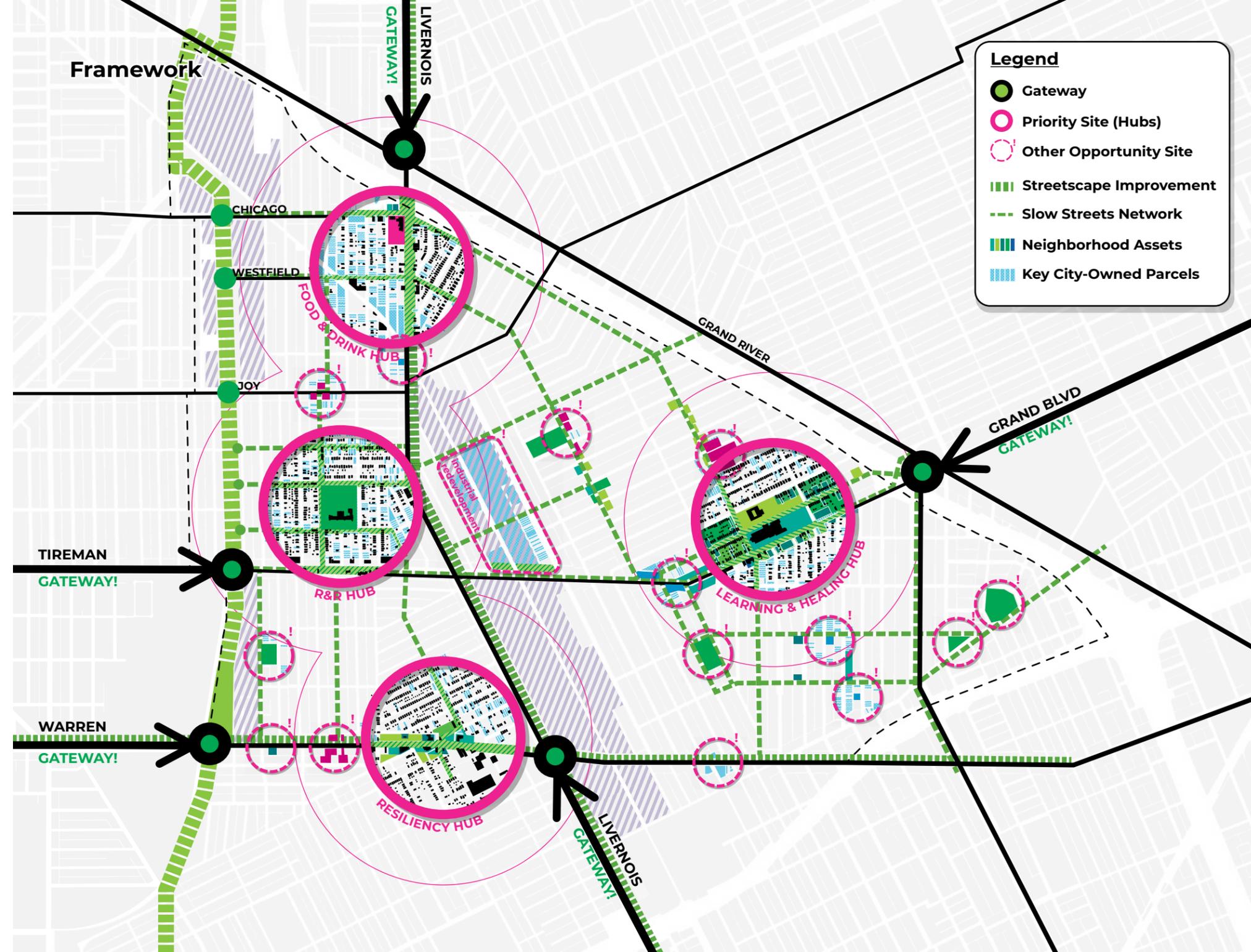
To synthesize these themes into one, holistic strategy, the Framework uses three overlapping components:

1. Hubs and Nodes
2. Community Corridors and Safe Streets
3. Gateways

These components weave together existing neighborhood assets (such as local community organizations, open spaces, and active businesses) and ongoing investments (such as the Joe Louis Greenway project) with new recommendations for streetscape improvements, indoor community safe spaces, mixed-use developments, and more.

The goal of the Framework is to build upon the positive investments and efforts that residents have already been making to improve their neighborhood, and to create a tool that can be used to advocate for changes that align with the vision of the community.

The shared vision represented in this report was built through a robust and active engagement process. Throughout this project, we have maintained a continuous feedback loop that includes the City, the planning team, and the community.



The Site

The Midwest-Tireman Framework Area is a 2.85 square mile triangle of neighborhoods on the near West Side of Detroit. The Framework Area is bounded on the northeast by I-96 and Grand River, on the south by I-94 and West Warren Avenue, and on the west by Oakman Boulevard, Roselawn Street, and the Dearborn city boundary. Livernois and Tireman Avenues intersect at the center of the neighborhood.

Until 1916, Midwest-Tireman was the western edge of Detroit, earning it the nickname “The Old West Side.” The former Detroit Terminal Railroad—which is currently being transformed into the Joe Louis Greenway—was the city limit. Now, this neighborhood feels much more central to the action. Travel five miles in any direction from the center of Midwest-Tireman, and you’ll reach several of Detroit’s most important economic and cultural hubs. Take Grand River southwest, and you’ll reach Downtown Detroit and the riverfront.

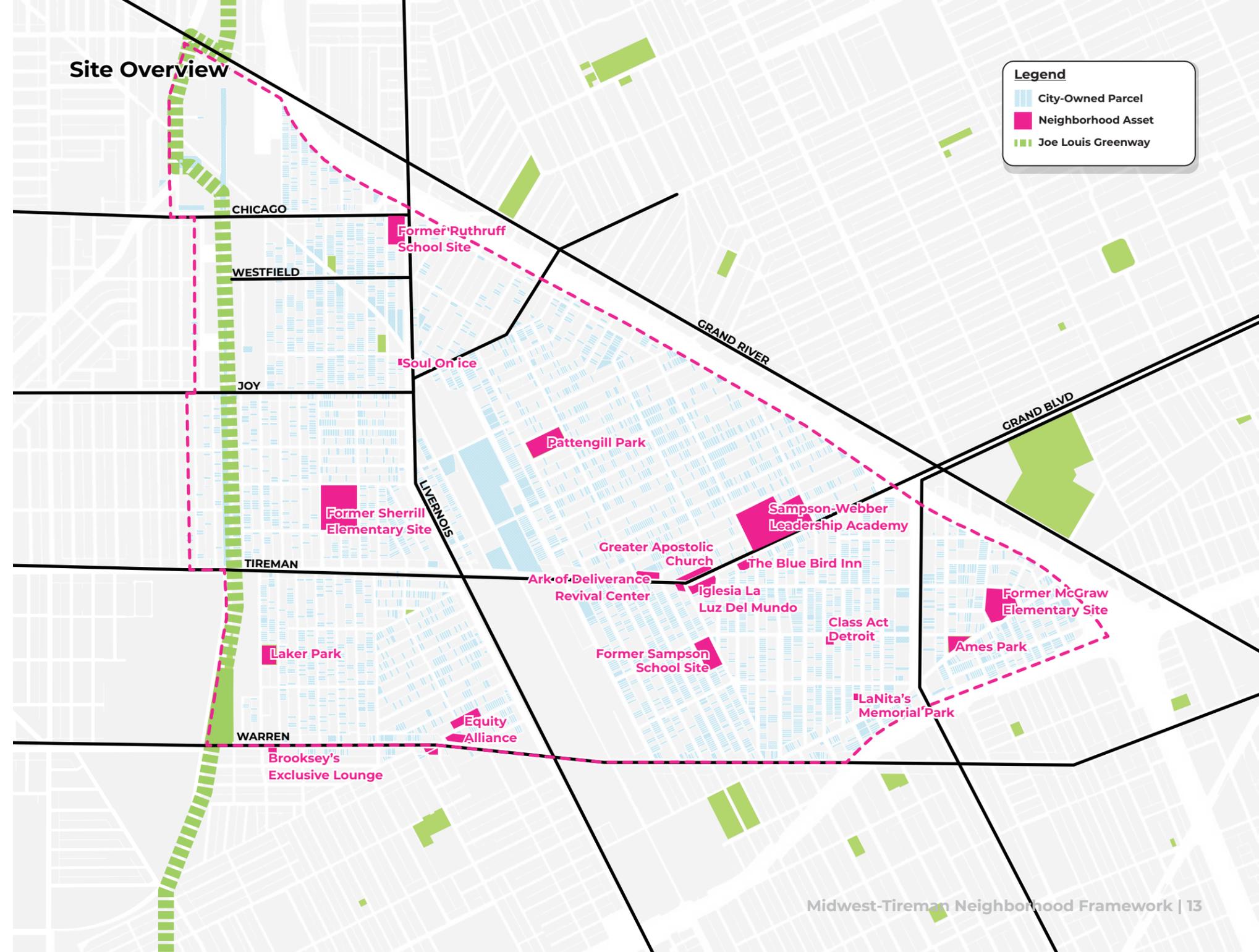
Follow Grand Boulevard to the east to arrive in New Center and Henry Ford Hospital. Take Livernois to the South to reach West Vernor and Southwest Detroit’s Latine businesses. Or, take Livernois to the north to reach the University of Detroit Mercy campus and the Liv-6 District. To the west, Warren Avenue turns into one of Dearborn’s main Arab-American business corridors.

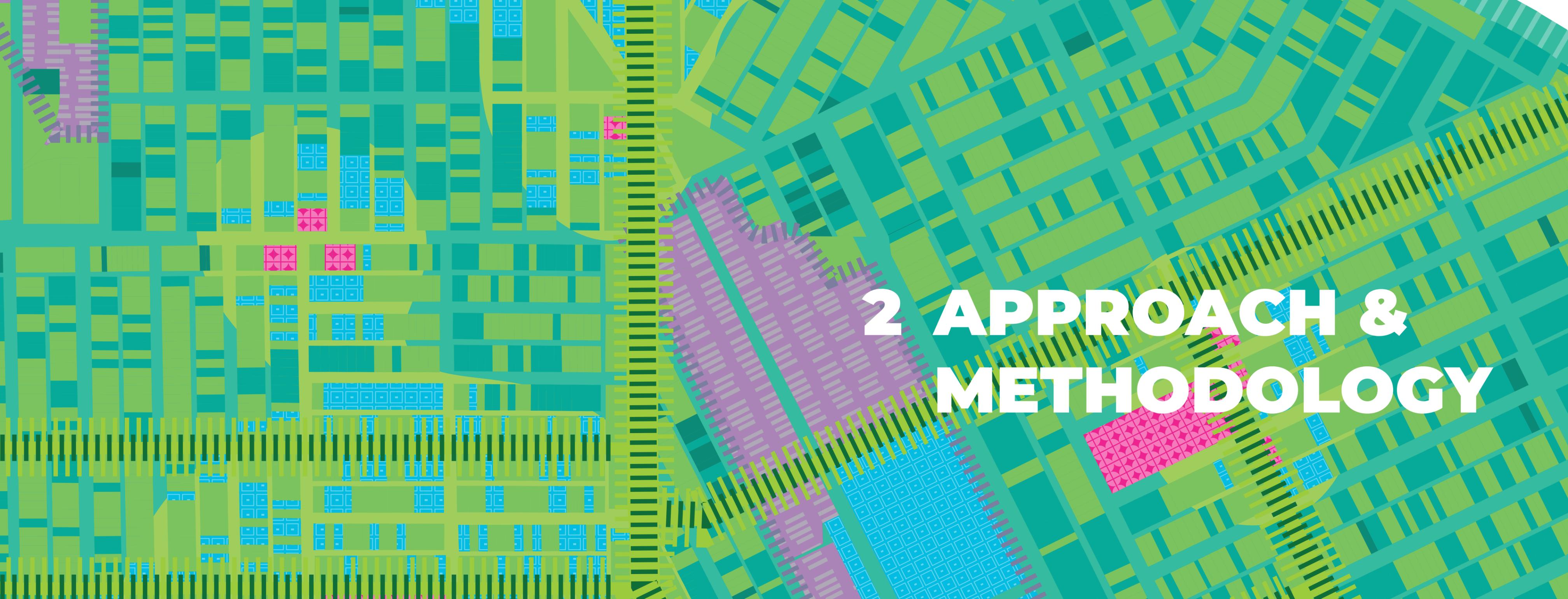
While many residents have long felt that Midwest-Tireman is one of Detroit’s “forgotten neighborhoods,” new investments are changing that narrative. The Joe Louis Greenway on the area’s western edge is one of Detroit’s most significant construction projects in recent memory, and new neighborhood parks are on the way.

Organizations like Equity Alliance and Class Act Detroit are creating new community spaces in old buildings. And dozens of vacant homes are being rehabbed by Latine families looking for more space and affordability in neighborhoods north of Warren Ave.



Site Overview



The background is a complex, abstract geometric pattern. It features a grid of teal and green lines forming various shapes and rectangles. Overlaid on this are several distinct areas: a large purple shape with a fine, parallel-line texture, a pink shape with a circular or floral pattern, and a blue shape with a small square grid pattern. The overall effect is a dense, multi-layered visual texture.

2 APPROACH & METHODOLOGY



Principles

To guide the planning process, the team used the following principles. **The Framework should ...**

1. BUILD ON WHAT’S ALREADY THERE!

Start with—and build on—existing community investments

2. SYNTHESIZE STAKEHOLDER FEEDBACK!

Creatively transform feedback into the building blocks of the plan

3. BE RESOURCEFUL!

Look for opportunities and solutions that address more than one issue or need

4. BE STRATEGIC!

Being strategic means developing an innovative, longer-term vision that can be started with practical, implementable projects to make an immediate impact

1. BUILD ON WHAT’S ALREADY THERE!

Midwest-Tireman is a neighborhood with strong community leadership and activity. Many residents have already been working hard to bring support, resources, and improvements to their neighborhood.

For example, Equity Alliance has been leading an effort to share entrepreneurial and practical skills, while Class Act Detroit has worked to provide community youth with safe spaces and an outlet through music. My Community SPEAKS has worked to promote sustainability and open space within the neighborhood, with LaNita’s Memorial Garden serving as an example of a replicable and accessible project.

The Framework seeks to build on these efforts, prioritizing recommendations that would support and further these ongoing goals.

2. SYNTHESIZE STAKEHOLDER FEEDBACK!

A successful framework takes stock of, and responds to, feedback from community stakeholders. For this framework, resident needs and priorities are synthesized and paired with urban design analysis to form the building blocks of the recommendations.

For example, many residents have expressed the need to expand food access within the neighborhood. The Framework Plan addresses this priority with the “Food and Drink Hub,” using the logic of nationwide retail to identify a viable location for a new supermarket.

Additionally, residents have expressed a need for a community recreation center and safe spaces for youth. The Framework responds to this need by recommending the vacant Biddle school building for tactical reuse in the “Learning and Healing Hub.”

3. BE RESOURCEFUL!

Being resourceful means looking for solutions that address multiple needs at once, as well as hidden opportunities to kickstart the process of revitalization.

For example, the team sought to use the Framework planning process, itself, as a vehicle of economic development and resource-sharing. Public meetings and focus groups took place at important neighborhood anchor spaces, such as Equity Alliance and Class Act Detroit, and featured catering from local businesses. In addition, the final public meeting was organized as a resource fair, directly connecting residents to existing resources in the neighborhood.

4. BE STRATEGIC!

Being strategic means tailoring the approach of the Framework Plan to the specific strengths of the neighborhood and realities of the available resources.

Midwest-Tireman covers a large area, with a limited amount of available funding. As a result, the Framework uses a unique, “Hub”-based spatial approach. The “Hubs and Nodes” represent areas of the neighborhood where short-term investments can make the biggest impact, kickstarting a longer-term process of neighborhood revitalization. While we acknowledge that one framework cannot address every issue, the recommendations within this plan aim to create momentum for immediate and future projects that will come to Midwest-Tireman.

Community Engagement Toolkit

A variety of engagement tools and methods were used throughout the process in order to reach the widest audience possible, and to learn from a broad range of perspectives.

Engagement visuals, tools, and activities were designed to be accessible, inclusive, readable, and fun, in order to empower community members to share their input, ideas, and concerns.

Some of the tools the team used throughout this process include:



Public Meetings

A total of four City-led public meetings were held at Equity Alliance during the planning process. At each meeting, the team shared project updates and information and solicited feedback from a broad range of community members. The first meeting served to introduce the project to residents and learn their general perspectives on the neighborhood. The second served to gather input based on the five planning themes. At the third meeting, the team shared draft recommendations based on what we heard from the community and solicited feedback; and at the fourth, we shared the draft Framework, along with a resource expo that featured a wide range of community representatives.



Steering Committee Meetings

The neighborhood Steering Committee played an instrumental role in the shaping of this plan. A series of ten Steering Committee meetings acted as critical checkpoints for the project. Steering Committee meetings typically preceded major public meetings and engagement events. During these candid and collaborative sessions, the team sought feedback from community leaders and advocates on draft engagement materials, framework recommendations, and next steps.



Focus Groups

Over the summer of 2023, the team held five focus group sessions to gain a deeper understanding of community priorities. Two of the focus groups were based on planning themes: Housing and Neighborhoods, and Parks and Open Space. The other three focus groups centered specific stakeholder groups: Business Owners, Youth, and Spanish-Speaking Residents. These breakout sessions allowed for longer, free-form conversations that further shaped the recommendations.



Story Booths

Memories, dreams, and personal experiences are a vital part of the character of a neighborhood. At two of the four public meetings, the team set up a story booth to create space for residents to share and record long-form stories and narratives about the things that are important to them in Midwest-Tireman, beyond the constraints of the engagement activities. These open-ended recording sessions were a critical source of insight and information.



Podcasts

As an additional component of the process, the City led a podcast series—called “The Framework Podcast”—which featured extended interviews with Steering Committee members and other project team members. The youth focus group session was also conducted as a podcast session, hosted at Class Act Detroit. Similar to the story booth, this format created space for deeper insights to be shared.

Framework Development




Interagency Meetings

In order to make connections between community priorities and available City resources, the team held virtual interagency meetings as needed. Agency stakeholders included HRD, DPW, DEGC, and DDOT, among others. These meetings served to break down municipal silos and assess the feasibility of draft recommendations.

Phone Interviews and Surveys

As a part of the business owner focus group, the team made phone calls to over 80 businesses in the neighborhood, in order to reach stakeholders who were unable to attend the public meetings. In the surveys, we asked business owners about their biggest priorities and challenges, in addition to what they would change in the neighborhood if given the chance.

Collaborative Mapping

During the public meetings, the team used a range of collaborative mapping exercises to allow residents to share important visual and geographical details about the neighborhood.

Residents are already the experts of their neighborhoods; these mapping exercises were intended to help spatialize their insights, in order for the planning team to translate them into the drawings, diagrams, and visual analyses used throughout the process.

Roleplaying Activities

During the third public meeting, the team led a collaborative roleplaying activity, where we asked residents to imagine themselves as someone else, living in the neighborhood ten years in the future. This activity was intended to get participants to think creatively about specific changes they would like to see in the neighborhood, and to have fun along the way!

Critical Observation

Critical observation of the neighborhood is at the core of any planning process. The team spent time walking and driving through and around the neighborhood, photographing and cataloging different places and spaces. Photographs were used in engagement activities, drawings, diagrams, and presentations, and also acted as a visual library and reference point for the team. This process of observation yielded valuable insights about people and places that formal community engagement might have missed.

Resource Expo

The resource expo was a large component of the final public meeting. The team invited local businesses, nonprofits, farmers, and City agencies to set up tables at Equity Alliance and share resources and information with residents who attended the meeting. The expo was envisioned as a way to kickstart the Framework recommendations, even before the project was complete—using the planning process, itself, as an opportunity for positive growth.

Spotlight On: The Steering Committee

The Midwest-Tireman Neighborhood Steering Committee played an instrumental role in the shaping of the Framework Plan.

The nine members of the committee are strong community leaders, advocates, and activists who have been working hard to bring about positive change in their neighborhood. From job training, to food access, to sustainability, to youth education, these residents are deeply aware of the needs of the neighborhood, and have been putting in the work to address those needs on a day to day basis.

Here, we spotlight the members of the Steering Committee: Carlton Ballard, Carolyn Pruitt, Deanna Stewart, Ethelyn Carroll, Jennifer Aparicio, Mimi Trent, Rashard Dobbins, Ru Shann Long, and Sheri Burton.



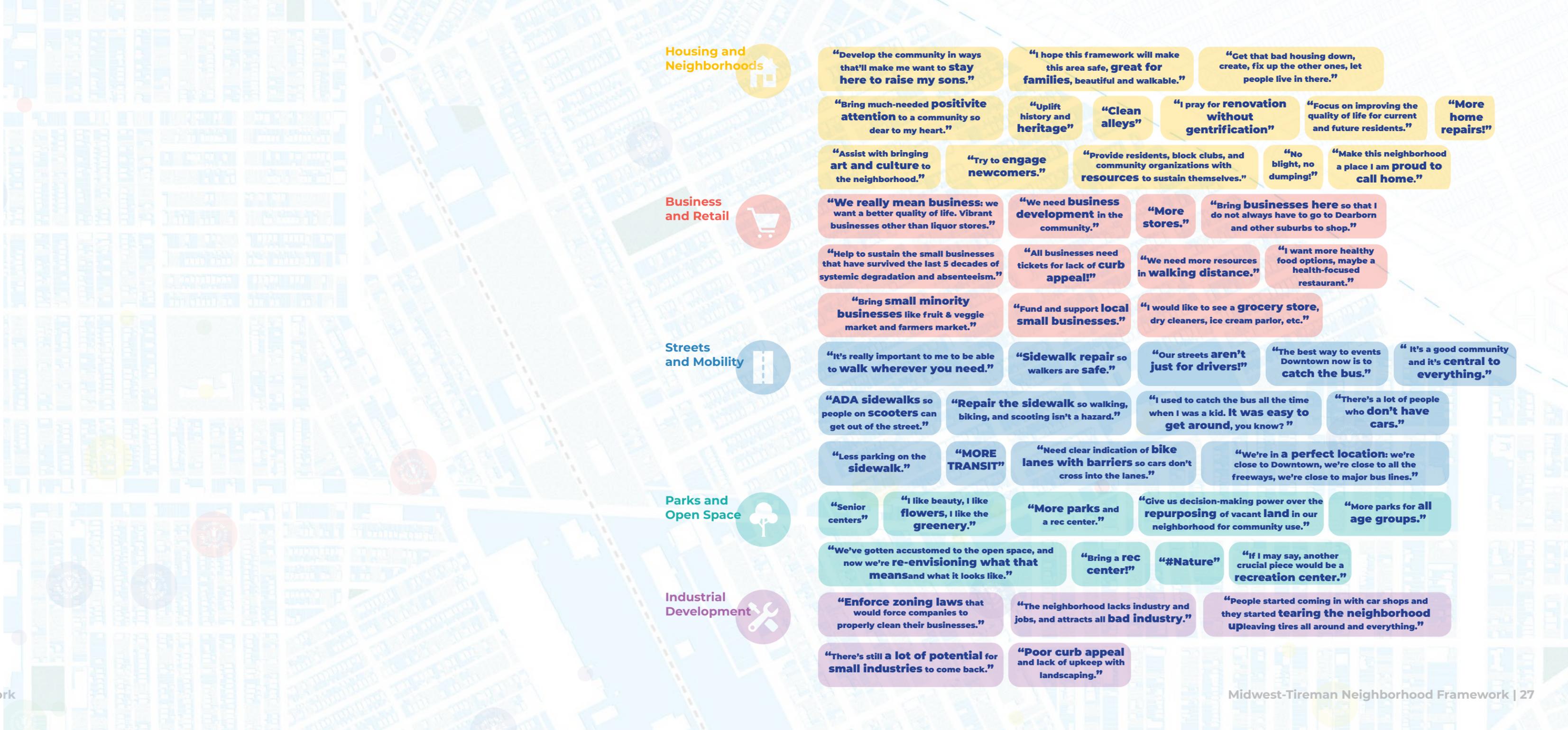
What We Heard

Throughout the engagement process, discussions were organized around five planning themes:

- **Housing and Neighborhoods**
- **Business and Retail**
- **Streets and Mobility**
- **Parks and Open Space**
- **Industrial Development**

Each theme was given attention in the form of dedicated questions, activities, presentations, and—in some cases—separate focus group sessions.

Here are some of the comments shared by the community for each of the engagement themes:



Engagement Timeline

The planning process took place over the course of one year and included four overlapping phases of engagement.

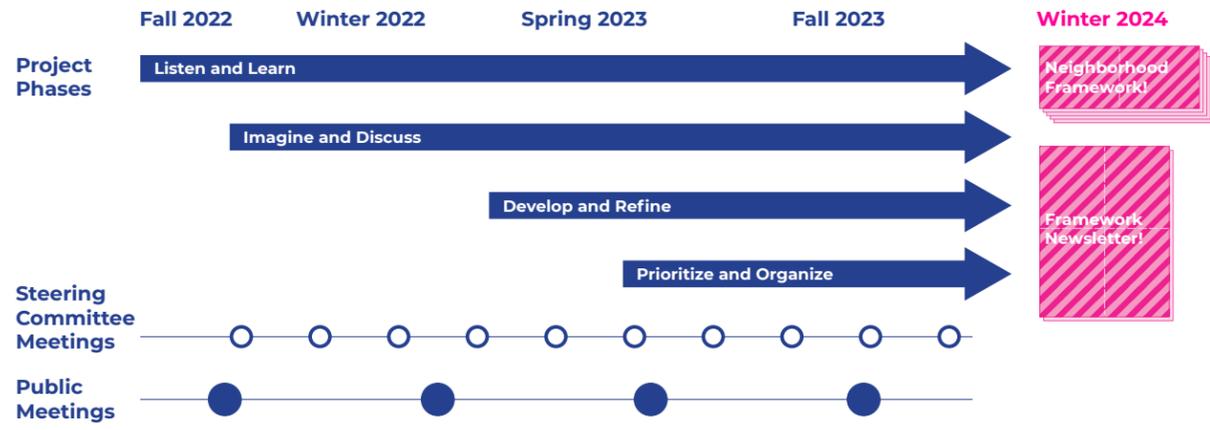
During the Listen and Learn phase, we gave residents and community members space to share their thoughts, concerns, and feedback. The planning team listened and took notes using multiple methods, including text, surveys, and audio recordings.

During the Imagine and Discuss phase, the team used illustrative methods to help visualize the ideas and topics of conversation, including maps, diagrams, and other drawing techniques.

The Develop and Refine phase involved an interactive process of editing and adjusting the recommendations based on community and agency feedback.

And finally, the Prioritize and Organize phase involved the synthesis of those ideas into one, cohesive Framework.

Following the engagement process, the team has worked to produce this report, as well as a Framework Newspaper to be shared in early 2024.



Engagement by the Numbers

In total, the engagement process included ...

- 4** Public Meetings
- 9** Steering Committee Meetings
- 5** Focus Group Sessions
- 80** Phone Calls to Businesses
- 5** Local Venues Utilized as Meeting Locations
- 6** Local Caterers Bringing Delicious Food
- 25** Vendors at the Resource Fair
- 15** Vendors at the Final Resource Expo
- 300+** Meeting Attendees, Participants, and Collaborators Who Made This Framework Possible!





3 NEIGHBORHOOD STRENGTHS & PRIORITIES

Resiliency



Garden

Existing Conditions

The following summary includes an overview of existing conditions and community priorities based on each of the five planning themes:

- **Housing and Neighborhoods**
- **Business and Retail**
- **Streets and Mobility**
- **Parks and Open Space**
- **Industrial Development**



Housing and Neighborhoods

Midwest-Tireman is mostly a low-density residential area, filled with one- and two-family homes that exemplify the middle-class housing boom that swept Detroit in the early 20th century.

Many homes were built in the 1910s and 1920s, which contributes to the rich history and legacy of the neighborhood. However, many of these legacy homes are vacant and/or deeply in need of repair.

Priorities:

- Connect current residents to existing resources
- Support home rehabs
- Support new multifamily housing options
- Bring in more residents



Business and Retail

Commercial activity is concentrated in sporadic pockets on a few corridors: Warren, Livernois, Tireman, and areas of Chicago, Joy, and Milford. These corridors were once active, walkable streets lined with businesses that served their neighborhood. Now, churches, liquor stores, and auto shops are most of what's left, and these are few and far between. Grocery stores and food-related businesses are especially scarce. Residents want to see more businesses of various types return to their neighborhood.

Priorities:

- Bring more food options to the neighborhood
- Local businesses need support from the City, in the form of information, street improvements, and investment



Streets and Mobility

Midwest-Tireman is well-connected to the surrounding City. The neighborhood is bordered by two major interstates—I-96 and I-94—and two major corridors, Warren and Livernois, intersect here. Additionally, two major DDOT Routes touch Midwest-Tireman: The Grand River route provides a direct connection to Downtown, while the Warren route spans the city east to west, connecting to Dearborn, WSU, Midtown, and the Medical District, and points east. However, within the neighborhood, mobility is a challenge, especially for people without cars. The few existing bike lanes are unprotected, and speeding and safety are major concerns.

Priorities:

- Streets need to be made safer, using traffic calming measures, improved crossings, and improved lighting
- Connections should be made to the Joe Louis Greenway



Parks and Open Space

Midwest-Tireman has long been one of the most under-served areas of Detroit in terms of park space and amenities. Most of Midwest-Tireman is in a “park gap,” where residents can't access any public parks within a 10-minute walk. At the beginning of this study, there were only two local parks (Laker and Ames) that had any amenities—including playgrounds, benches, picnic tables, pathways, or basketball courts. However, parks access has been expanding, with the recent additions of the Joe Louis Greenway and Pattengill Park. There are many opportunity sites for creating more new parks and community open spaces in the future, including at the City-owned site of the vacant Sherrill School.

Priorities:

- Existing open spaces need more investment, more resources, and more amenities
- Access to open spaces needs to be improved



Industrial Development

There are two main industrial corridors in Midwest Tireman: Livernois and the former Detroit Terminal Railroad Line. This stretch of Livernois was once a major manufacturing hub, where both the Coca-Cola bottling plant and the Lincoln Motor Company plant were stationed. Today, DTE operates the main Lincoln plant, and the City owns a large site between Tireman and Epworth. Additionally, former railroad site is now the location of the Joe Louis Greenway—a high-profile public amenity with the potential to greatly contribute to economic growth in the neighborhood. For residents, the cleanliness and appearance of industrial sites is of high importance.

Priorities:

- The future of the Tireman-Epworth site is critical to the future of the neighborhood and must be carefully and intentionally planned
- Industrial businesses need to keep their spaces clean

Moments in History



1912 map of Detroit. Midwest-Tireman, indicated in white, was once at the western edge of the city. Original map drawn by Sauer and Frydrych, 1912.

At the turn of the 20th century, traces of the Midwest-Tireman neighborhood existed only at the very edge of the Detroit city limits. As the city population rapidly grew in the 1910s, many houses were built west of Epworth Blvd and Allendale Ave.

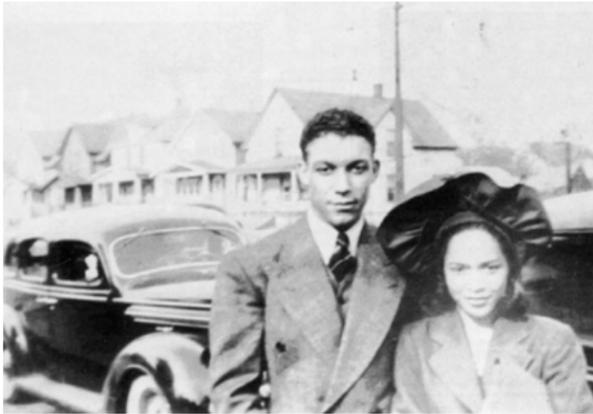


Image: Candid Shot of Young Westsiders, from Remembering Detroit's Old Westside 1920-1950

Beginning in the 1920s, many African-American Detroiters moved to the Midwest-Tireman neighborhood from other parts of the city in search for better housing for their families. Together with the boom in good paying industrial jobs, the purchase of homes in the new neighborhood was a promised path to a stable middle-class life and the eventual accumulation of generational wealth.



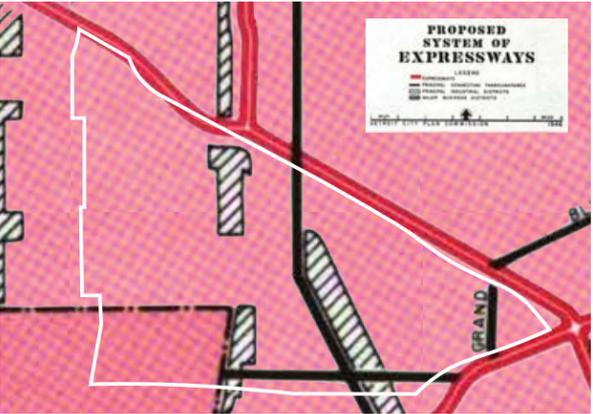
Image: "Residential Security" Map Prepared by Division of Research and Statistics Federal Home Loan Bank Board, June 1, 1939.

In 1939, the Home Owner's Loan Corporation created a "Residential Security" Map of the Midwest-Tireman Neighborhood. As a result of this act of redlining, which designated the majority of the neighborhood as "Third Grade" or "Fourth Grade," many African-Americans in the neighborhood were systematically refused mortgages.



View of Orsel McGhee residence, 1944. Detroit Public Library.

In the 1940s, additional barriers prevented African-American families from purchasing homes in the neighborhood. Famously, after Orsel and Minnie McGhee purchased a house at 4626 Seebaldt St, their white neighbors filed a lawsuit against them in attempt to force them to leave, citing racially restrictive covenants. After the case was brought to the Supreme Court, it was found that the enforcements of such covenants was unconstitutional, placing the McGhee house at the center of a major win for Civil Rights in America.



City of Detroit Masterplan, Detroit City Plan Commission, 1946.

By the 1950s, the construction of an expanded system of expressways cordoned off the eastern corner and northern boarder of the Midwest-Tireman neighborhood. These expressways accounted for the forced demolition of thousands of homes and businesses, the primary burden of which fell on Black families and business owners. The resulting destruction and plummeting of property values caused many of those who were not directly displaced by the expressway to leave the neighborhood and sell their homes at significant losses.



Photo: Carolyn Pruitt and Ms. Sheri Burton taking a break during the 2020 groundbreaking event for LaNita's Memorial Park.

Today, many legacy residents and families remain firmly rooted in the Midwest-Tireman neighborhood, including multiple members of the Steering Committee. Carolyn Pruitt, for example, is a lifelong resident of Midwest-Tireman, whose family has been in the neighborhood for four generations. She created LaNita's Memorial Park, in honor of her mother, by transforming vacant land into an area for community recreation. Legacy residents of Midwest-Tireman are excited and eager to see a brighter future for their neighborhood.

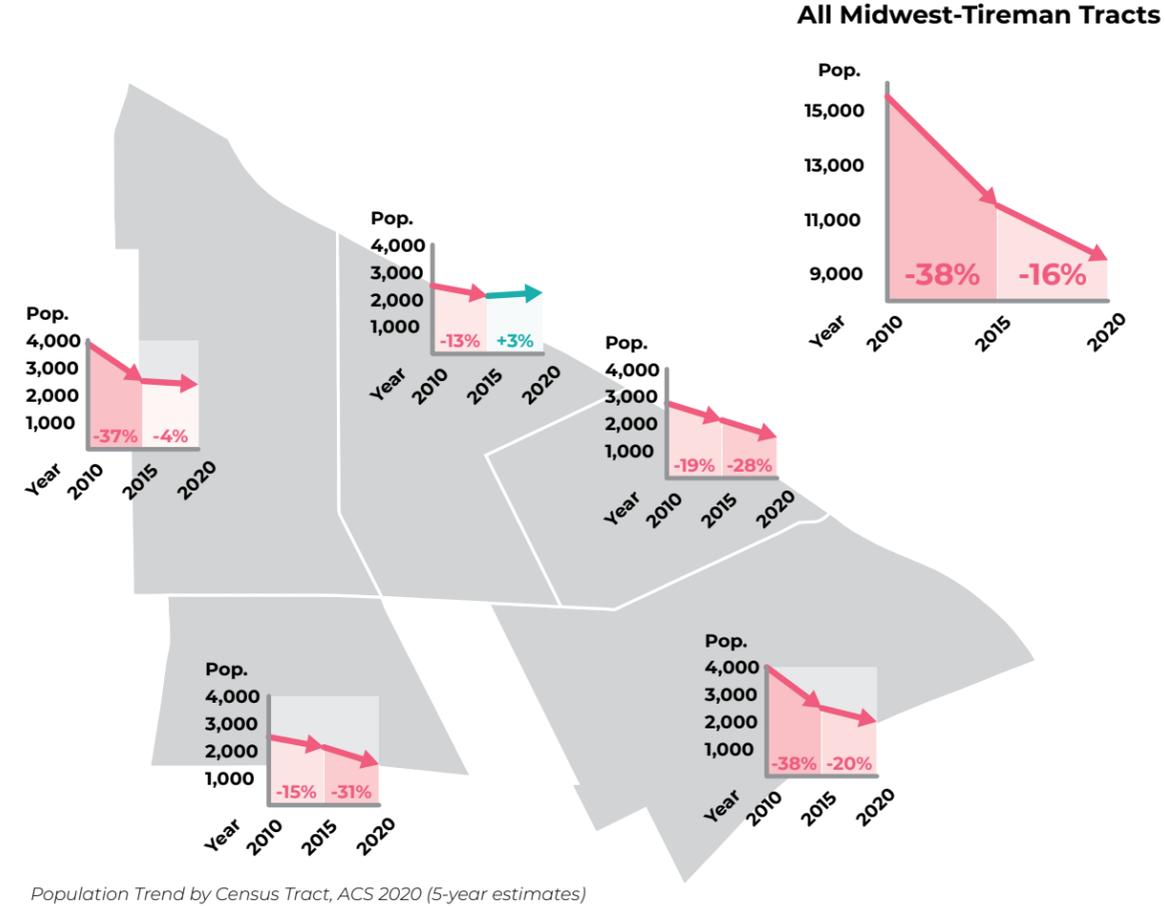
Demographics: Population, Race, and Ethnicity

Population

Like many neighborhoods in Detroit, Midwest-Tireman has struggled with declining population for decades. In 1950, when Detroit's population was at its all-time peak, approximately 60,000 people called the Midwest-Tireman area home. But, by the year 2000, the area's population had decreased to around 20,000 residents—and there are fewer than 10,000 residents today. At 3,049 people per square mile, population density is well below the city average (4,846 people per square mile).

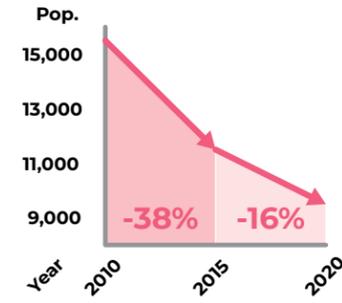
Midwest-Tireman's overall population still trends slowly downward, but each neighborhood is different. Of the area's five census tracts, the northwest and southeast two had the largest populations in 2010 before shrinking drastically; the southeast tract continues to lose residents, while the northwest tract has stabilized. The southwest and northeast tracts lost population gradually in the early 2010s, then more rapidly in recent years. Meanwhile, the north central tract has remained steady for years.

But today, homes are being bought and renovated in the hard-hit southern neighborhoods, and new families are moving in. Could the 2020s be a decade of new growth in Midwest-Tireman?



Population Trend by Census Tract, ACS 2020 (5-year estimates)

All Midwest-Tireman Tracts



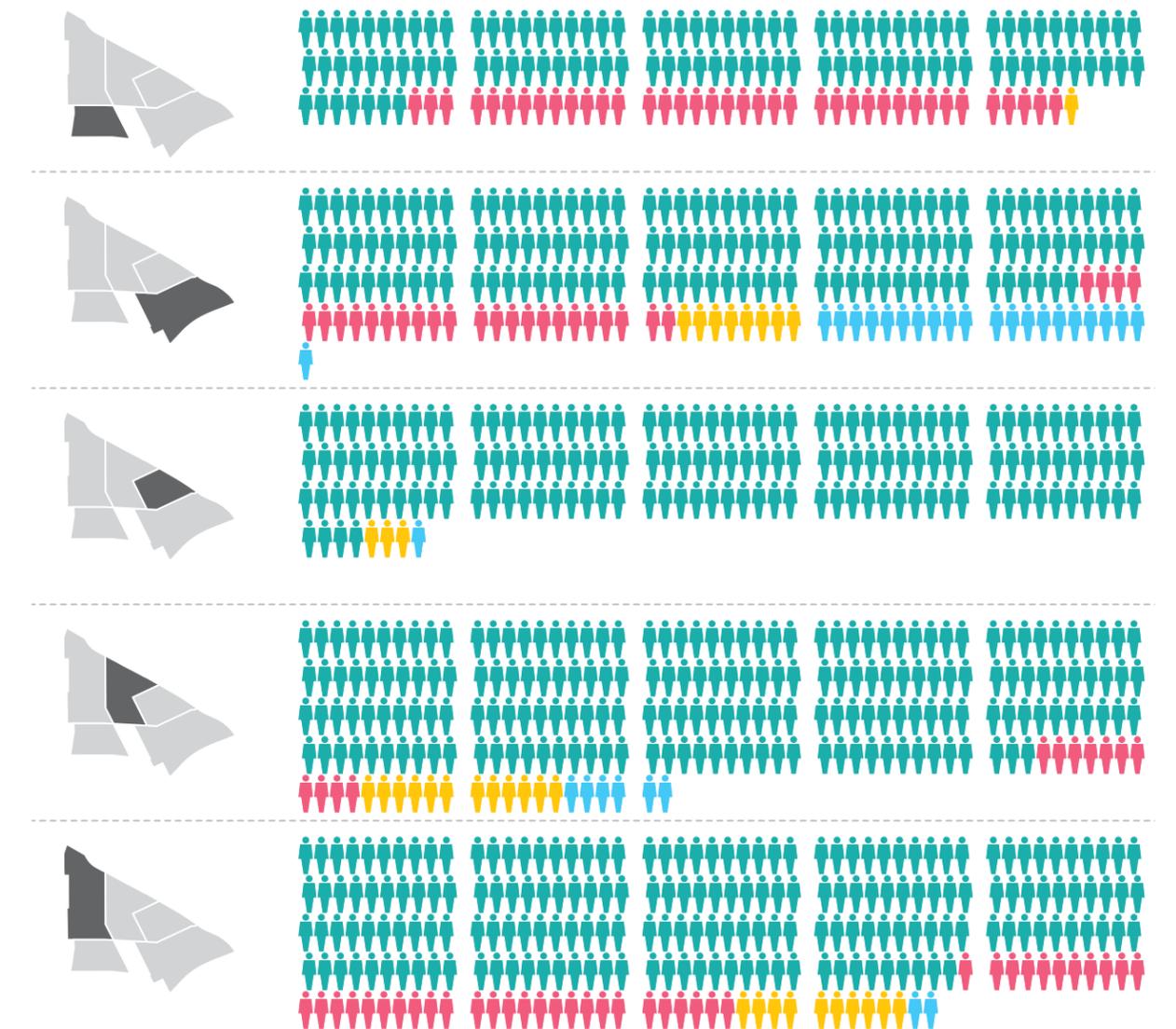
Race and Ethnicity

The racial makeup of Midwest-Tireman today is similar to that of Detroit as a whole. According to the 2020 American Community Survey, 82% of residents identify as African-American, about 12% identify as Hispanic/Latine, and the remaining 6% identify as non-Hispanic white or multiracial.

The "Old West Side" east of Livernois—and especially the area south of Tireman—has a long and rich history as one of Detroit's earliest Black neighborhoods

Today, Midwest-Tireman is neighbors with some of Detroit's newer ethnic enclaves: to the south are the neighborhoods of Southwest Detroit, home to the city's growing Latinx population, and to the west is the city of Dearborn, the center of the region's largest Middle Eastern population. Fewer than 5% of Midwest-Tireman's residents identified as foreign-born in the 2020 census (less than 450 people). Of these, almost all were born in Latin America—reflecting the gradual movement of families from the city's denser Southwest neighborhoods in search of more space and affordable housing opportunities.

1x = 10 Residents
 African American
 Hispanic/Latino
 White
 Two or More Races



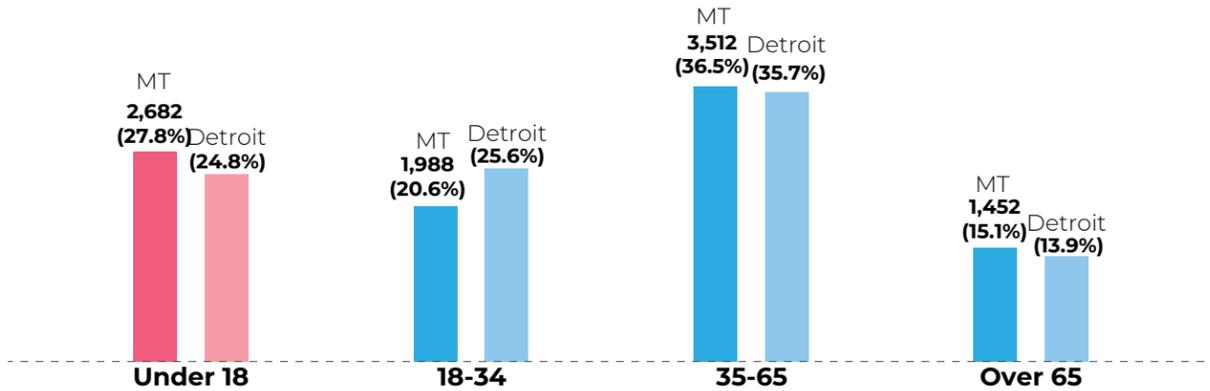
Race and Ethnicity, ACS 2020 (5-year estimates)

Demographics: Age

Age

Some people say that Midwest-Tireman is an aging neighborhood, and that you don't see many kids around anymore. Data tells a slightly different story: while Midwest-Tireman does have a higher percentage of residents over age 65 compared Detroit as a whole, it also has a higher percentage of residents under 18. Actually, in Midwest-Tireman, youths outnumber seniors nearly two-to-one. As overall population has decreased in Midwest-Tireman, it is certainly true that the number of youth has also decreased. But still, there are more than 2,500 kids and teens who call Midwest-Tireman home today.

So, if a quarter of residents are under 18, then why do people say they don't see kids out and about? Maybe it's not for lack of kids in the neighborhood, but rather, a lack of places in the neighborhood for kids to be and be seen. As this chapter is being written, Midwest-Tireman has one active school (and four vacant ones), one park with play and sports equipment (and five without), no rec center, and no library. Perhaps adding some of these amenities would bring the kids out to play—and perhaps convince other folks that Midwest-Tireman is a good place to stay and raise a family.



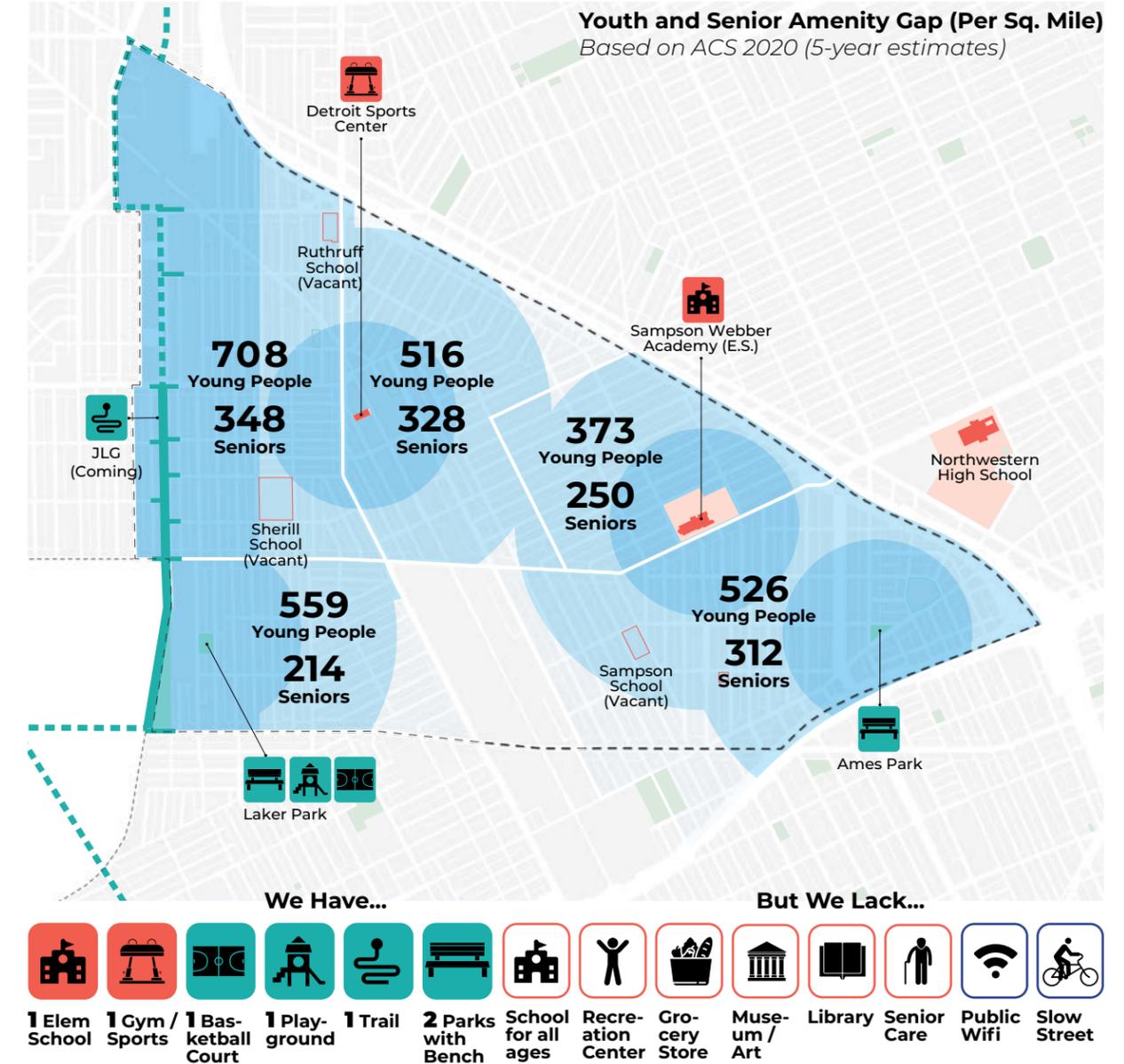
Population by Age in Midwest-Tireman and Detroit (citywide).

Youth (Under 18)

- The framework area has a total young population of **2,682 People**.
- The area lacks resources for youth. There is one active school, but no community centers, recreation centers, or libraries within the framework area.

Senior (Over 65)

- The framework area has a total senior population of **1,452 People**.
- The area severely lacks resources for the seniors. No community centers or other indoor senior activity places exist. The existing parks don't have facilities for the elder people as well.



Neighborhood Strengths

In addition to these existing conditions and priorities based on theme, the team worked to identify—through mapping, analysis, and conversations with stakeholders—some of the key strengths and assets in the neighborhood. These include geographic strengths, economic opportunities, and places and institutions that represent staples of the neighborhood.

The following neighborhood strengths present key opportunities to build upon the existing investment in Midwest-Tireman:



Connectivity

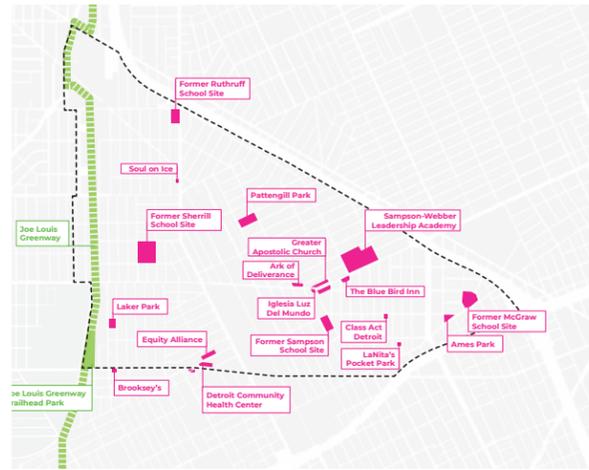
The planning area is easily accessible by major highways (I-96 and I-94) and important Detroit corridors, such as Grand River, Grand Boulevard, Warren, and Livernois.

The area is also adjacent and accessible to neighborhoods that are experiencing investment and growth, including Claytown, Chadsey-Condon, Nardin Park, Russell Woods, and New Center.



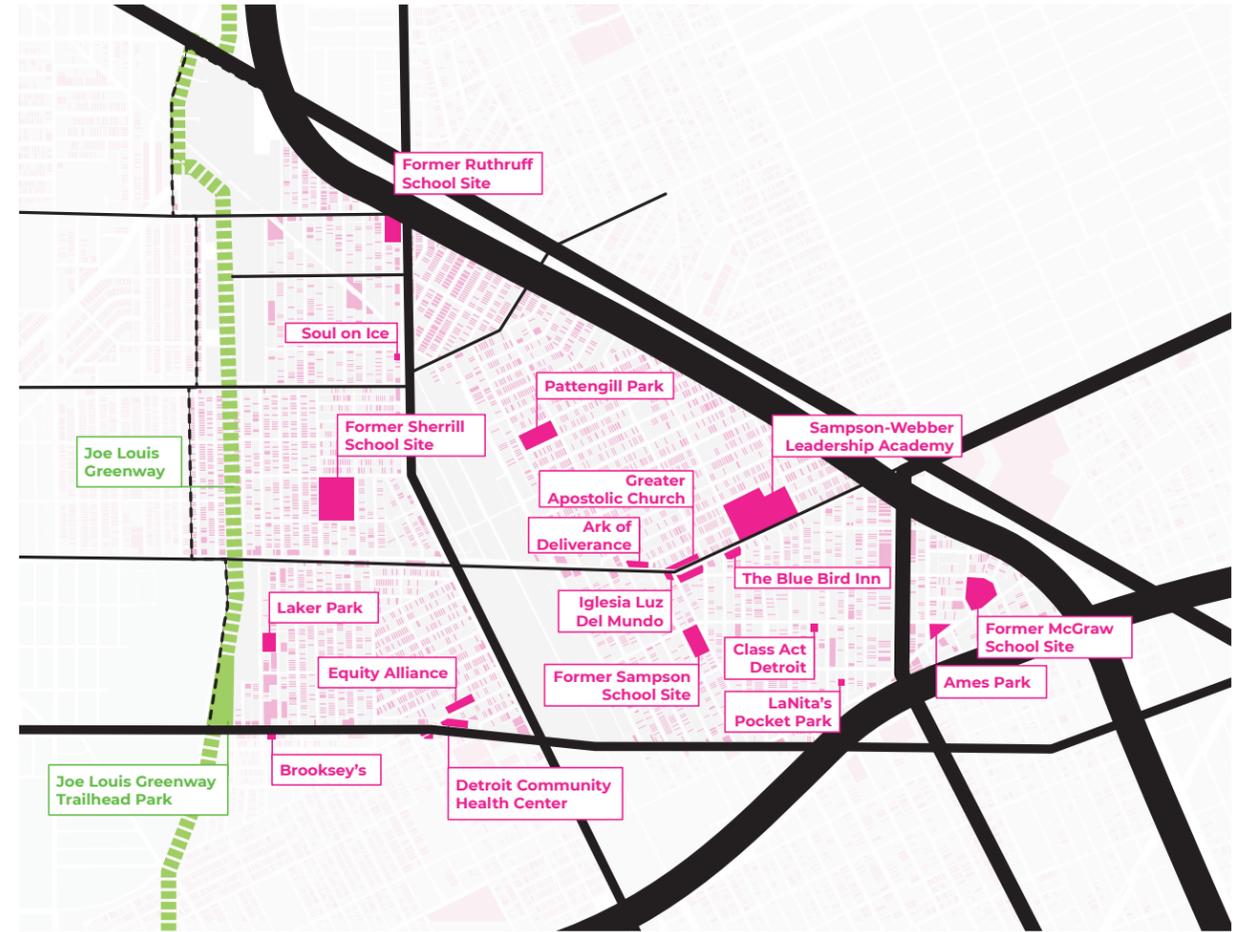
People and Organizations

The greatest strength of the neighborhood is its people: the residents, institutional partners, and business owners and workers. The map above highlights all active and occupied parcels within the neighborhood in pink.



Places and Institutions

Additionally, there are many strong community assets in the neighborhood. These include: institutions that have been built by and for the community, such as Equity Alliance and Class Act Detroit; City-owned school sites, such as the former Ruthruff and Sherrill schools; parks and open spaces, such as the Joe Louis Greenway and LaNita's Memorial Park; active businesses, like Soul On Ice & Brooksey's; and several active churches, such as Iglesia La Luz del Mundo, Ark of Deliverance, and Greater Apostolic Church.



Combined map showing key corridors and connectivity features, neighborhood occupancy and activity, and key neighborhood places and institutions.

Faces of Midwest-Tireman

Residents and community members represent a major strength of the neighborhood. Here are some of our favorite snapshots from public meetings and other neighborhood events, which highlight the many different faces of Midwest-Tireman.



Places of Midwest-Tireman

Here, we highlight a number of the key places and locations in Midwest-Tireman that played an important role in mapping studies, engagement events, and discussions. These buildings, schools, parks, churches, and cultural institutions are at the heart of many of the recommendations within the Framework.



The Former Ruthruff School



Sampson-Webber Leadership Academy



The Blue Bird Inn



Class Act Detroit (St. Cyprian's)



Ames Park



LaNita's Memorial Park



Joe Louis Greenway



Iglesia La Luz Del Mundo

Spotlight: Class Act Detroit

Class Act Detroit is a non-profit organization focused on connecting to youth scholars through music education. Led by executive director Rashard Dobbins, the organization is based out of the former St. Cyprian's Episcopal Church, now known as the "House of Hip-Hop."



Image: Rashard Dobbins at the House of Hip-Hop. Credit: Rashedul Deepon



**Our children are the future is a lie...
They are the seed, tree, and fruit all in
one.**

Image: Rashard Dobbins at the House of Hip-Hop. Credit: Rashedul Deepon

Neighborhood Challenges and Opportunities

Alongside the neighborhood strengths are a number of challenges that the neighborhood faces.

However, many of these challenges can be viewed from two angles—as both a challenge and an opportunity, which this plan seeks to do. Here are some of the key neighborhood challenges that this Framework seeks to re-contextualize and re-envision:



Vacant Land

The above map shows all of the City-owned vacant parcels in the neighborhood, highlighted in blue. These large swathes of vacant land are a challenge to manage, but because they are City-owned, they present an opportunity for new development.

This Framework includes recommendations for key City-owned vacant parcels that align with the vision of residents.



Neighborhood Entry Points

The entry points into the neighborhood, which are located at major intersections, act as the “front doors” to Midwest-Tireman. However, as they exist today, they are difficult to navigate, especially for pedestrians.

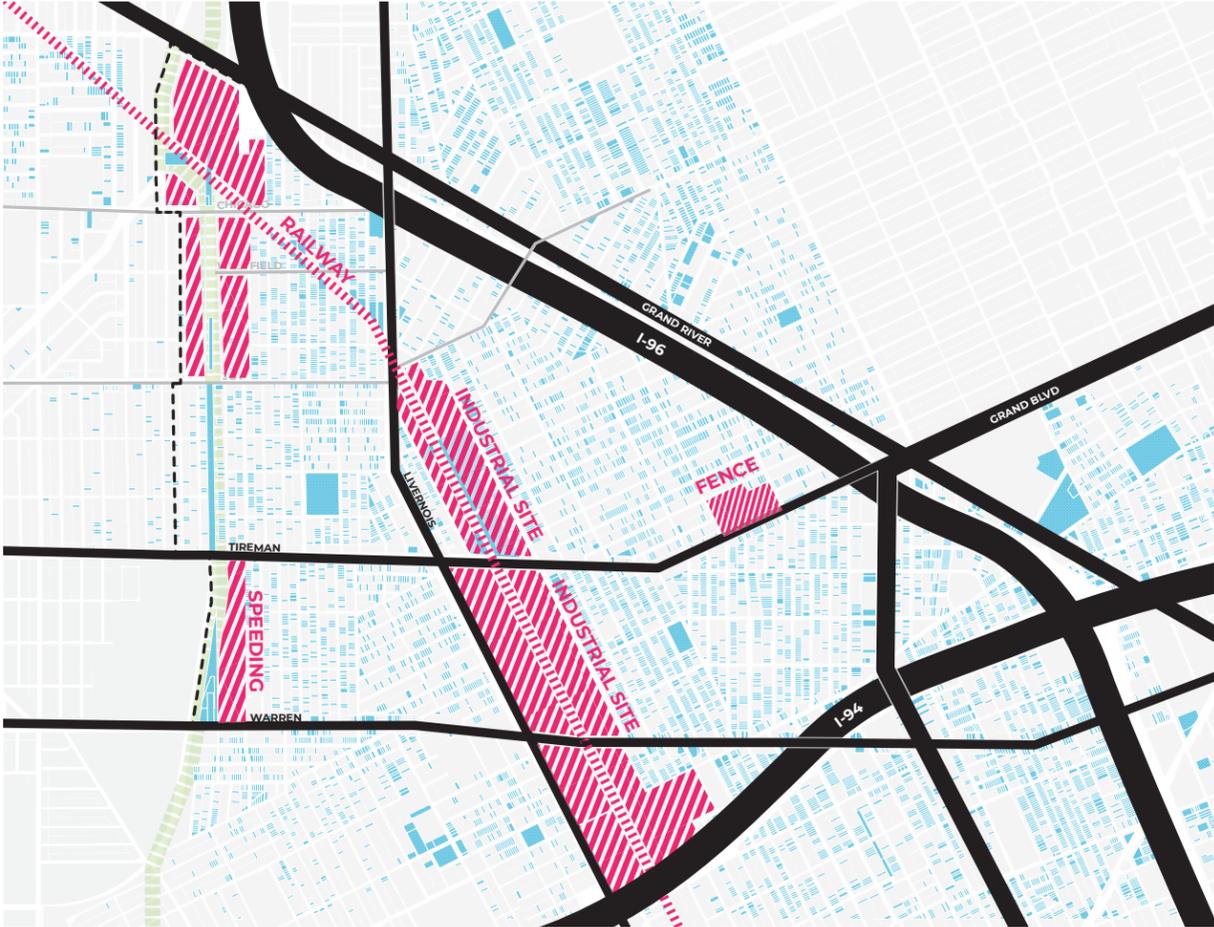
By investing in improvements to these areas, the neighborhood can become a more inviting destination, and further take advantage of the growth in surrounding neighborhoods.



Barriers

The industrial sites, fenced-off areas, and streets with speeding issues are all barriers that limit residents’ access to open space, as well as their sense of neighborhood safety and beauty.

By investing in traffic calming measures and encouraging existing industrial businesses to clean up their spaces, and by carefully redeveloping the Tireman-Epworth site, these barriers can start to change.



Combined map showing vacant land and major neighborhood barriers.

Existing Conditions Summary

These elements come together to form the Neighborhood Framework Plan.

Existing Assets



The existing assets—such as Equity Alliance, Sampson-Webber Leadership Academy, the Ruthruff site, and the Sherrill site—are the starting point.

Hubs and Nodes



The Framework proposes to build upon these assets as “Hubs,” which represent the starting points where community investments are already being made, or where there are large opportunity sites. Alongside the four main Hubs—which have been identified as the Resiliency Hub, the Learning and Healing Hub, the Food and Drink Hub, and the Recreation and Restoration (R&R) Hub—the Framework identifies other nodes of activity and opportunity within the neighborhood.

Community Corridors and Safe Streets



Next, the Framework proposes Community Corridors, which prioritize improvements along key community corridors, such as Warren and Livernois, with bike lanes and street trees; and more fine-grain network of Safe Streets, connectors, that interlink the hubs and nodes.

Gateways



Finally the Framework recommends improvements to the key gateways that lead into the neighborhood.

R & R

*Healing
Learning*

4 NEIGHBORHOOD FRAMEWORK PLAN

They are the seeds, trees, and fruit

winery



Neighborhood Framework Overview

The Midwest-Tireman Framework consists of three primary elements: **Hubs & Nodes**, **Community Corridors & Safe Streets**, and **Neighborhood Gateways**.

The **Hubs** have been identified based on in-depth site analysis and continuous dialogue and conversation with community and City stakeholders. Each Hub builds upon existing investments made by the community and seeks to leverage, catalyze, and build upon these efforts. The **Nodes** are a mix of existing neighborhood assets that should be strengthened, as well as opportunity sites for future projects and developments.

The **Community Corridors & Safe Streets** are the key streets that have been identified in the neighborhood for improvements. Corridors represent major avenues in need of pedestrian and cycling infrastructure upgrades, while Safe Streets represent the smaller streets that would benefit from short- and long-term traffic calming, signage, and planting upgrades.

Finally, the **Gateways** represent the entry points into the neighborhood, which should be improved through signage, artwork, and other pedestrian safety features.

This chapter of the report is organized into subchapters according to the three Framework elements, and it lists and explains the recommendations that have been developed for each. Critical next steps have also been identified for each recommendation.

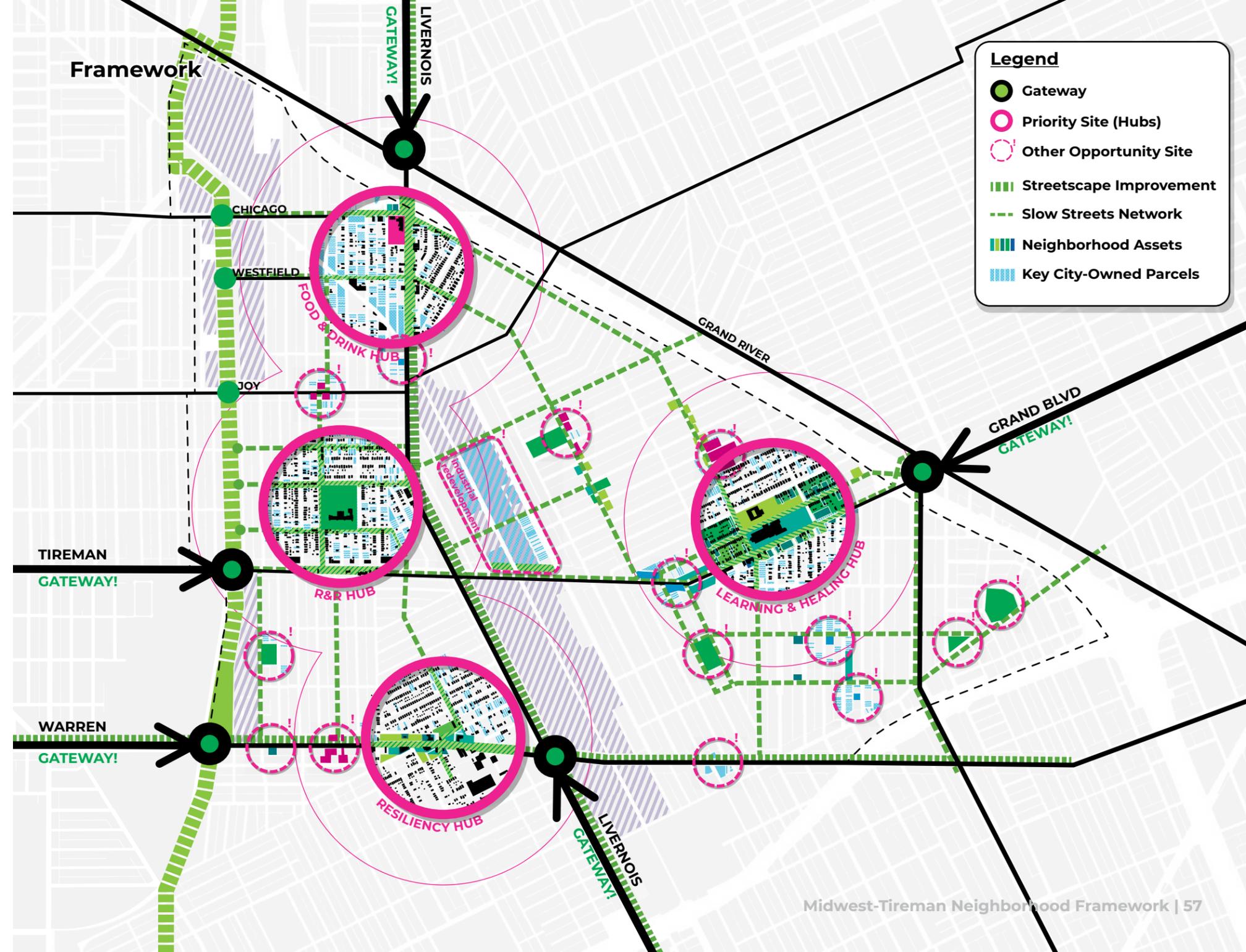
Hubs & Nodes



Community Corridors & Safe Streets



Gateways



Neighborhood Framework Phasing and Implementation

Additionally, each subchapter concludes with an implementation matrix that summarizes the next steps and lists the potential stakeholders, partners, and programs that may be involved in implementing the recommendations.

The phasing strategy outlines short-, medium-, and long-term tasks and milestones involved with each recommendation.

In the **short-term** (1-2 years), the City should prioritize programming and temporary site activations that test and catalyze longer-term ideas. Also, the City should continue and/or initiate dialogue with relevant stakeholders, and commission any additional studies that may be required for identified projects.

In the **medium-term** (2-5 years), the City should plan and prepare for recommended capital projects by conducting feasibility studies, drafting and releasing RFPs, and securing funds. Then, initiate medium-term capital projects and other planning efforts.

In the **long-term** (5+ years), the City should initiate the longer-term capital projects identified in the Framework, as well as complete any other medium-term projects that began in the previous phase.

The implementation matrixes in this report represents a preliminary strategy; all information should be confirmed in future phases of work.

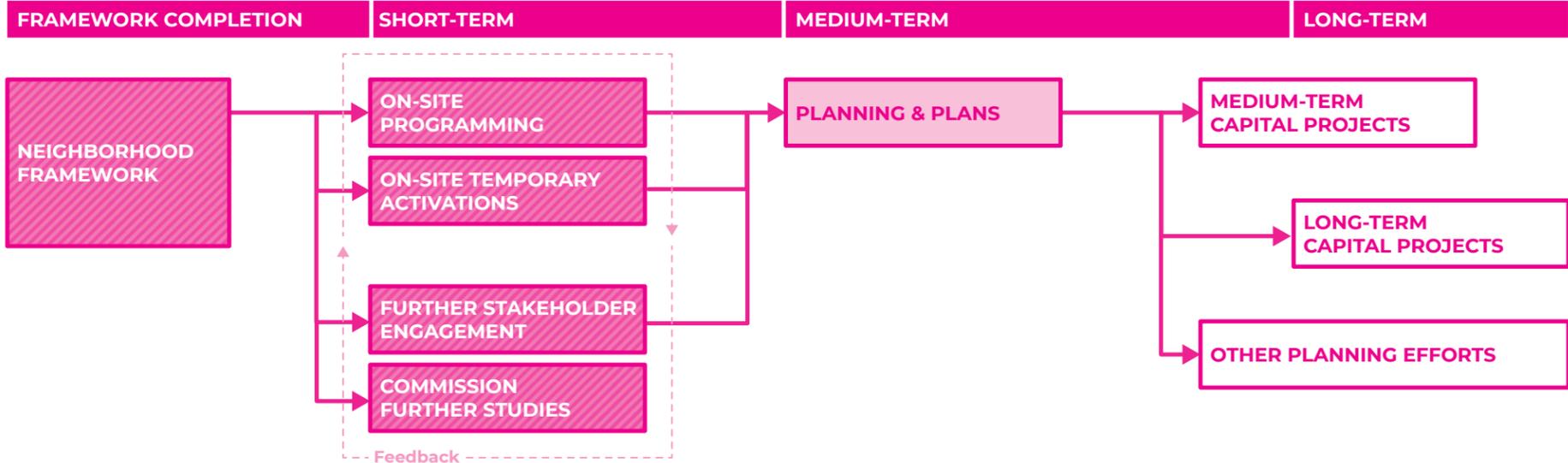
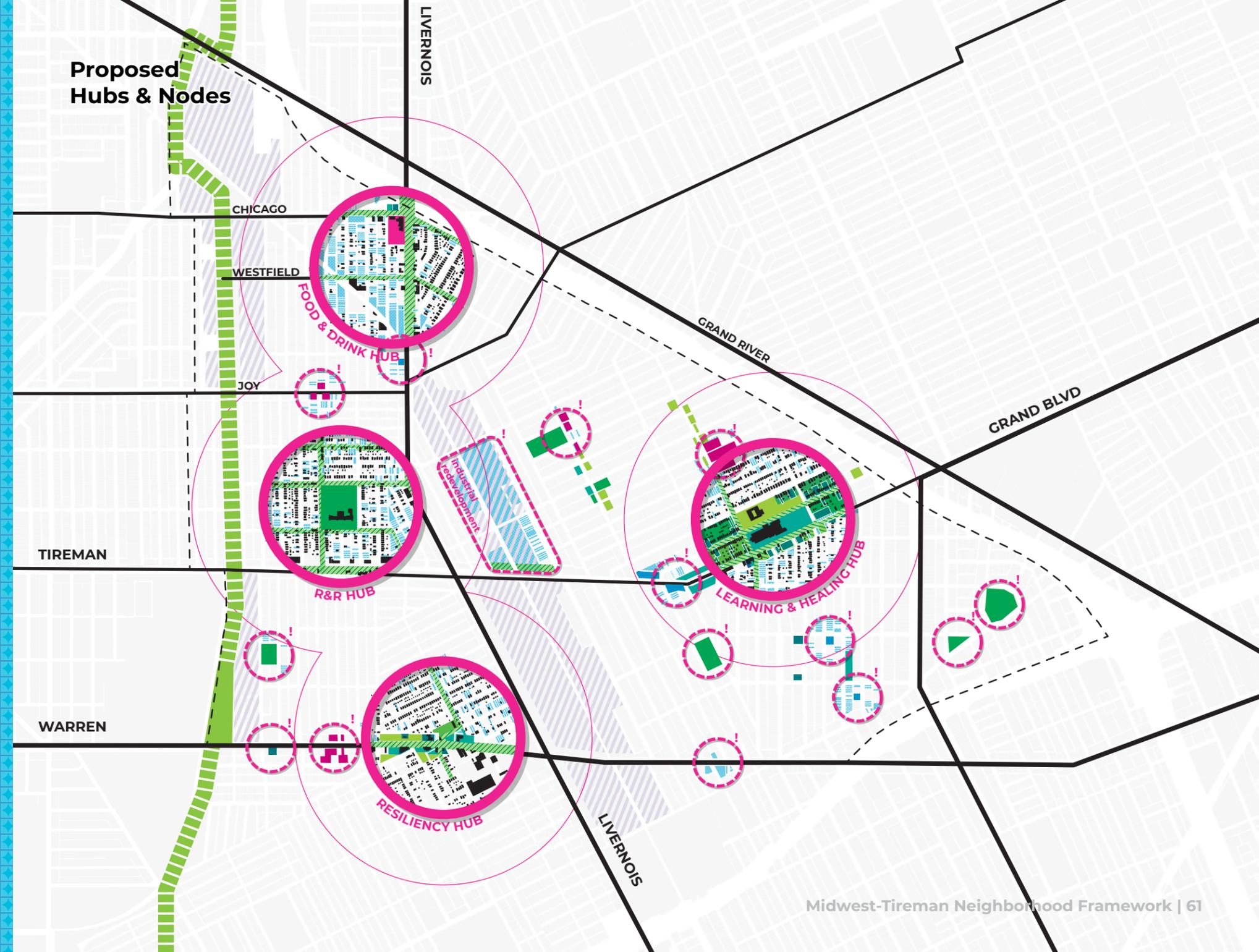
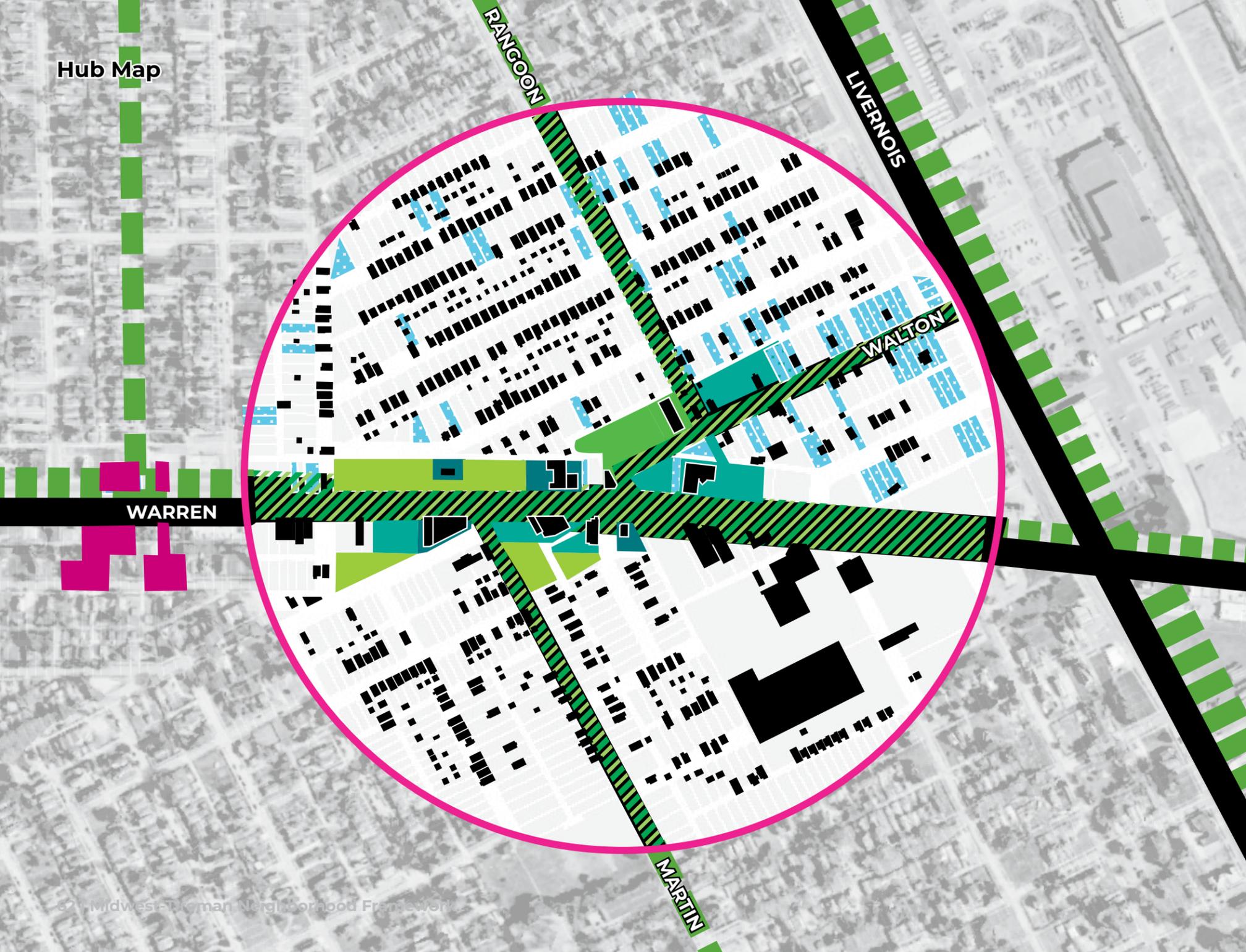


Image: Sheri Burton Representing the Midwest Civic Council of Block Clubs. Credit: Rashedul Deapon.

HUBS & NODES



Hub Map



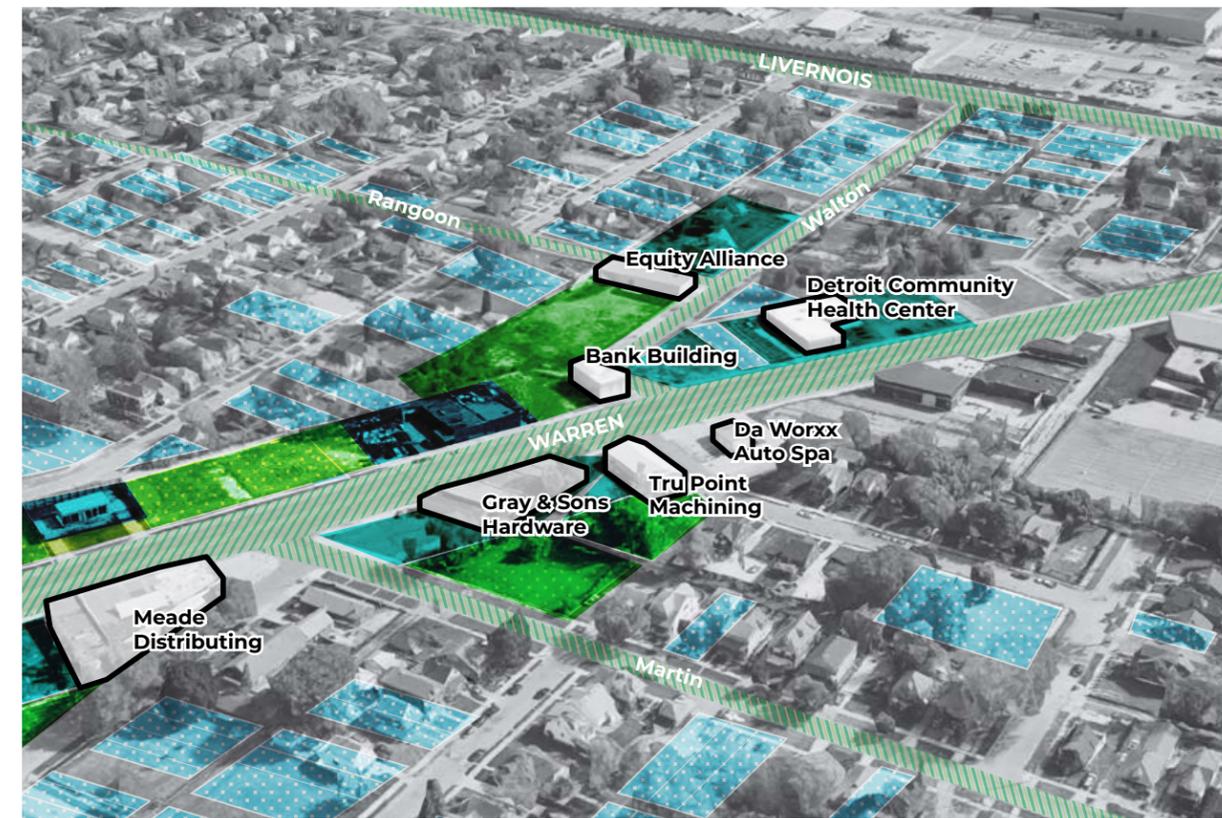
The Resiliency Hub Equity Alliance



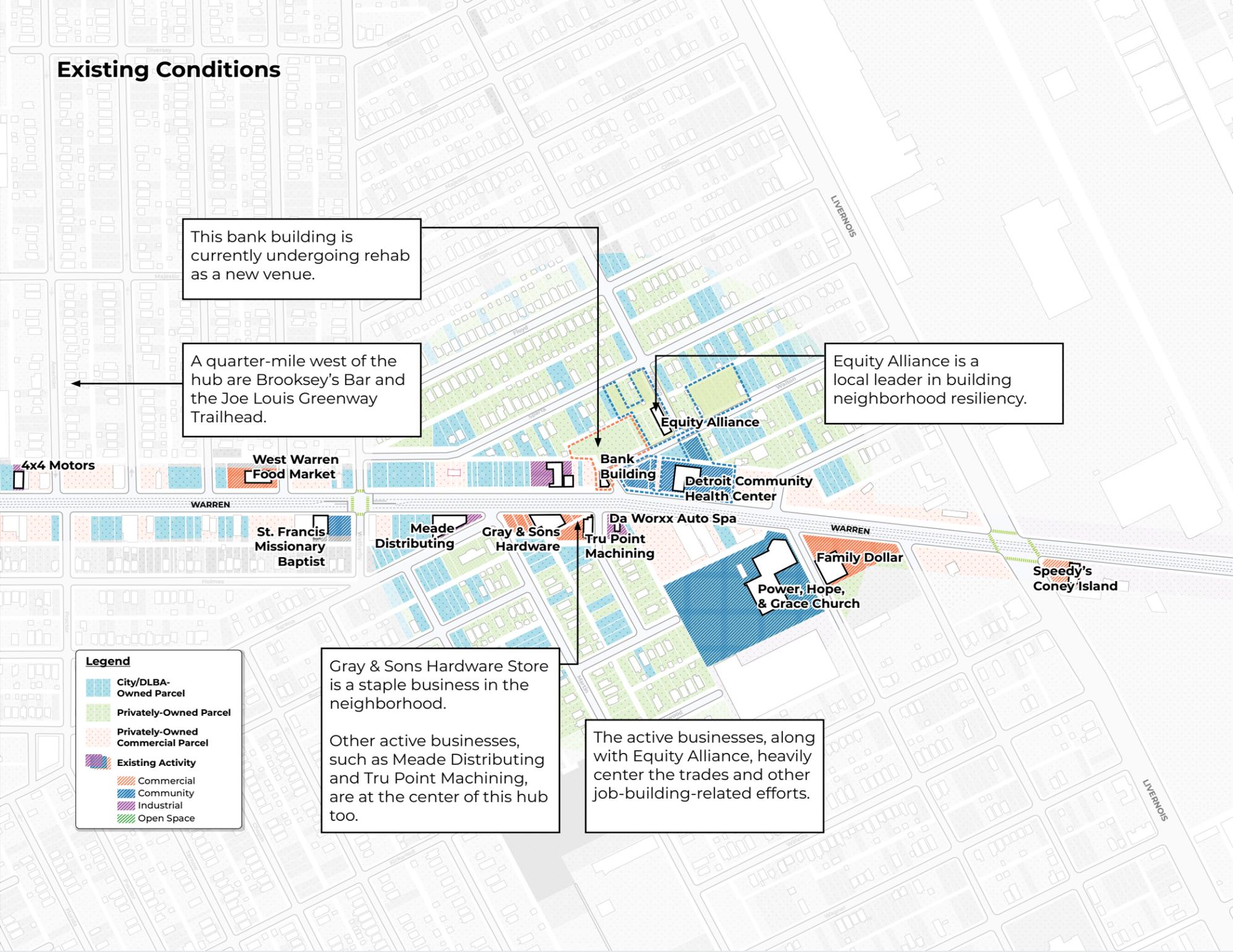
Building Upon Economic Growth

The Resiliency Hub builds upon the activity at Equity Alliance, a key community anchor, along with active and developing businesses, such as Gray's Hardware Store, Tru Point Machining, Meade Distributing, and the ongoing rehabilitation project of the bank building on Warren as key commercial and economic assets.

This hub responds to the neighborhood need for job training—particularly regarding trades and construction—as well as economic growth and community gathering space.



Existing Conditions



This bank building is currently undergoing rehab as a new venue.

A quarter-mile west of the hub are Brooksey's Bar and the Joe Louis Greenway Trailhead.

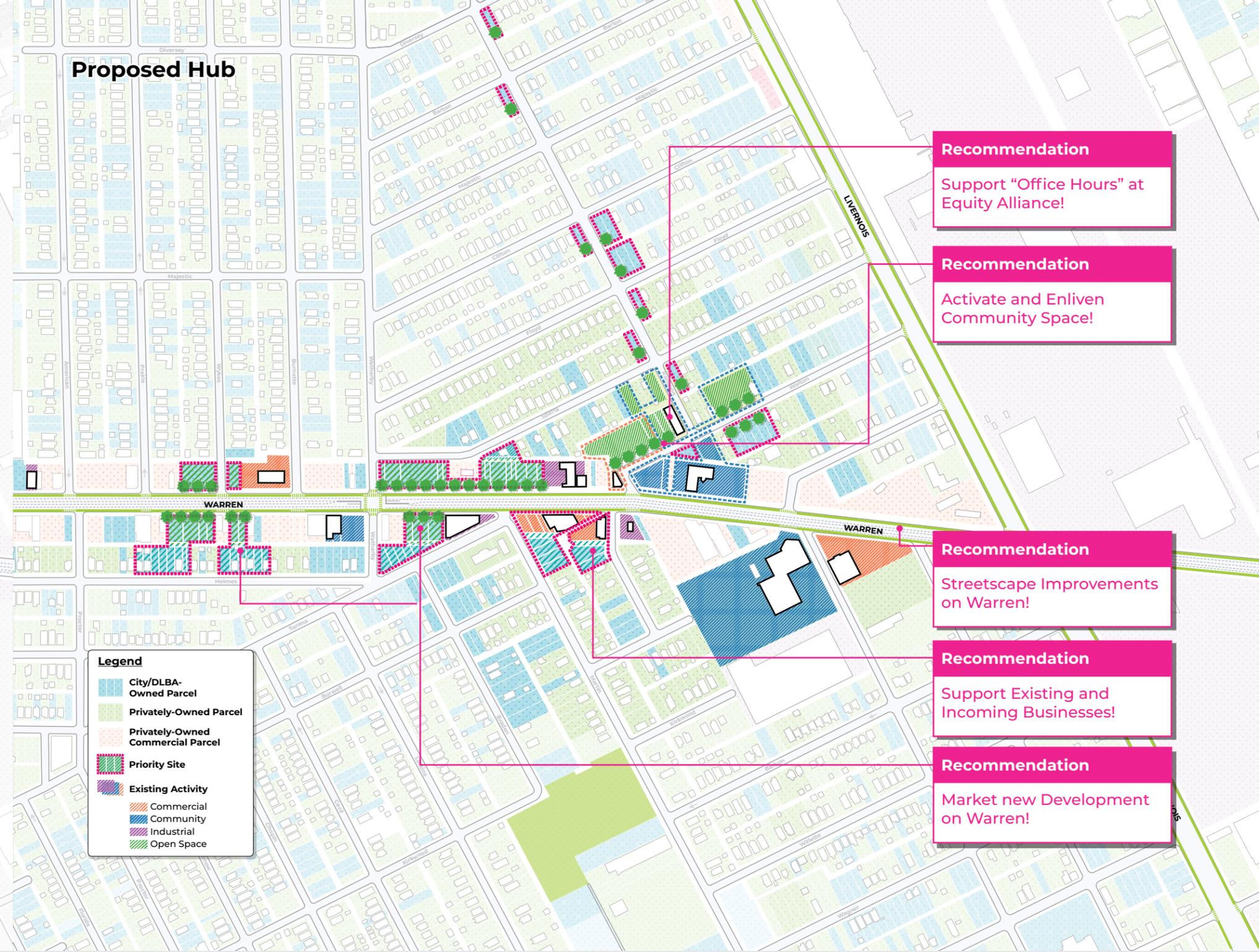
Equity Alliance is a local leader in building neighborhood resiliency.

Gray & Sons Hardware Store is a staple business in the neighborhood.

Other active businesses, such as Meade Distributing and Tru Point Machining, are at the center of this hub too.

The active businesses, along with Equity Alliance, heavily center the trades and other job-building-related efforts.

Proposed Hub



Recommendation
Support "Office Hours" at Equity Alliance!

Recommendation
Activate and Enliven Community Space!

Recommendation
Streetscape Improvements on Warren!

Recommendation
Support Existing and Incoming Businesses!

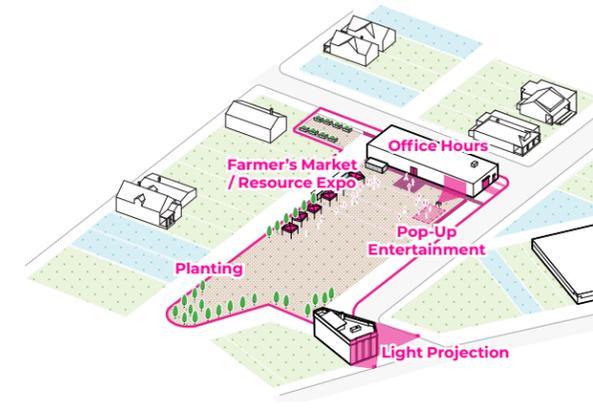
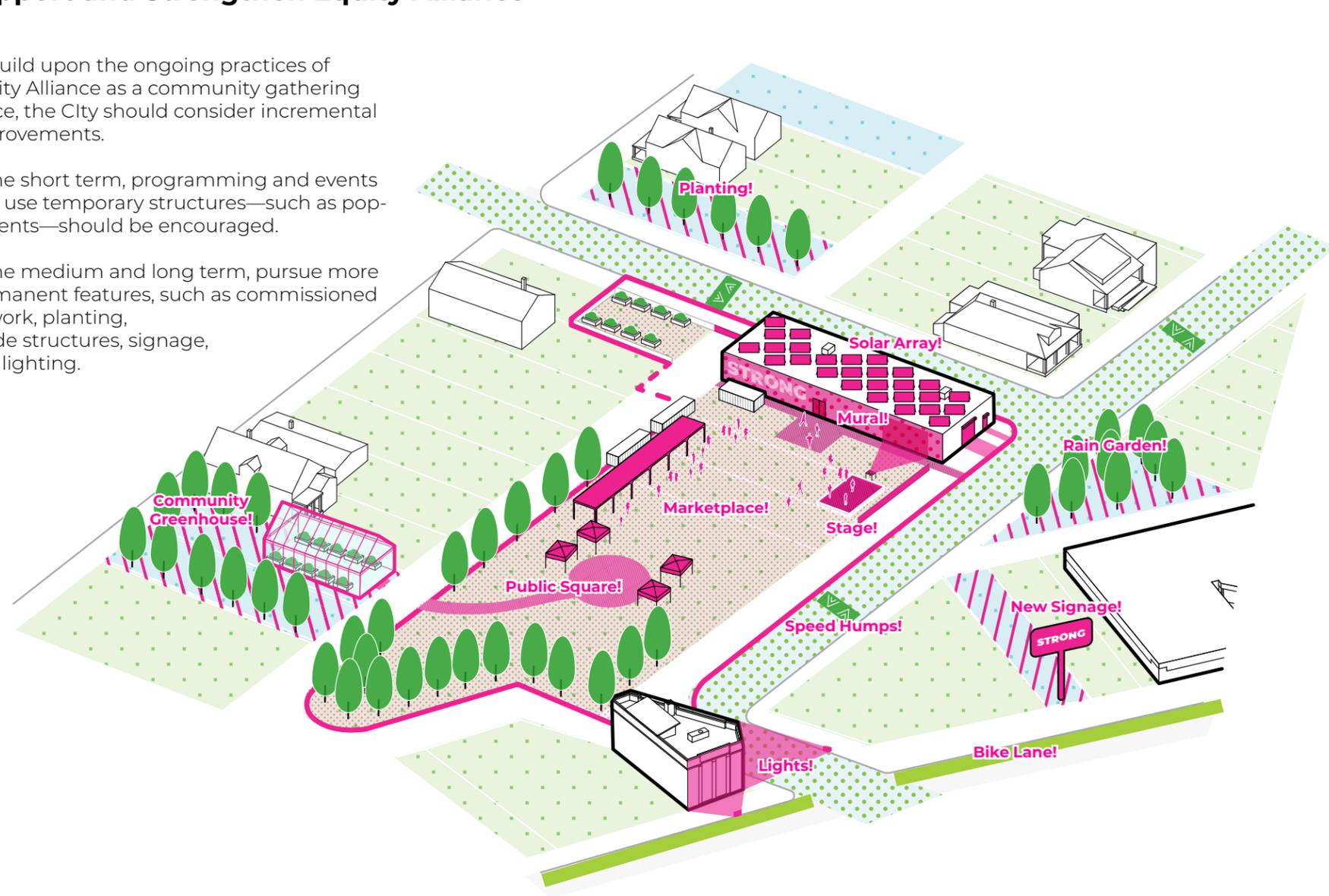
Recommendation
Market new Development on Warren!

Recommendation: Support and Strengthen Equity Alliance

To build upon the ongoing practices of Equity Alliance as a community gathering space, the City should consider incremental improvements.

In the short term, programming and events that use temporary structures—such as pop-up tents—should be encouraged.

In the medium and long term, pursue more permanent features, such as commissioned artwork, planting, shade structures, signage, and lighting.

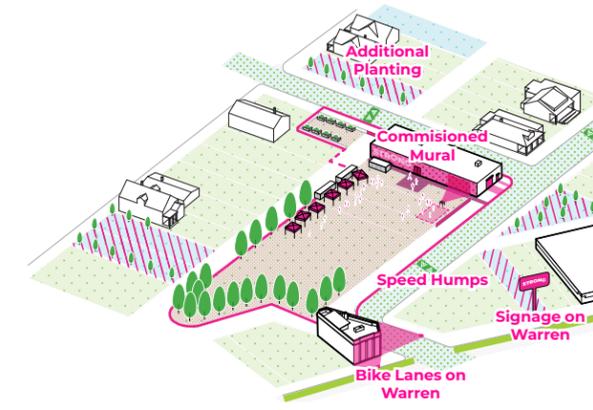


Short Term: Resource Fairs and Community Programming

- Office Hours
- Farmer's Market
- Resource Expo
- Pop-Up Entertainment
- Tree Planting

Partners

PDD
Equity Alliance
HRD
DEGC
The DONS
Greening of Detroit
Keep Growing Detroit
Eastern Market



Medium Term: Mural Art, Lighting, and Signage

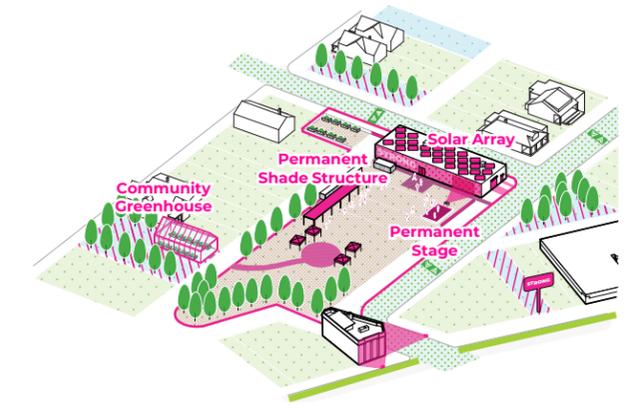
- Mural Art, Lighting, and Community Signage
- Speed Humps on Walton and Rangoon
- Bike Lanes on Warren
- Additional Tree Planting

Partners

PDD
Equity Alliance
HRD
DPW
Greening of Detroit
Design Core
Detroit Institute of the Arts
Detroit Black Farmers Land Fund
DCDC

Programs

Mural Arts Program
City Walls
Facade Improvements Program
Inside | Out



Long Term: Permanent Space Improvements

- Permanent Shade Structure
- Permanent Stage Area
- Permanent Lighting Improvements
- Solar Array
- Community Greenhouse

Partners

PDD
Equity Alliance
HRD
DPW
Keep Growing Detroit
Detroit Future City

Programs

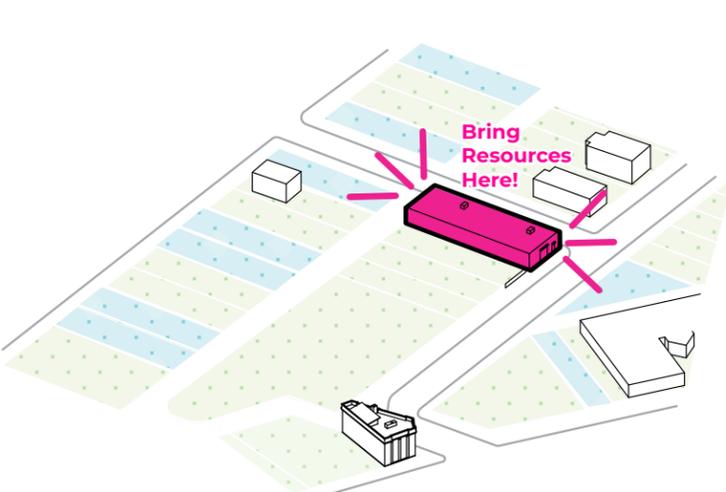
Working With Lots

**Short-Term Recommendation:
Support “Office Hours” at Equity Alliance!**



As a major community anchor, Equity Alliance has already been hosting regular meetings in their space to provide support to community members and connect residents and businessowners to resources. To build upon these efforts and kickstart the Framework in the immediate term, the City should help support and formalize these meetings as official “Office Hours,” where City representatives attend and share information and resources.

Next Steps:
PDD and Equity Alliance should propose a regular schedule and list of City personnel to attend each meeting.



**Recommendation:
Draw Attention to the Community Space**



The location of Equity Alliance off of Warren Ave, a major corridor, makes it a highly accessible community hub. Equity Alliance also owns several of the parcels surrounding their building, and are working to develop and improve the physical space.

However, the Equity Alliance building and outdoor space are not visible from Warren. The City should seek funding for physical improvements to the outdoor space—including lighting, planting, mural art, and seating—to make it more visible.

Next Steps:
Seek funding for lighting and signage improvements (through the Neighborhood Beautification Program, NeighborHUB Grant, or other improvement programs) that make Equity Alliance more visible from Warren Ave.

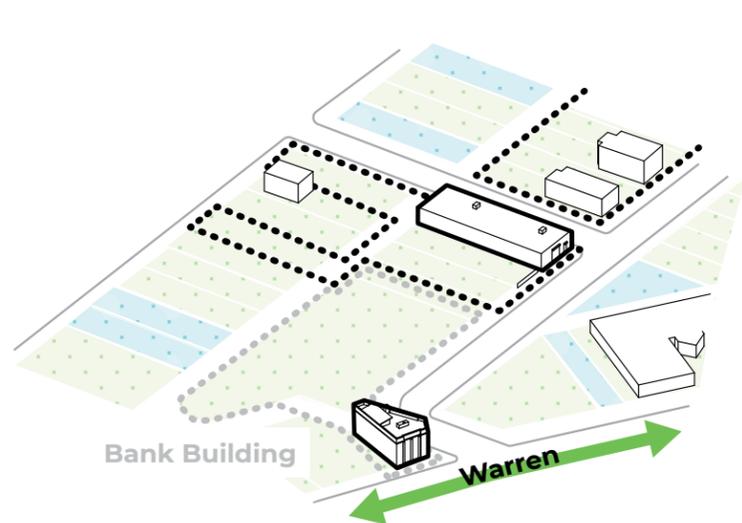


Image: From Warren Ave, Equity Alliance is hidden from view.

Spotlight: Equity Alliance

Equity Alliance is a local anchor institution and event space. They have worked not only to provide space for community gatherings and events, but also to expand food access, job training, and entrepreneurial skills in the neighborhood.



Image: An engagement event taking place inside of Equity Alliance



Image: An engagement event taking place inside of Equity Alliance

**Medium-Term Recommendation:
Streetscape Improvements on Warren**

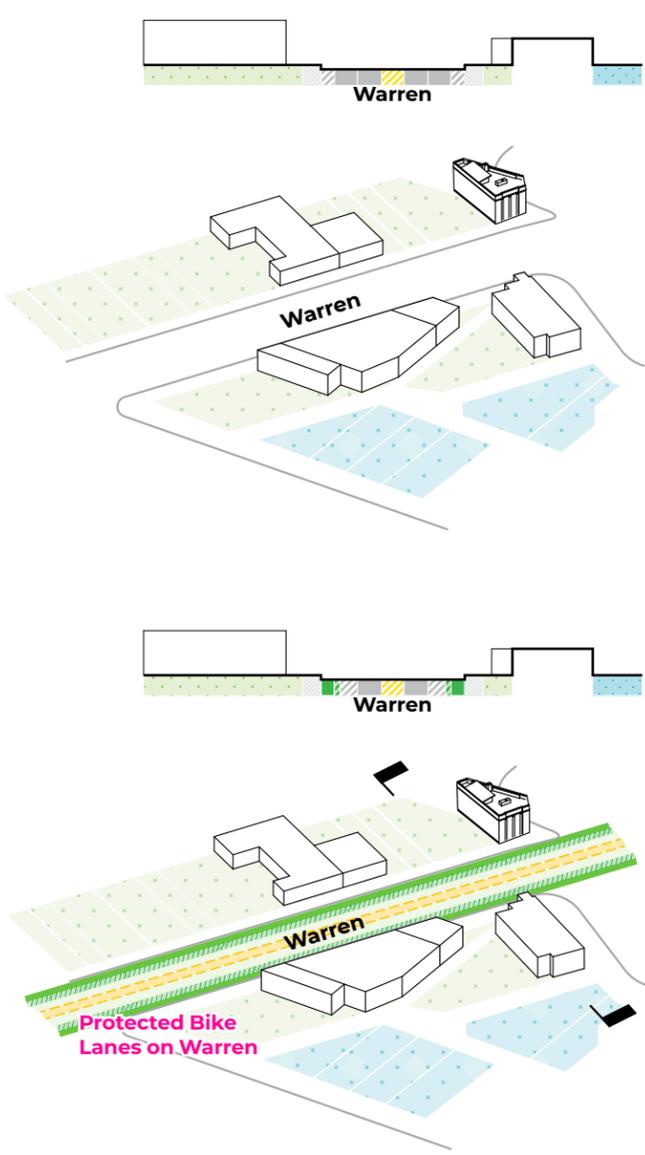


In the medium term, the City should prioritize improvements to the Warren Ave streetscape. Based on best practices, the team recommends protected, one-way bike lanes on either side of the street, with parking lanes separating bikers from traffic.

In the longer term, tree bumpouts can be strategically located in the parking lanes to further enhance the street. Trees can also be planted on City-owned vacant lots.

Next Steps:
Seek funding from the DPW Streetscape Projects Program and Safe Streets and Roads For All to make improvements on Warren. Also, secure funding from the Greening of Detroit and/or American Forests with the Office of Development and Grants for tree planting.

Prioritize and evaluate streetscape improvements. Authorize an engineer to advance the design and order a topographical survey.

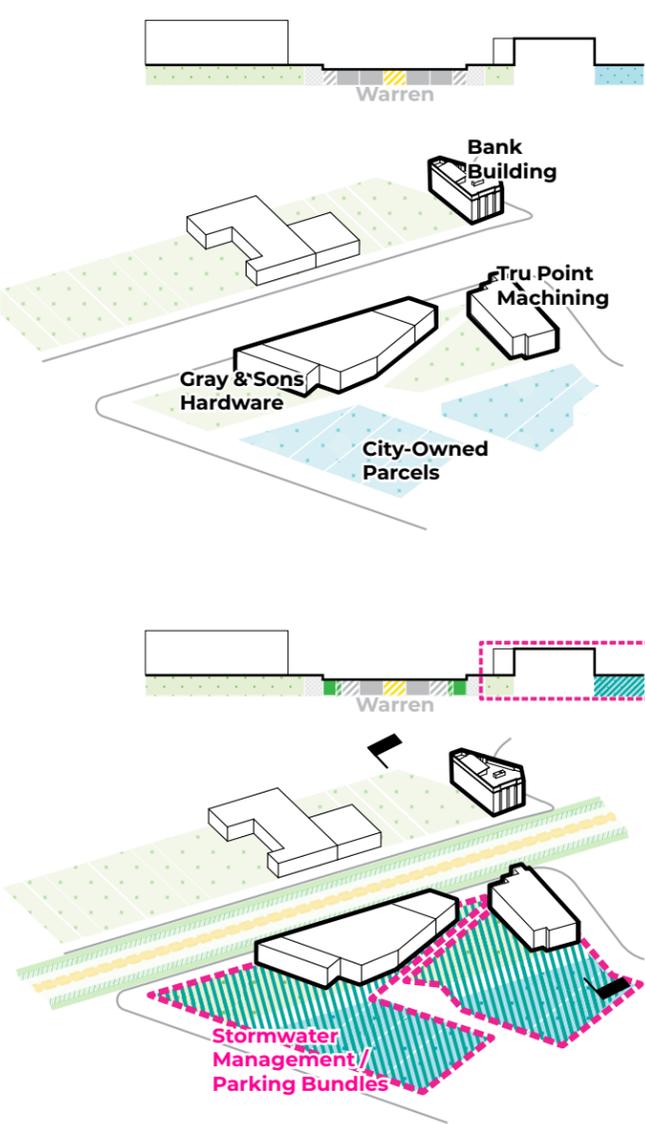


**Medium-Term Recommendation:
Support Local Businesses!**

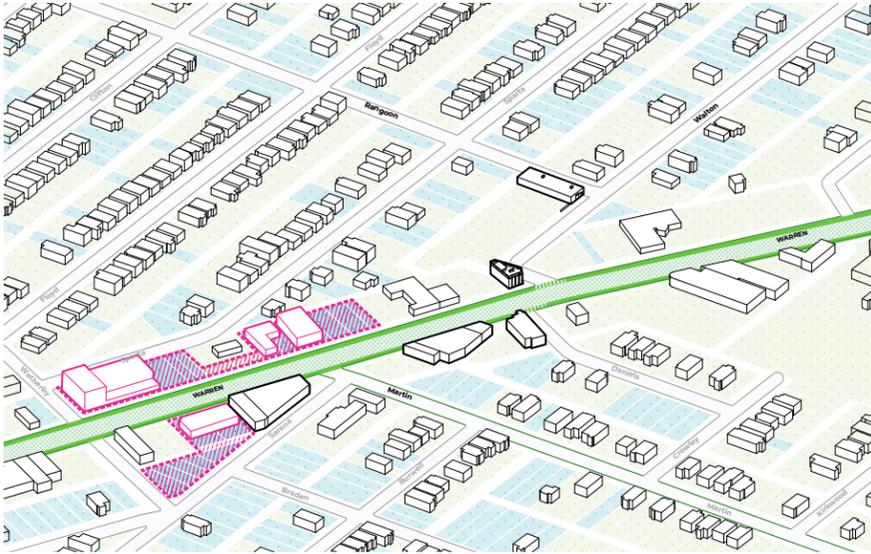


Flooding and stormwater management have been raised as major concerns from the community. The City should leverage clusters of publicly-owned parcels to support existing businesses. Parcels can be bundled for new bluegreen infrastructure, parking, or other forms of support.

Next Steps:
PDD, DLBA, and other relevant City agencies should meet to discuss potential bundling program. Explore funding sources that support raingardens and other bluegreen improvements, such as the DWSD Pilot Program, Friends of the Rouge, or the MI Capital Improvement Program.



**Long-Term Recommendation:
Bring in the New Development!**

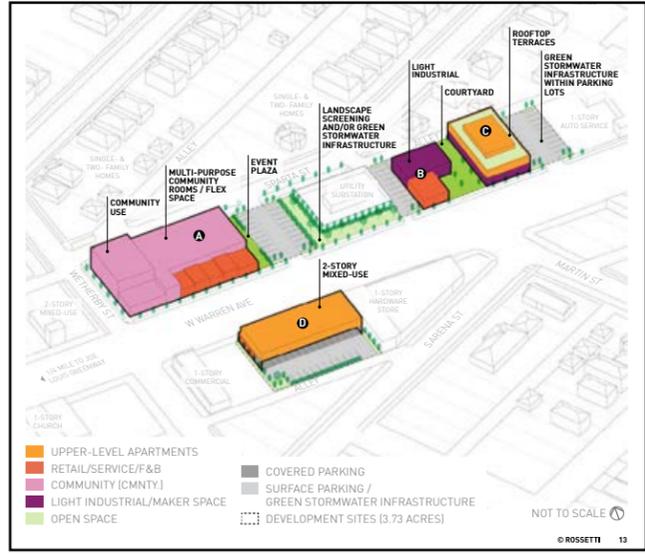


In the longer term, the City should market vacant parcels for new mixed-use commercial and/or residential development, incentivizing uses that support making, manufacturing, and economic growth. Additionally, improved street frontage should be negotiated with DTE to screen the switching station, creating a more pleasant, pedestrian-friendly streetfront.

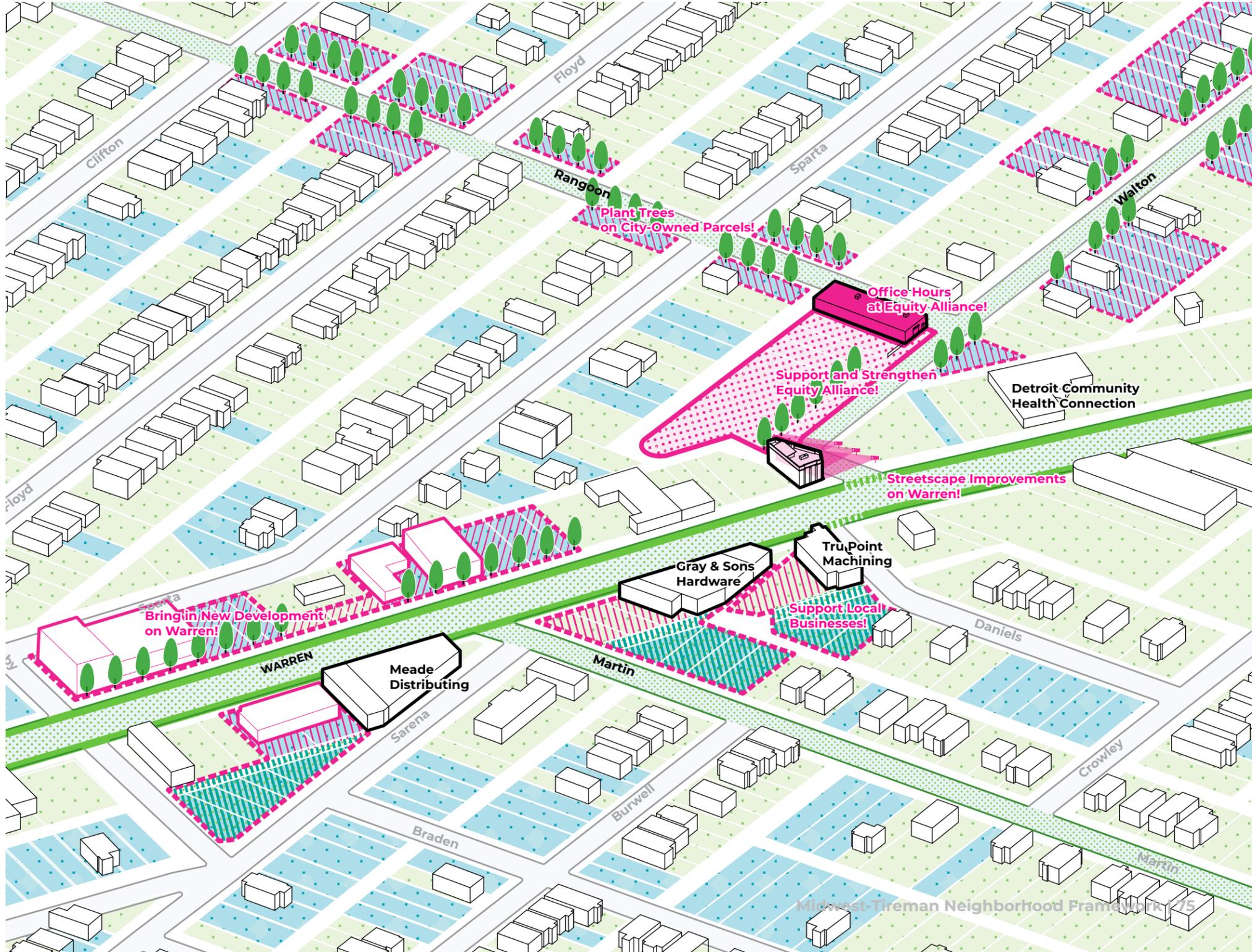
Encourage new developments to follow urban design guidelines that align with the community vision, such as mixed-use developments with active and friendly storefronts and rear parking where possible.

Next Steps:

Coordinate sale and marketing of property with all relevant entities (PDD, DLBA, DEGC, DBA, etc.). Consider a sale model similar to other Framework areas; bundle properties and release RFPs to engage developers. Engage DEGC to identify applicable subsidies and tax abatement opportunities that would encourage future development.



Draft Mixed-Use Commercial Concept by ROSSETTI. For additional information, refer to APPENDIX.



The Resiliency Hub: Implementation

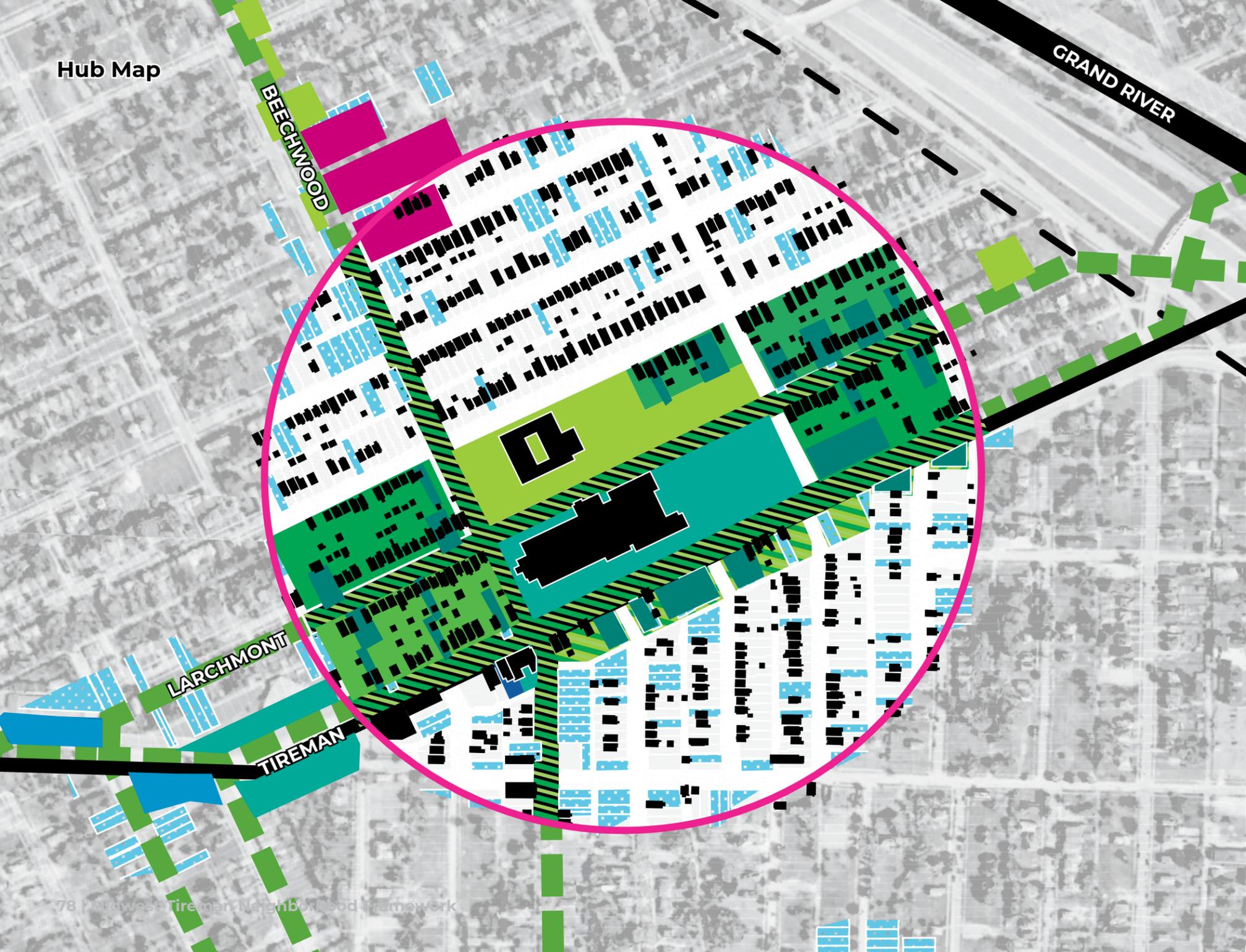
In the short-term, the City should support pop-ups and programming at Equity Alliance that help catalyze future space improvements. Also, initiate the necessary stakeholder conversations to progress the Warren streetscape improvements and future developments.

To support local businesses, consider piloting the stormwater parcel bundling program in the short-term on one site, to expand to other sites in the medium-term.

In the medium- and long-term, initiate and complete new developments on Warren.

RESILIENCY HUB: RECOMMENDATIONS	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONs	HRD	DPW	DDOT	DEGC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Support and Strengthen Equity Alliance	Continue conversations with Equity Alliance to plan future space improvements.	Coordinate "office hours," pop-up events, and other activations at Equity Alliance .	Seek funding for and commission artwork, lighting and signage around Equity Alliance .	Support Equity Alliance in creating a master plan for their properties.	Implement artwork, lighting, and signage around Equity Alliance .	Implement more permanent space improvements at Equity Alliance .	●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> • Equity Alliance • Midwest Civic Council of Block Clubs • United Block Club Council • Local Businesses • The Blue Bird Inn • Class Act Detroit 	<ul style="list-style-type: none"> • Greening of Detroit • Keep Growing Detroit • Joe Louis Greenway • Eastern Market • Design Core • Detroit Institute of the Arts • Detroit Black Farmers Land Fund • Detroit Future City • DCDC 	<ul style="list-style-type: none"> • Mural Arts Program • City Walls • Facade Improvements Program • Inside Out (Detroit Institute of the Arts) • New Economy Initiative: Community Foundation of SE Michigan • Metro Detroit Black Business Alliance • CDBG Neighborhood Opportunity Fund • ProsperUs, TechTown, BUILD • Michigan Impact Grant • Working With Lots • US Forest Service's Urban and Community Forest Program • Detroit Regional Chamber NeighborHUB Grant*
				Explore / seek funding for street improvements on Walton and Rangoon.	Implement street improvements on Walton and Rangoon.													
Warren Avenue Streetscape Improvements and Local Business Support	Seek funding from DPW/ Greening of Detroit for future street improvements.			Engage and authorize engineer to advance streetscape design.	Implement bike lanes and lane redesign on Warren.	Implement tree bumpouts and planting on Warren.	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> • Equity Alliance • Local Businesses on Warren 	<ul style="list-style-type: none"> • Greening of Detroit • Keep Growing Detroit • Detroit Future City 	<ul style="list-style-type: none"> • DPW Streetscape Projects (2024) • DPW Complete Streets • MI Transportation Alternatives Program (TAP) • Safe Streets and Roads For All • MI Capital Improvement Program • DWSD Pilot • Friends of the Rouge • Motor City Match ReStore Track • Facade Improvement Program • MEDC Collateral Support Program • Grow Michigan II, LLC 	
	Discuss parcel bundling program w/ City depts . Engage businesses to assess needs.		Pilot stormwater parcel bundling program w/ City depts .		Implement one stormwater bundling pilot on Warren Avenue.													
New Development on Warren Avenue	Engage DEGC to identify tax abatement opportunities.		Secure funding and draft RFPs for future mixed use development on Warren.	Commission and complete the scope identified in the RFP.		Authorize construction of new development on Warren.	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> • Local Businesses on Warren 	<ul style="list-style-type: none"> • DTE Energy • Greening of Detroit 	<ul style="list-style-type: none"> • DEGC Commercial Rehabilitation Act • DEGC Commercial Redevelopment Act • New Markets and Brownfield Tax Credits 	
	Engage DTE to negotiate better street frontage at switching station on Warren.		Release RFPs for mixed-use commercial development on Warren.															

Hub Map

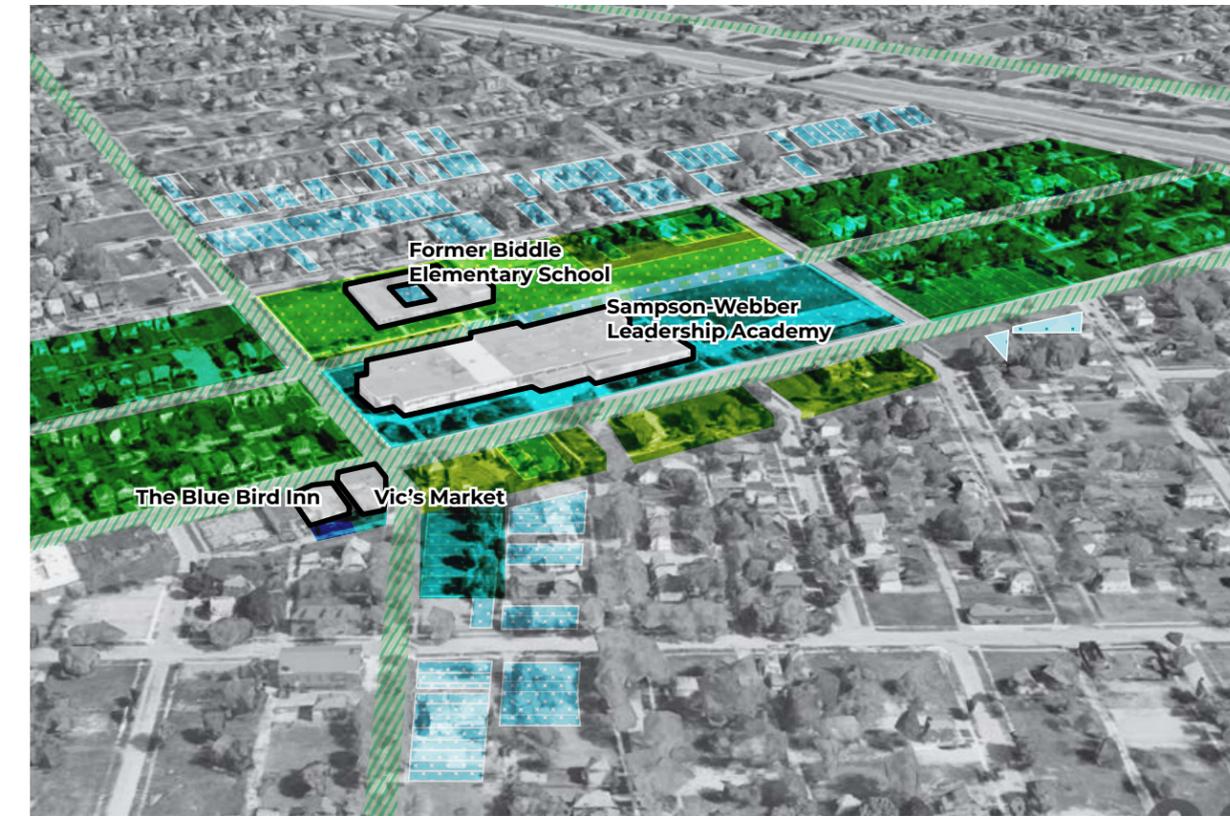


The Learning and Healing Hub Sampson-Webber Leadership Academy



Building Upon Neighborhood Stability

This neighborhood hub builds upon the activity at Sampson-Webber Leadership Academy, the largely intact single-family homes and duplexes on Larchmont, and the location of local churches Luz Del Mundo, Ark of Deliverance, and Greater Apostolic as key neighborhood assets.



Existing Conditions

Proposed Hub

The Orsel-McGhee House played an important role in the Civil Rights Movement.

Historic Orsel-McGhee House

Former Biddle Elementary Building

Sampson-Webber Leadership Academy

Vic's Market

Historic Blue Bird Inn

Ark of Deliverance Revival Center

Greater Apostolic Church

Iglesia La Luz Del Mundo

Rite-Way Hardware
Fraser Drugstore

Blithesome Hillcrest Home

African Bead Museum

There's a lot of existing activity across I-96, including the African Bead Museum, the Hillcrest Home, and multiple businesses.

Many of the single-family homes and duplexes on Larchmont are occupied and well-maintained.

The Blue Bird Inn is a historic jazz club, currently undergoing renovation by the Detroit Sound Conservancy; and Vic's Market was a local grocery store.

Sampson-Webber Leadership Academy is the only active public school in the neighborhood. It hosts 350 (and counting!) students from K-8th Grade.

Recommendation
Renovate Vacant Homes on Larchmont!

Recommendation
Consider Pedestrian Cut-Through on Larchmont!

Recommendation
Tactically Activate Biddle as a New Community Safe Space!

Recommendation
Strengthen the Crossroads at Tireman & Beechwood!

Recommendation
Market New Mixed-Use Development on Tireman!

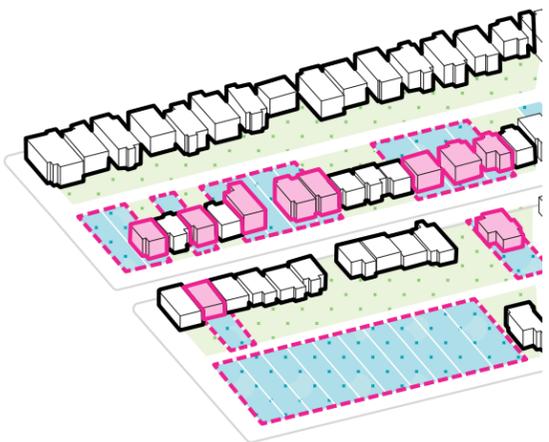
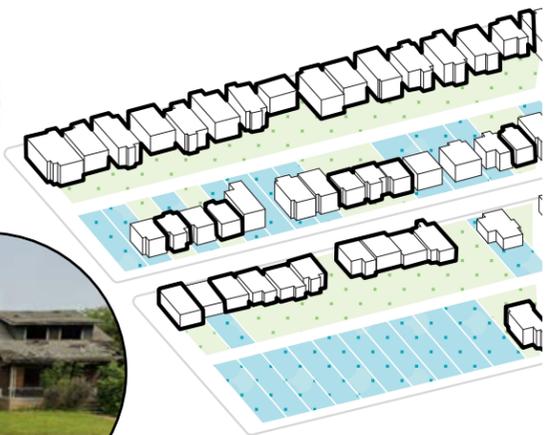
Legend

- City/DLBA-Owned Parcel
- Privately-Owned Parcel
- Privately-Owned Commercial Parcel
- Existing Activity
 - Commercial
 - Community
 - Industrial
 - Open Space

Legend

- City/DLBA-Owned Parcel
- Privately-Owned Parcel
- Privately-Owned Commercial Parcel
- Priority Site
- Existing Activity
 - Commercial
 - Community
 - Industrial
 - Open Space

**Short-Term Recommendation:
Stabilize Vacant Homes on Larchmont**

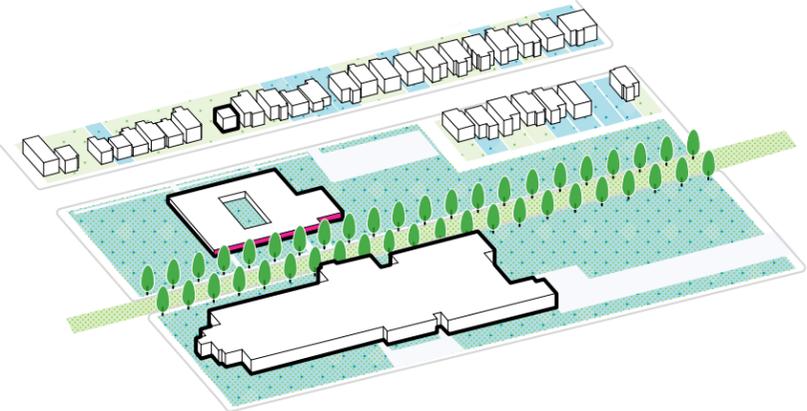
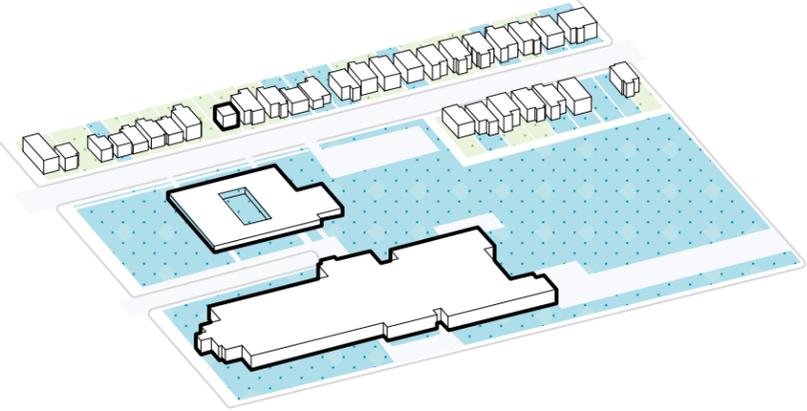


Larchmont and Tireman contain many occupied and well-maintained single-family homes and duplexes. However, these blocks also contain vacant, City- and DLBA-owned homes in interspersed between occupied ones.

To further stabilize this street, where there is already existing investment, the team recommends prioritizing the vacant homes on Larchmont for rehabilitation.

Next Steps:
Meet with DLBA to coordinate rehabilitation efforts; explore funding through the HUD Healthy Homes Production Block Grant Program.

**Short-Term Recommendation:
Larchmont Cut-Through**



To further stabilize and stitch together Larchmont street, the City should consider a tree-lined, pedestrian and bike “cut-through” between Sampson-Webber and the Biddle building. Currently, this large field is fenced-off, creating dead ends. A cut-through would expand residents’ access to open space. Other neighborhood cut-throughs, such as the Meade Cut-Thru in East Davison/Banglatown, may serve as a precedent for Larchmont.

Next Steps:
Initiate communication with DPW, DDOT, HRD, DPSCD, DPRD, GSD, and other related departments, along with representatives from Sampson-Webber Leadership Academy and the Larchmont-Tireman Block Club. Consider dividing the parcel and/or other necessary ROW adjustments. Explore partnership with the Greening of Detroit for tree planting.

Release an RFP for the project and future development.

Medium-Term Recommendation: Activate Biddle as a New Community Safe Space

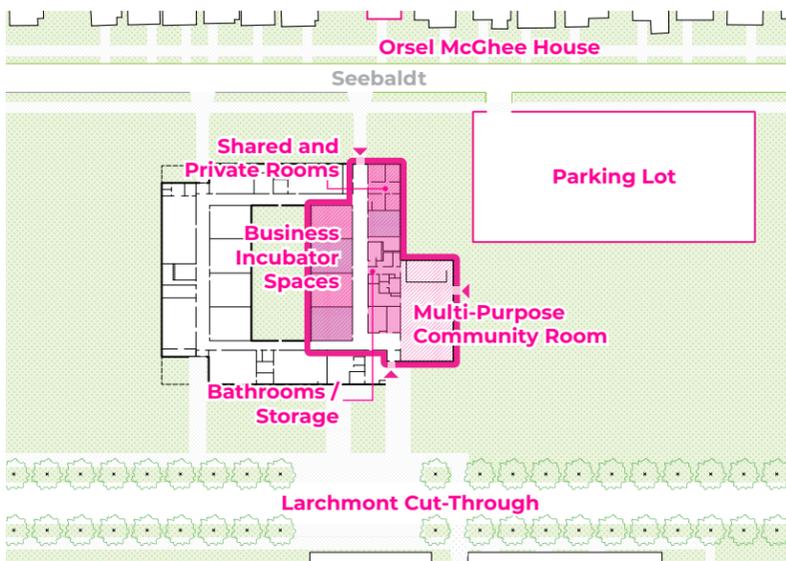
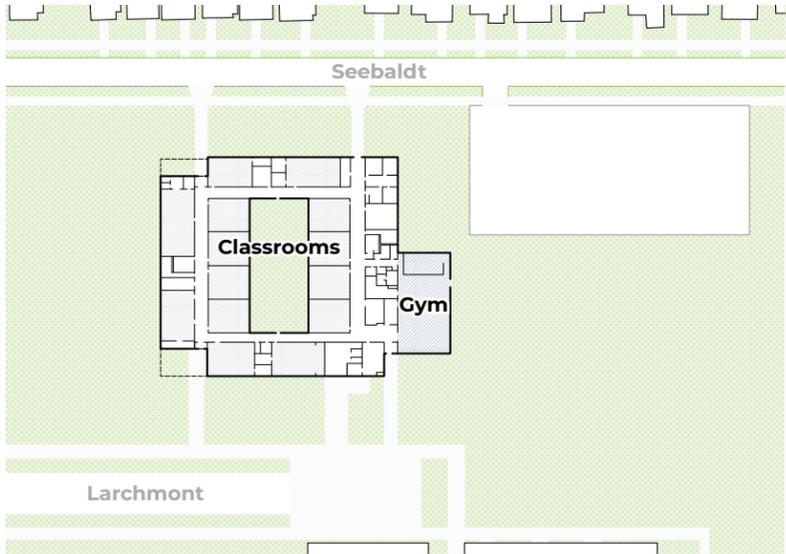


Next, the City should consider the tactical preservation of a portion of the Biddle School building. A study of the building by Interboro in 2021 found that its condition was relatively good, at the time.

The gymnasium, bathrooms, a number of classrooms, and the respective portion of the corridor could be renovated and reused as a new community safe space, centered on youth recreation. Classrooms could also be used as business incubator spaces, walk-in health clinics, or private rooms for calls and conferences. The remaining portion of the building could be mothballed.

Next Steps:
Initiate communication with DPSCD and Parks and Recreation to discuss feasibility of tactical activation project. Explore funding from DPS' Facility Masterplan Program, the Neighborhood Beautification Program, and/or the NeighborHUB Grant.

Evaluate proposals for community spaces nearby to identify partner community members, block clubs, and organizations that would support this initiative.



Spotlight: Biddle Elementary Building

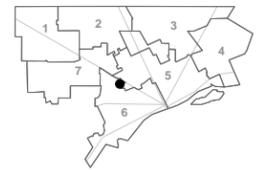
In 2021, Interboro completed a study on vacant school sites for the City a number of years ago, where the conditions of each school were assessed. At the time of the study, Biddle was identified as one of the schools with the highest condition score, indicating that it would likely require less resources to rehabilitate the building.

This makes Biddle a strategic choice for partial renovation—especially the auditorium, which is adjacent to bathrooms, storage spaces, and the required corridor.

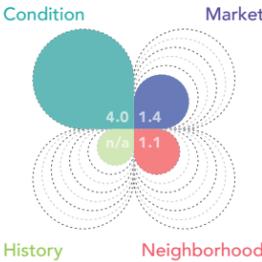


North elevation of Biddle, with the gymnasium visible in the background, Interboro, 2021.

6 Biddle

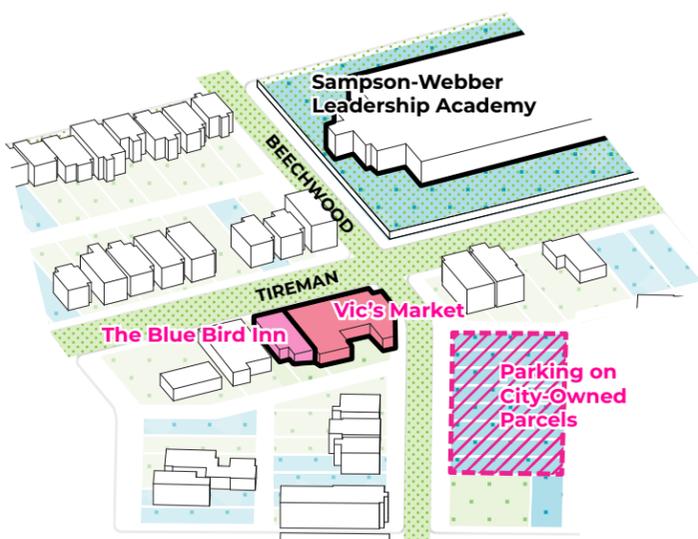


Address: 4601 Seebaldt
 District: 6
 SNF Area: n/a
 Owner: DPSCD
 Gross Floor Area: 30,180 sf
 Site Area: 12.6 ac
 Floors: 1
 Plan Type: O
 School Type: Primary
 Year Built: 1963, 1964
 Zoning: R2
 Base Rehab Cost (est): \$519K
 Total Rehab Cost (est): \$7.2M



District 6: Biddle Overview, After School: Detroit Historic Vacant School Property Study, Interboro, 2021

**Medium-Term Recommendation:
Strengthen the Crossroads at Tireman & Beechwood**



The “crossroads” at Tireman and Beechwood represents a key location for increased investment. The area is highly accessible by transit, and contains an active school, occupied houses, and a historic neighborhood asset in the Blue Bird Inn.

The City should support and strengthen the crossroads by supporting the ongoing activity. Support Vic’s Market in renovating, or attract a new small grocery store to the building. Support the Blue Bird Inn in its marketing efforts, and by reserving vacant City-owned parcels for parking and/or overflow space.

Next Steps:

Continue to engage with and support the Detroit Sound Conservancy in its efforts to rehabilitate the Blue Bird Inn. Further investigate the status of Vic’s Market and work to restore a small-scale grocery or convenience store at this hub.

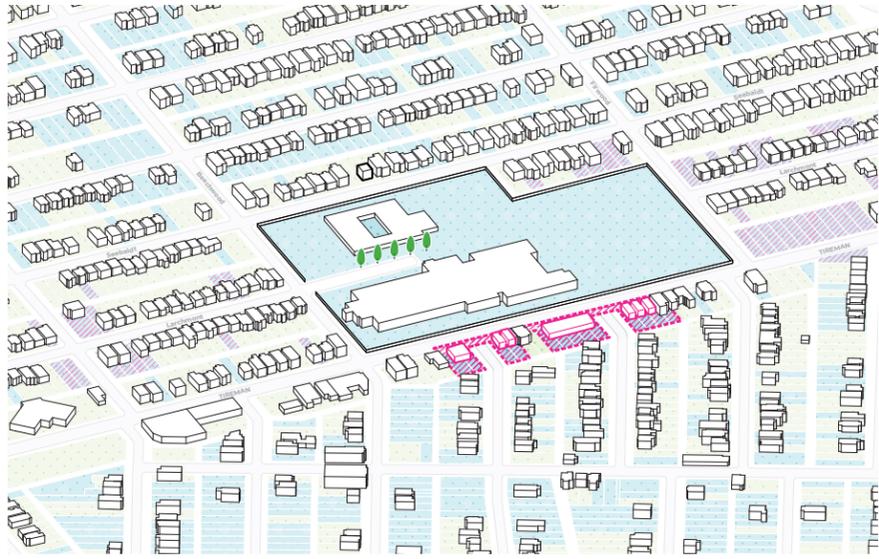
Spotlight: The Blue Bird Inn

The Blue Bird Inn is a historic jazz nightclub, currently undergoing renovation by the Detroit Sound Conservancy. The venue represents a significant piece of the neighborhood’s history, as well as the history of jazz and blues as a whole. Bringing this iconic nightclub back to the neighborhood is a great way to draw people to Midwest, create a space for residents to gather, and honor the legacy of the neighborhood.



Image: Front door of the Blue Bird Inn, 2023.

**Long-Term Recommendation:
Market New Development on Tireman**



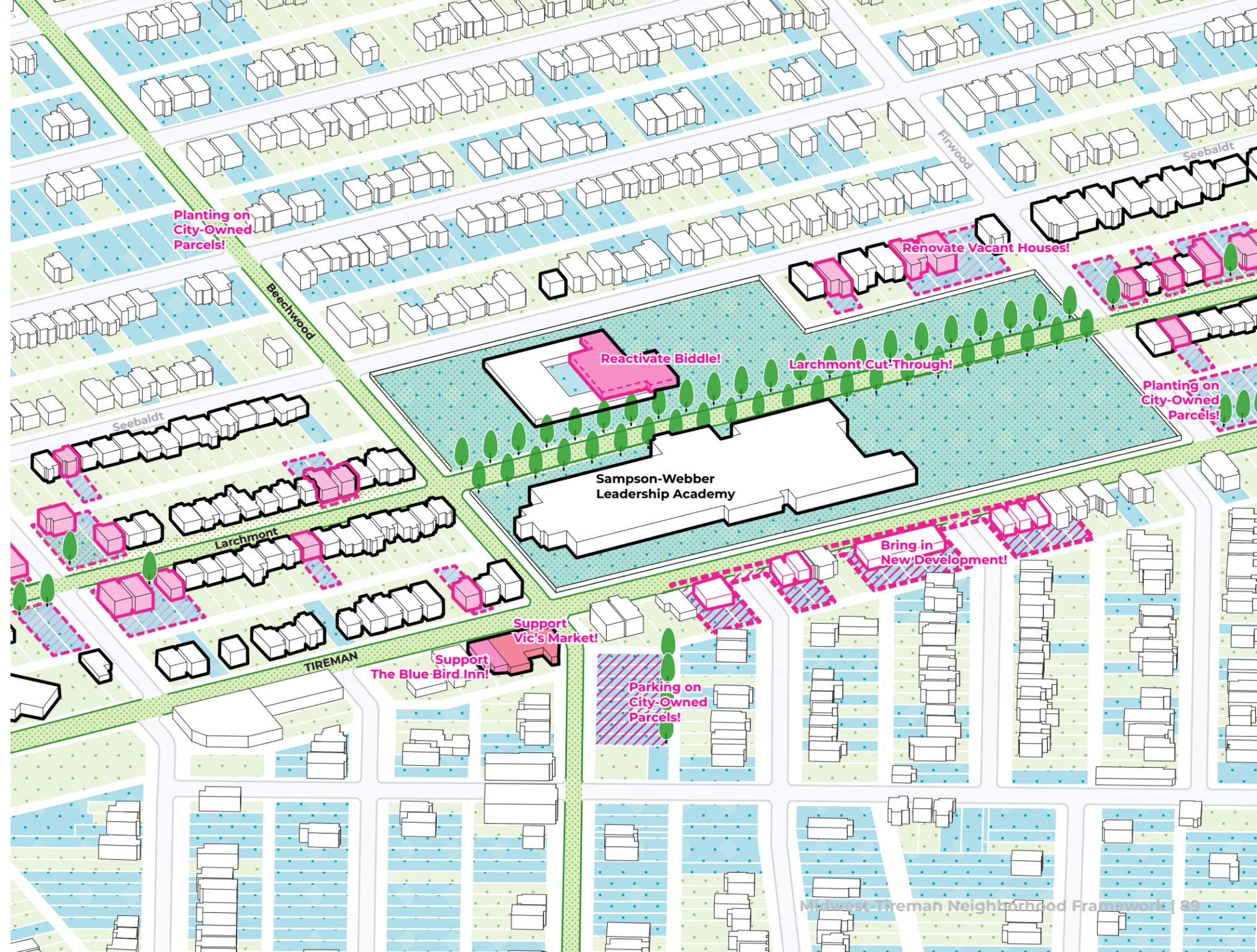
In the long term, the City should market the vacant parcels on Tireman for new mixed use development.

Next Steps:

Coordinate sale and marketing of property with all relevant entities (PDD, DLBA, DEGC, DBA, etc.). Consider a sale model similar to other Framework areas; bundle properties and release RFPs to engage developers. Engage DEGC to identify applicable subsidies and tax abatement opportunities that would encourage future development.



Draft Mixed-Use Commercial Concept by ROSSETTI. For additional information, refer to APPENDIX.



The Learning & Healing Hub: Implementation

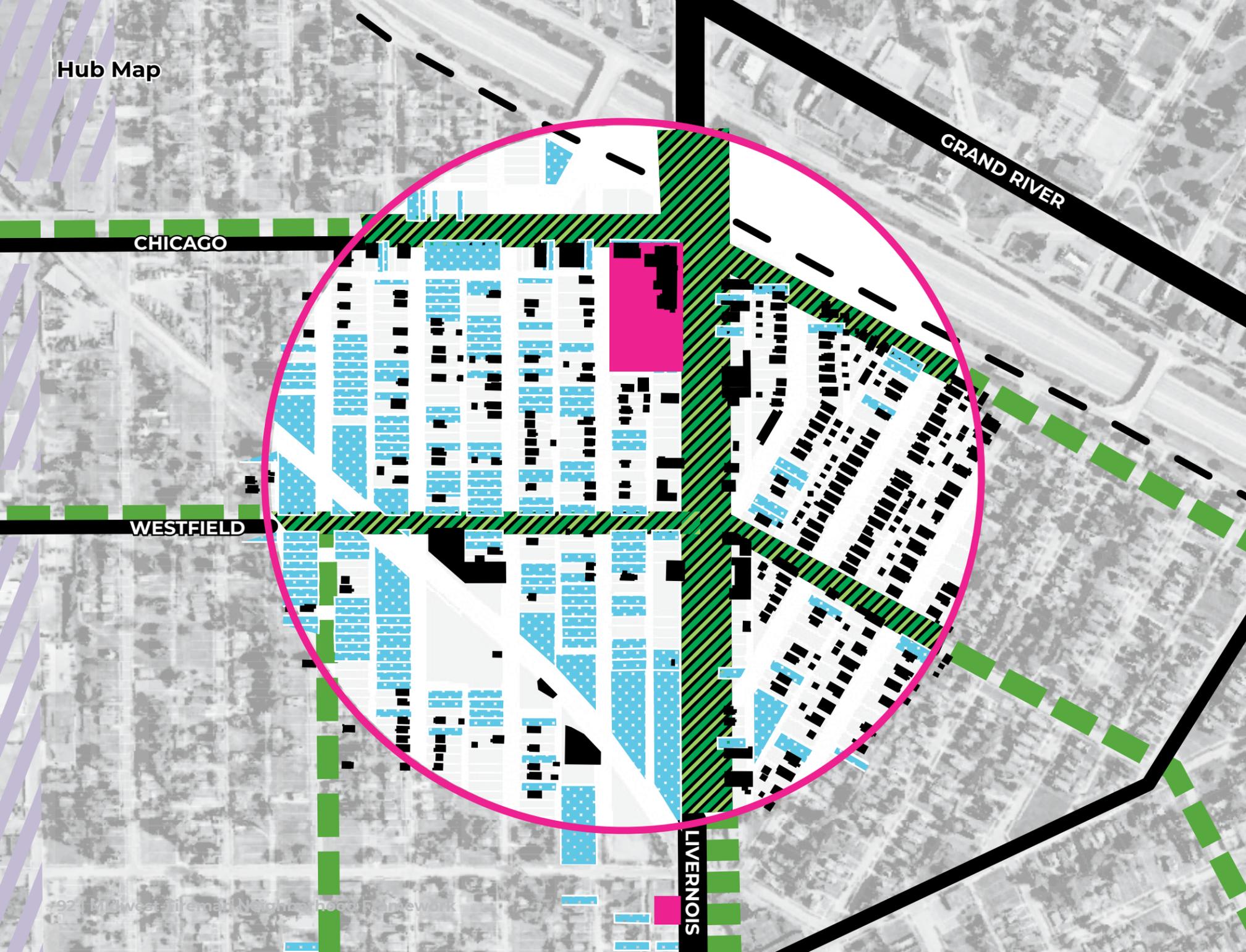
In the short-term, the City should initiate the necessary stakeholder conversations to progress the home rehabs, Larchmont Cut-Through, Biddle activation, and the new development on Tireman.

Pop-up events could be utilized to raise awareness and generate support for the Cut-Through and Biddle projects, while also supporting youth programming from Class Act Detroit, and programming at the Blue Bird Inn.

In the medium- and long-term, initiate capital projects and home rehabs.

LEARNING & HEALING HUB: RECOMMENDATION	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONs	HRD	DPW	DDOT	DECC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Stabilize, Strengthen, and Activate Larchmont	Initiate dialogue with DBLA and HRD about rehab of vacant homes on Larchmont; seek funding.			Create more detailed phasing plan for home rehabs on Larchmont.	Rehabilitate vacant City-owned houses on Larchmont.	Continue rehabilitating vacant City-owned houses in and around this hub.										<ul style="list-style-type: none"> • Sampson-Webber Leadership Academy • Larchmont-Tireman Block Club • Class Act Detroit • Local Churches 	<ul style="list-style-type: none"> • Greening of Detroit • Arts and Scraps 	<ul style="list-style-type: none"> • Own It Now • HUD Healthy Homes Production Block Grant Program • MI Transportation Alternatives Program • DPS Facility Masterplan • City of Detroit Neighborhood Beautification Program • Detroit Regional Chamber NeighborHUB Grant • Safe Routes to Schools
	Engage Sampson-Webber, GSD, DPW, and DPSCD to discuss Cut-Through.	Host community pop-up event to raise awareness about Cut-Through project.	Commission feasibility study for Larchmont Cut-Through; seek funding opportunities.		Implement Larchmont Cut-Through project.		●	●	●	●	●	●	●	●	●			
	Engage Sampson-Webber, DPSCD, and community to discuss Biddle activation.	Support youth programs w/ Class Act and Sampson-Webber ; build support for Biddle activation.	Commission feasibility study for Biddle activation; seek funding opportunities.	Release RFP for Biddle activation project.	Implement Biddle activation project.													
Strengthen the Crossroads at Tireman and Beechwood	Engage with Vic's Market* . Continue engagement with Sampson-Webber and the Blue Bird Inn .	Support programming at the Blue Bird Inn .	Bundle City-owned parcels around the crossroads for parking/stormwater.				●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> • Sampson-Webber Leadership Academy • The Blue Bird Inn (Detroit Sound Conservancy) • Vic's Market* • Larchmont-Tireman Block Club • Local Churches 	<ul style="list-style-type: none"> • Greening of Detroit 	<ul style="list-style-type: none"> • MI Transportation Alternatives Program • US Forest Service's Urban and Community Forest Program • Safe Routes to Schools 	
				Engage with GSD/DPW to discuss planting and other street improvements on Tireman.	Plant trees on City-owned sites on Tireman.													
New Development on Tireman	Engage DEGC to identify tax abatement opportunities for new development.			Secure funding and draft RFPs for future mixed use development on Tireman.	Release RFPs for mixed-use commercial development on Tireman.	Authorize construction of new development on Tireman.	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> • Larchmont-Tireman Block Club 	<ul style="list-style-type: none"> • Greening of Detroit 	<ul style="list-style-type: none"> • DEGC Commercial Rehabilitation Act • DEGC Commercial Redevelopment Act • New Markets and Brownfield Tax Credits 	

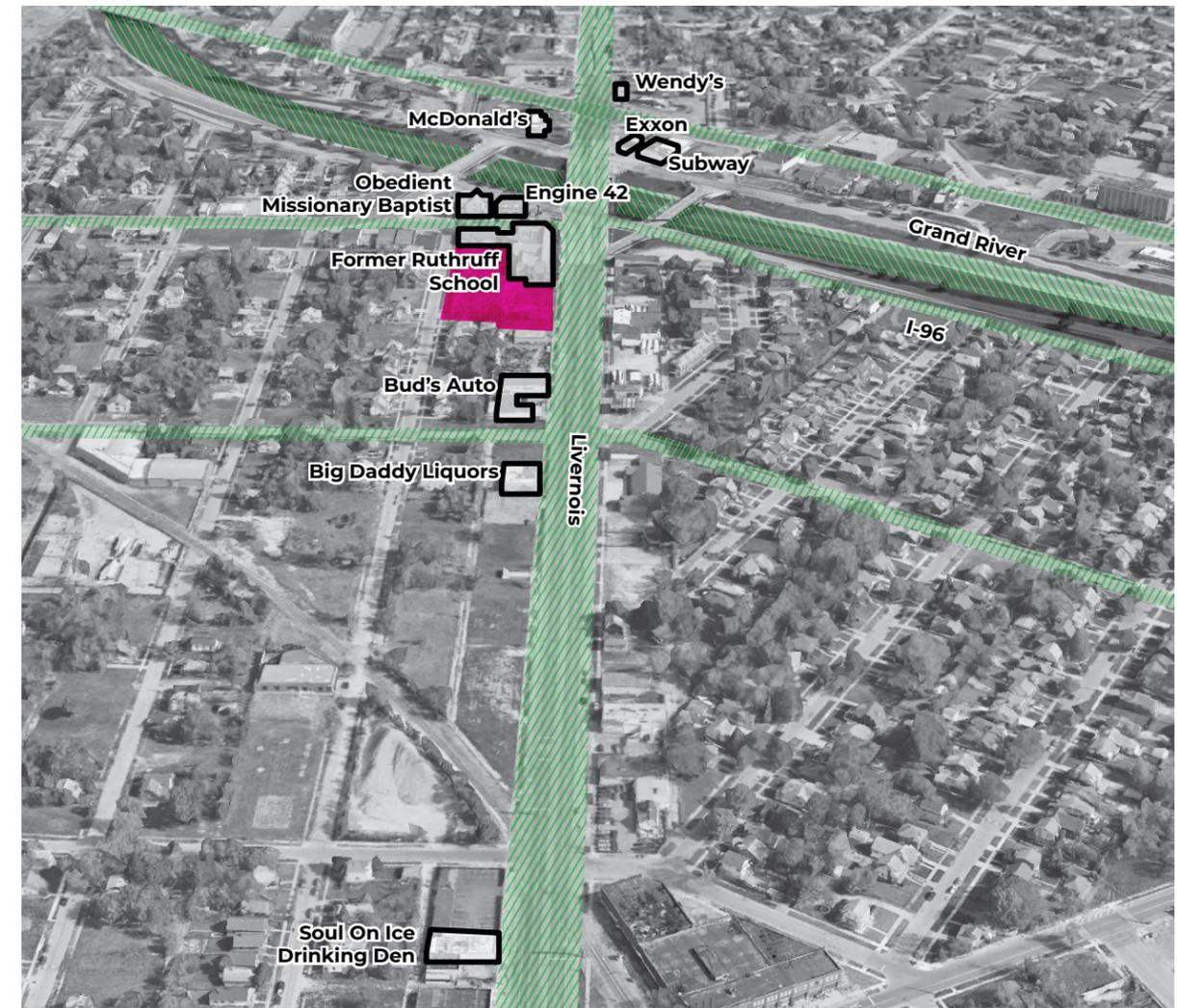
Hub Map



The Food and Drink Hub Former Ruthruff School Site



Expanding Neighborhood Food Access
This hub focuses on the former site of the Ruthruff school. The site's location directly off of I-96 makes it a key candidate for a new regional grocery store or supermarket, which responds to the high demand for a regional grocery store.



Existing Conditions

Proposed Hub

Chicago and Westfield both provide direct connections to the Joe Louis Greenway.

Soul On Ice is a successful business that would benefit from, and be an asset to, future eating and drinking destinations at this hub.

The presence of regional and international chain restaurants— such as Wendy's, McDonald's, and Subway—across I-96 indicates that large-scale food retail is viable on this site.

Grand River, I-96, and Livernois make this hub a highly-accessible location within the neighborhood, and the City as a whole.

Recommendation
Market the Ruthruff Site to a Regional Food Retailer!

Recommendation
Activate City-Owned Sites for Food-Related Pop-Up Events!

Legend

- City/DLBA-Owned Parcel
- Privately-Owned Parcel
- Privately-Owned Commercial Parcel
- Existing Activity
 - Commercial
 - Community
 - Industrial
 - Open Space

Legend

- City/DLBA-Owned Parcel
- Privately-Owned Parcel
- Privately-Owned Commercial Parcel
- Priority Site
- Existing Activity
 - Commercial
 - Community
 - Industrial
 - Open Space

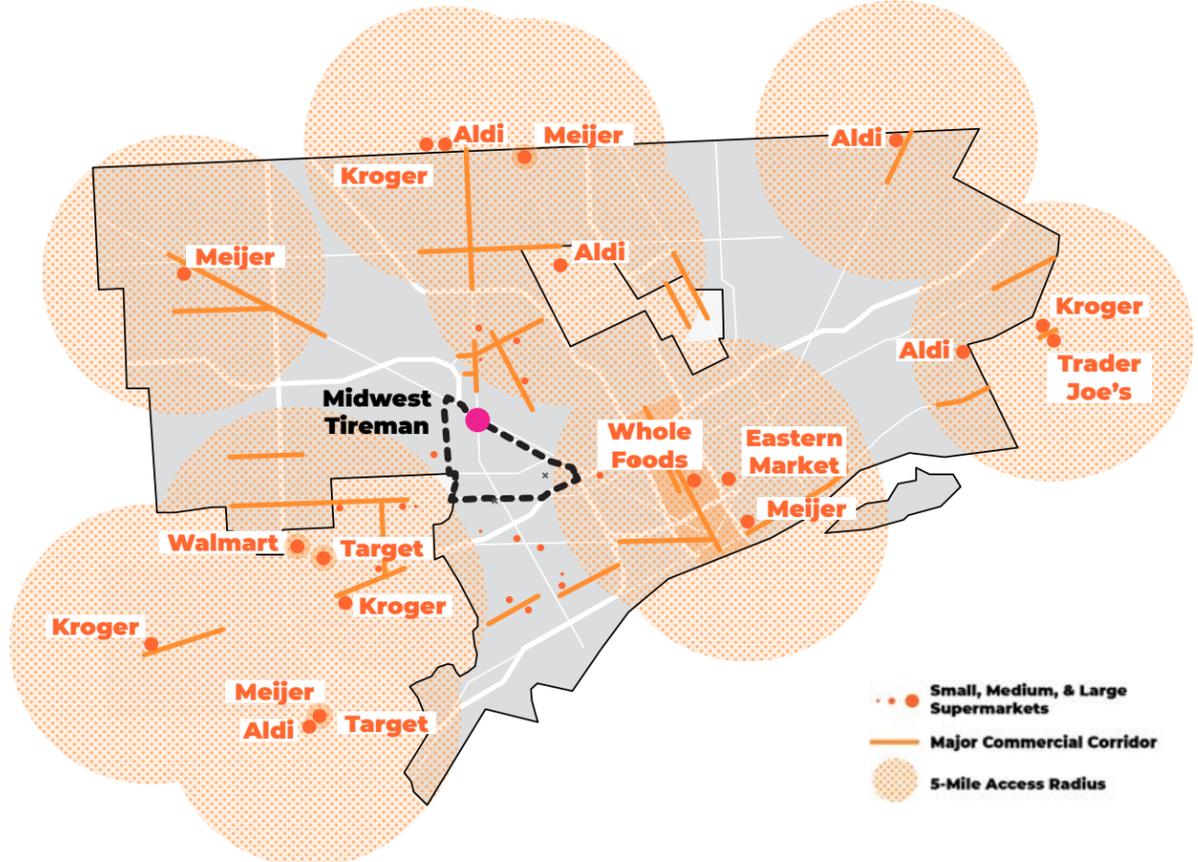
City-Wide Food Access

Residents have overwhelmingly expressed the need for more food options in Midwest-Tireman.

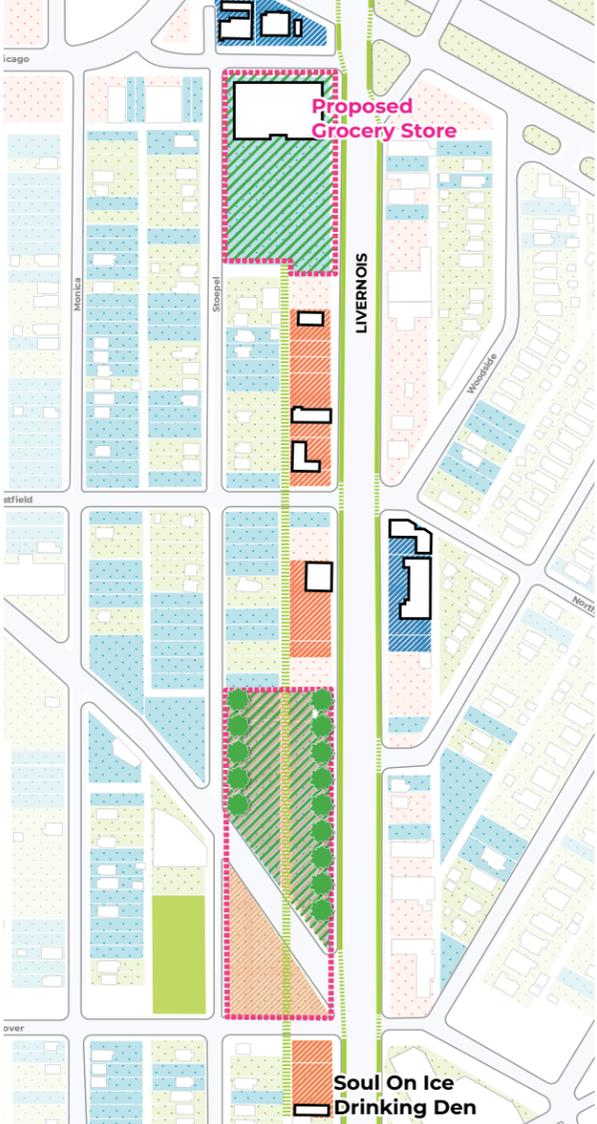
This map shows the areas of the City within 5 miles of a major supermarket, as well as the major active commercial corridors. As shown, Midwest-Tireman falls exactly in the gap.

However, due to the great accessibility of the neighborhood—with its connections via I-96, Grand River, and Livernois—makes Midwest-Tireman a great opportunity site for a new major food retailer.

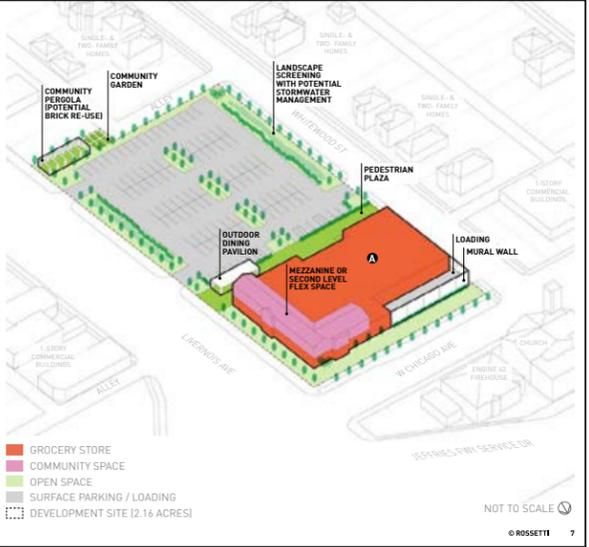
The location of the Food and Drink Hub at the intersection of Livernois, I-96, and Grand River make it the perfect location for a new supermarket.



Recommendation: Attract a Regional Grocer to the Ruthruff Site



Aerial view of Ruthruff School. For additional information, refer to APPENDIX.

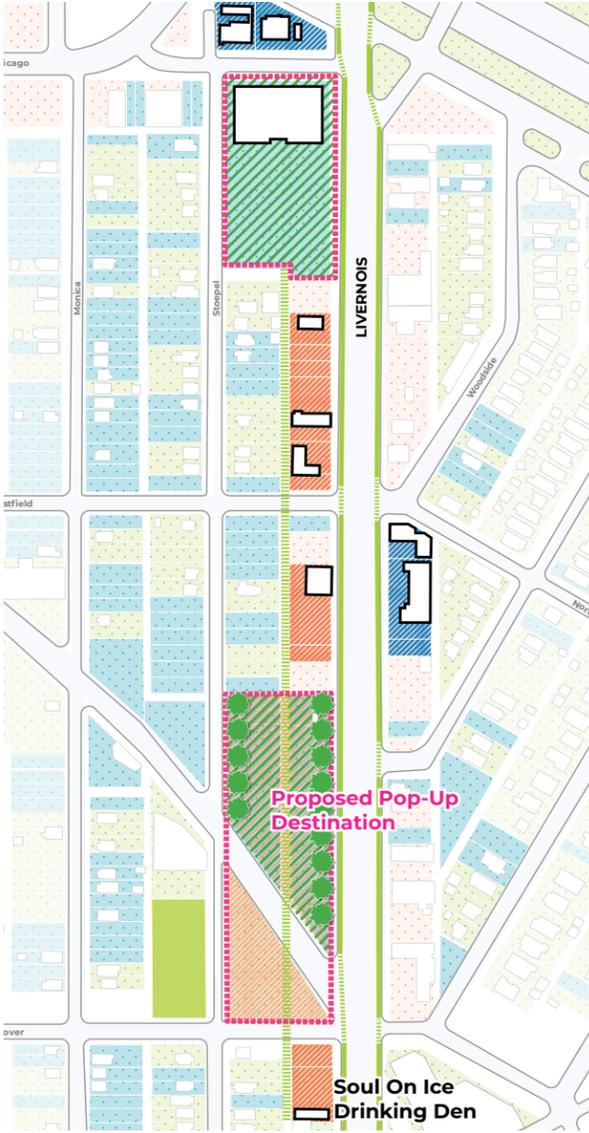


Draft Mixed-Use Commercial Concept by ROSSETTI. For additional information, refer to APPENDIX.

Market the Ruthruff site to a large-scale grocery store or supermarket. Incentivize and encourage the inclusion of community-centered lot uses on site, such as a community garden or soup kitchen.

Next Steps: Identify an interested food retailer, potentially through collaboration with the Eastern Market Corporation and Motor City Match. Identify tax abatement or tax credit opportunities that would make the site more attractive to developers.

**Recommendation:
Activate City-Owned Sites to Build an Eating and Drinking Destination**



Smorgasburg in Prospect Park, Brooklyn, NY, Credit: Samuel Hollenshead, 2020



Mobile Grocery Truck in Washington, D.C., Credit: Amanda Michelle Gomez, 2023

The City owns a large cluster of parcels between the Ruthruff Site and Soul On Ice, a neighborhood bar and lounge. There are opportunities for temporary pop-up events, such as farmer's market, food truck festivals, and mobile grocery stands that can transition to longer-term programming on the city-owned sites along Livernois. Activation of these sites can be used to enhance the Food and Drink Hub as an eating and drinking destination.

Next Steps:
Identify a City department or entity that could manage this space with a lease agreement from the City. Identify and engage local food vendors and businesses that would participate. Create and advertise a regular schedule of programming.

**Spotlight On:
Soul On Ice**

Soul On Ice is a relatively new bar and lounge in Midwest-Tireman that has been generating a lot of buzz. During the engagement process, Soul On Ice hosted the Business Owners' Focus Group, where attendees expressed the need for marketing support, as well as support for aspiring businessowners.

Soul On Ice, along with other local eateries, would greatly benefit from, and contribute to, new food and drink business on this stretch of Livernois!



Image: Interior view of Soul On Ice

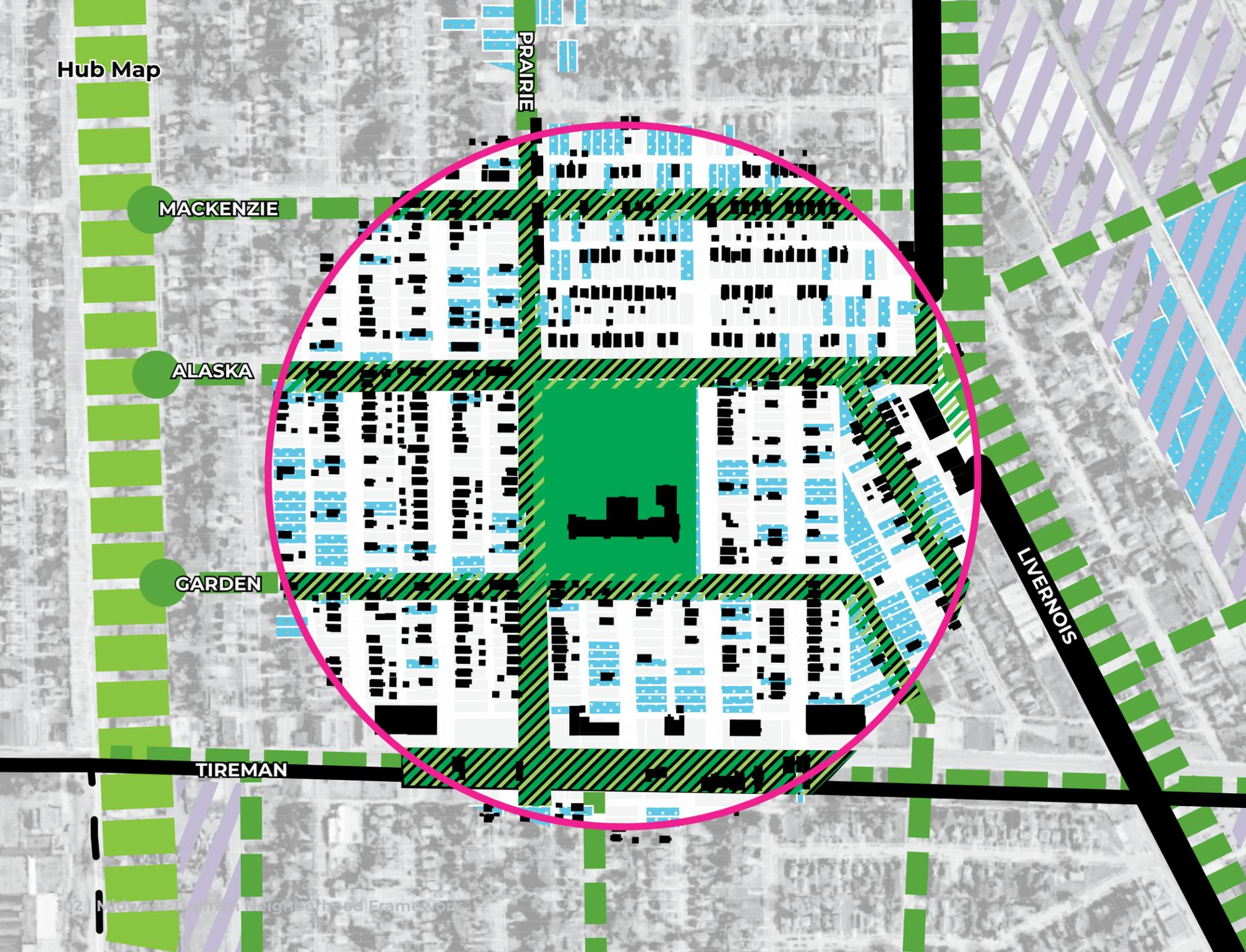
The Food & Drink Hub: Implementation

In the short-term, the City should engage local businesses and DEGC to launch the pop-up events on the City-owned sites on Livernois, and engage potential food retailers for the Ruthruff site development.

In the medium-term, aid local businesses in establishing brick and mortar locations on the identified sites on Livernois, and advance the Ruthruff project to be completed in the long-term.

FOOD & DRINK HUB: RECOMMENDATIONS	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONs	HRD	DPW	DDOT	DECC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Build an Eating and Drinking Destination on Livernois	Engage local businesses & DEGC to determine pop-up event schedule.	Activate City-owned sites on Livernois for pop-up food events, featuring local businesses .		Identify food and drink businesses that could be built on the identified sites on Livernois.	Support local businesses to make the jump to "bricks and mortar" on these sites.		●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> Local Food Vendors Soul On Ice Brooksey's Exclusive Lounge Local Block Clubs 	<ul style="list-style-type: none"> Eastern Market Corporation Keep Growing Detroit 	<ul style="list-style-type: none"> Detroit Kitchen Connects Motor City Match Build Institute TechTown HUD Small Business Administration (SBA) Credit Assistance Program
Attract a Regional Food Retailer to the Ruthruff Site	Engage DEGC, Eastern Market, and potential food retailers for the Ruthruff Site redevelopment. Keep Block Clubs and community organizations involved throughout the planning process.			Identify tax abatements and other opportunities to aid development. Work w/ local stakeholders to include community benefits agreement in RFP	Release RFP to develop the Ruthruff site as a new grocery store.	Authorize construction of new grocery store on the Ruthruff site.	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> Local Food Vendors Soul On Ice Brooksey's Exclusive Lounge Local Block Clubs 	<ul style="list-style-type: none"> Eastern Market Corporation Keep Growing Detroit Regional Food Retailer (TBD) 	<ul style="list-style-type: none"> DEGC Commercial Rehabilitation Act DEGC Commercial Redevelopment Act New Markets and Brownfield Tax Credits Motor City Match 	

Hub Map

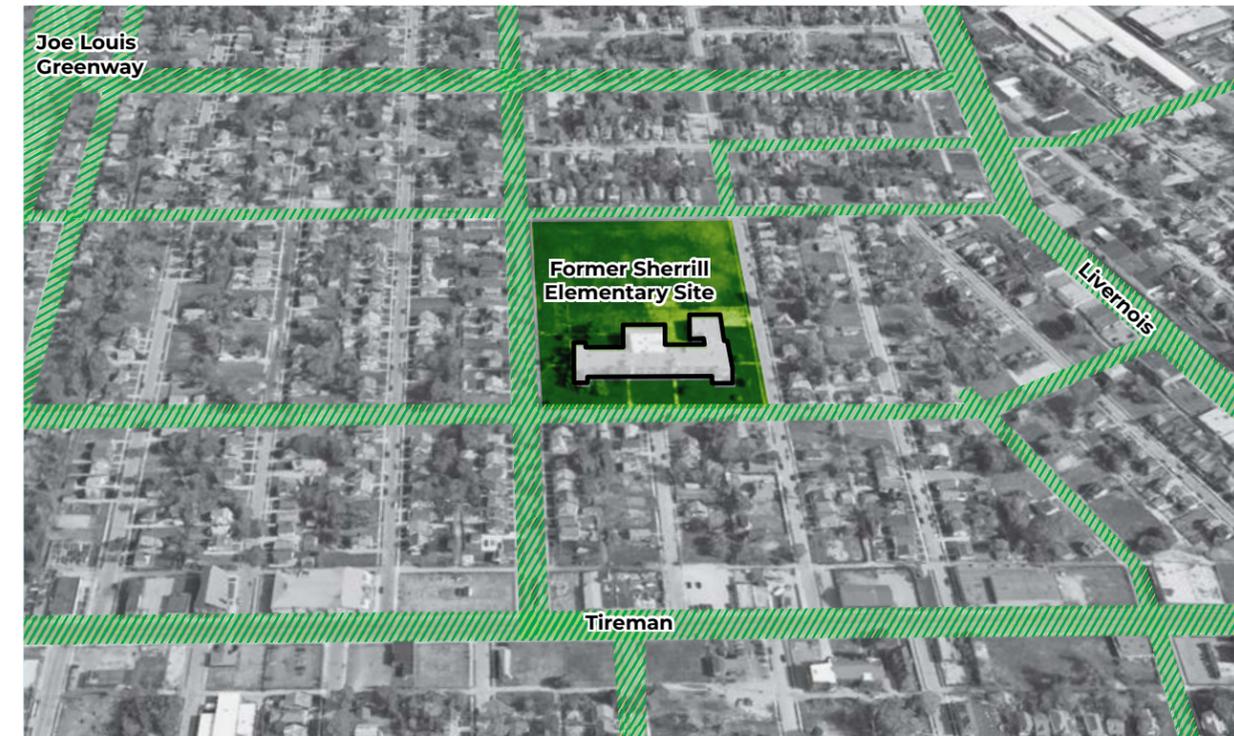


Recreation & Restoration Hub
Former Sherrill School Site

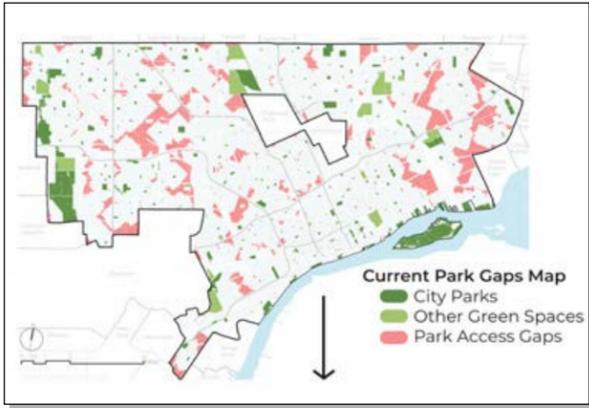


Expanding Access to Open Space Amenities

This hub focuses on the former site of the Sherrill school. The team is currently conducting an assessment of nearby park amenities, along with a site scale study, to determine the best practices for programming the site as a park or neighborhood open space.



Existing Conditions: Neighborhood Scale



Detroit Citywide Park Gaps Map. Credit: DPRD

The Framework builds upon a previous study, conducted by DPRD, which identified the Midwest-Tireman as having gaps in access to parks (shown above). The findings of this study were echoed by residents throughout the engagement process.



Joe Louis Greenway



Laker Park



Ames Park



LaNita's Memorial Park



Former Sherrill School Site



Vacant Lot



Pattengill Park

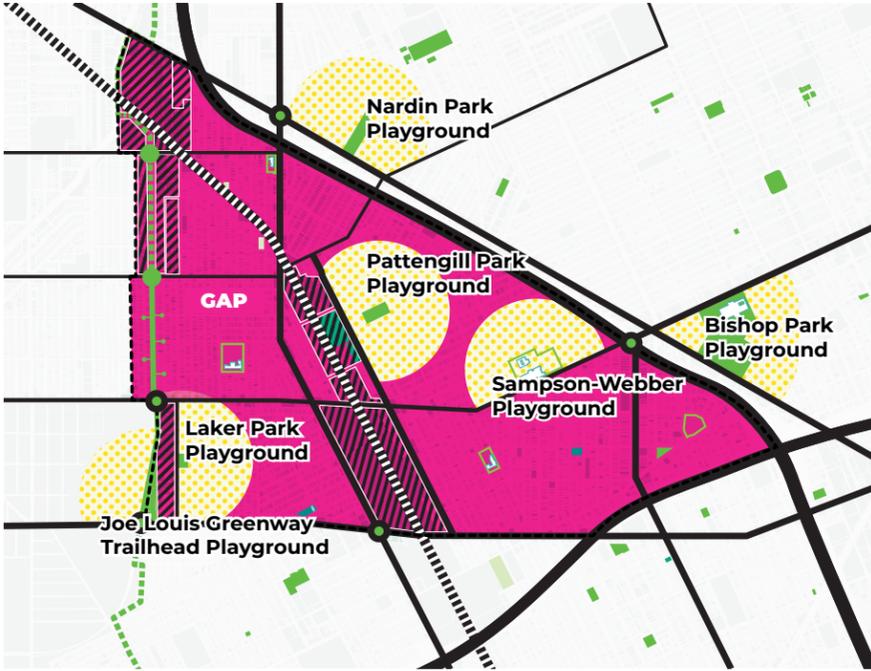


Wiley Playlot

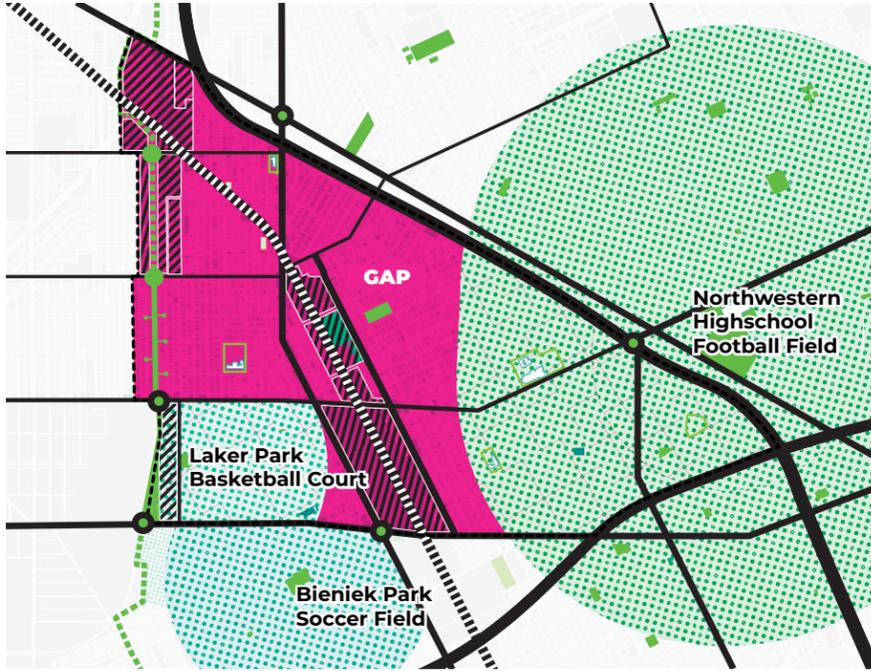


Sampson-Webber Leadership Academy

Gaps in Neighborhood Recreational Amenities

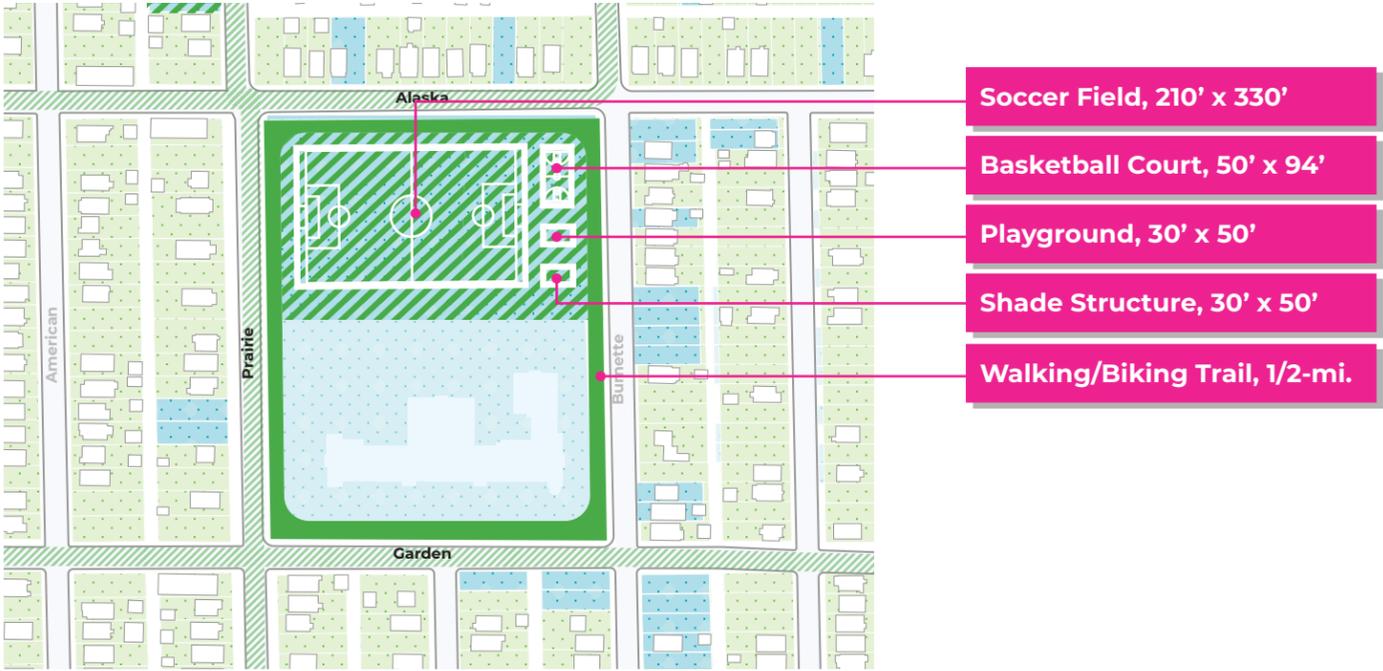


Map: Neighborhood access to playgrounds within 1/4-mile (highlighted in yellow). Gaps indicated in pink.



Map: Neighborhood access to small recreational amenities within 1/2-mile (highlighted in blue); access to large recreational amenities within a 1-mile radius (highlighted in green). Gaps indicated in pink.

**Medium-Term Recommendation:
Bring New Open Space Amenities to Sherrill**



- Soccer Field, 210' x 330'
- Basketball Court, 50' x 94'
- Playground, 30' x 50'
- Shade Structure, 30' x 50'
- Walking/Biking Trail, 1/2-mi.

The City should consider bringing additional open space amenities to the Sherrill site, including a soccer field, basketball court, playground, and/or walking and biking trail. These are a few of the amenities that residents have expressed a desire to see.

Additionally, these amenities would only require a portion of the site, leaving room for other sustainable uses of open space.

Next Steps:
Coordinate with GSD to determine delivery timeline and cost of suggested amenities. Explore potential funding through the Land and Water Conservation Fund.

**Short-Term Recommendation:
Prioritize Safe Streets Network**



Map: Gaps in access to parks.

Although the planning area contains a variety of parks, the many industrial barriers and wide, busy streets act as barriers that restrict access, especially to pedestrians, cyclists, and youth. Therefore, the City should prioritize developing the safe streets network to better connect residents to the existing parks, while also improving the infrastructure at existing parks.

Next Steps:

Coordinate with DPW and DDOT to prioritize and implement streetscape improvements. Explore funding through the Safe Streets For All program, or through the Joe Louis Greenway where applicable.



Recommendation
Improve Amenities at Existing Open Spaces.

Recommendation
Prioritize Safe Streets Network to Better Connect Existing Open Spaces.



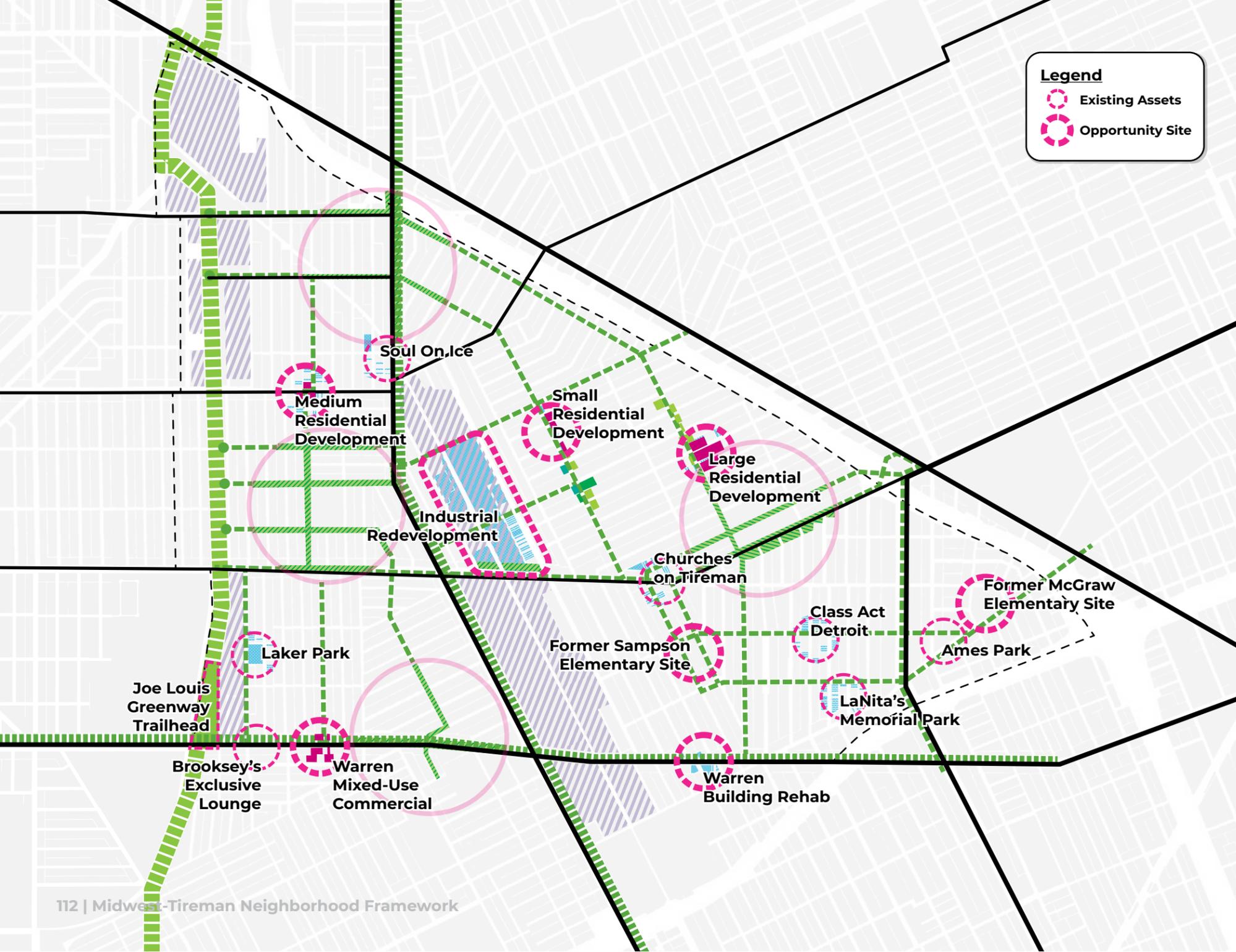
Image: Ru Shann Long representing the Greenway Heritage Conservancy. Credit: Rashedul Deapon.

The Recreation & Restoration Hub: Implementation

In the short-term, the City should work with Parks, GSD, DPW, and DDOT to improve existing open space amenities, while also planning for the Sherrill site park design in greater detail. A community recreation event could be hosted on the Sherrill site to raise awareness and test out different amenities.

Additionally, the City should work to develop a coalition and a pilot for restorative uses of vacant school sites in the neighborhood, such as deconstruction, salvage, or other sustainable practices.

RECREATION & RESTORATION HUB: RECOMMENDATIONS	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONs	HRD	DPW	DDOT	DECC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Improve Existing Parks and Open Space Amenities. Prioritize Network of Safe Streets.	Engage GSD to discuss improvements to existing parks and open space amenities.	Encourage and support programming at existing parks, especially for youth.		Secure funding for open space amenity improvements.	Implement open space amenity improvements.		●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> Local Block Clubs Local Churches Local Businesses My Community SPEAKS Class Act Detroit 	<ul style="list-style-type: none"> Greening of Detroit 	<ul style="list-style-type: none"> DPW Complete Streets Safe Streets and Roads for All Land and Water Conservation Fund
	Engage GSD and DPW/DDOT to discuss improvements to existing streets that connect open spaces.			Secure funding for safe streets improvements.	Implement temporary traffic calming measures on safe streets.	Implement permanent traffic calming measures on safe streets.												
Bring New Open Space Amenities to Sherrill	Engage GSD to discuss development of new amenities on Sherrill site; seek funding.	Plan a community recreation event on the site to raise awareness and gauge community interest.	Commission more detailed test fit to determine amenities plan for Sherrill.	Secure funding and release RFP for park development on Sherrill site.	Implement new amenities on Sherrill site.		●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> My Community SPEAKS 	<ul style="list-style-type: none"> Greening of Detroit 	<ul style="list-style-type: none"> Land and Water Conservation Fund
Explore Deconstruction Strategies on Vacant School Sites.	Establish City working group to explore viability of deconstruction or other restoration pilot on vacant school sites.		Commission next phase of Vacant School Disposition study to advance pilot.	Identify and select a pilot site	Launch pilot project on a vacant school site.		●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> My Community SPEAKS Equity Alliance 	<ul style="list-style-type: none"> Architectural Salvage Warehouse Reclaim Detroit Greening of Detroit 	<ul style="list-style-type: none"> DPS Facility Masterplan Land and Water Conservation Fund
	Build a community coalition to support pilot.																	



Neighborhood Nodes Strengthening Assets and Building Opportunities

In addition to the larger Hubs, the Framework proposes a constellation of Nodes throughout the planning area, which represent existing community assets, as well as opportunity sites for future development.

Existing community assets should be strengthened and supported depending on their needs, which may include marketing, programming, and/or streetscape improvements.

Opportunity sites, which consist of clusters of City-owned parcels, should be marketed to developers for the appropriate commercial, residential, or industrial use.



Image: Ru Shann Long representing the Greenway Heritage Conservancy. Credit: Rashedul Deepon.

**Short-Term Recommendations:
Strengthen Existing Assets**



Soul On Ice
As referenced in the Food and Drink Hub, Soul On Ice is a relatively new neighborhood bar that creates a destination on Livernois. Streetscape improvements on Livernois will help drive customers to this business.



Brooksey's Exclusive Lounge
Brooksey's is a long-standing bar in the neighborhood, located on Warren, near the Greenway. Improvements on Warren, along with the development of the Greenway, can help drive more customers and attention to this business.



Laker Park
Laker Park is one of the most developed neighborhood park, with a variety of amenities. However, residents have identified Central Ave as a hotspot for speeding, making the park feel unsafe. Speed bumps on Central would improve safety and accessibility to this node.



Joe Louis Greenway Trailhead Park
The recently-opened Joe Louis Greenway Trailhead is the newest, high-profile park in the neighborhood. The City should use the Trailhead as a space for programming and pop-up events that highlight and feature local businesses.



Churches on Tireman
The churches on Tireman are active and represent a staple of the community. The City should continue to engage with churchgoers as part of the community and support streetscape improvements that make it easier for people to navigate the neighborhood.



Class Act Detroit
As referenced in previous chapters, Class Act is working to create space and programming for youth in the neighborhood. The City should continue to support and promote programming at Class Act.

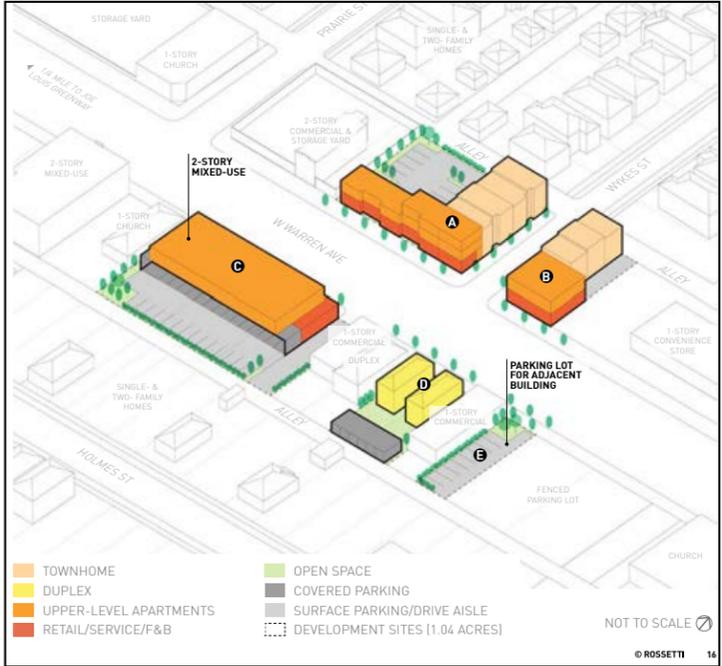


LaNita's Memorial Park
LaNita's Memorial Park is a great example of a community-led open space project that creates knowledge, as well as beautiful open space. The City should continue to support and promote future projects that make creative use of vacant lots.



Ames Park
Ames Park is one of the most-developed parks in the neighborhood, and would greatly benefit from improvements to the Safe Streets Network, as well as upgraded amenities.

**Long-Term Recommendations:
Develop Mixed-Use Commercial on Warren**



Mixed Use Commercial
In the future, City-owned lots on Warren should be marketed to developers. Prioritize and encourage active storefronts, rear parking, and tree planting to make Warren more hospitable to visitors.



City-Owned Vacant Buildings
Additionally, the City should continue to evaluate the potential for City-owned vacant buildings, such as this bank on Warren, to be rehabilitated or redeveloped.

Next Steps:
Coordinate sale and marketing of property with all relevant entities (PDD, DLBA, DEGC, DBA, etc.). Consider a sale model similar to other Framework areas; bundle properties and release RFPs to engage developers. Engage DEGC to identify applicable subsidies and tax abatement opportunities that would encourage future development.

Long-Term Recommendations: Develop Multifamily Residential on Key Sites



Small Multifamily Residential Opportunity
Small, City-owned parcels represent opportunities for fourplexes and sixplexes with open space.



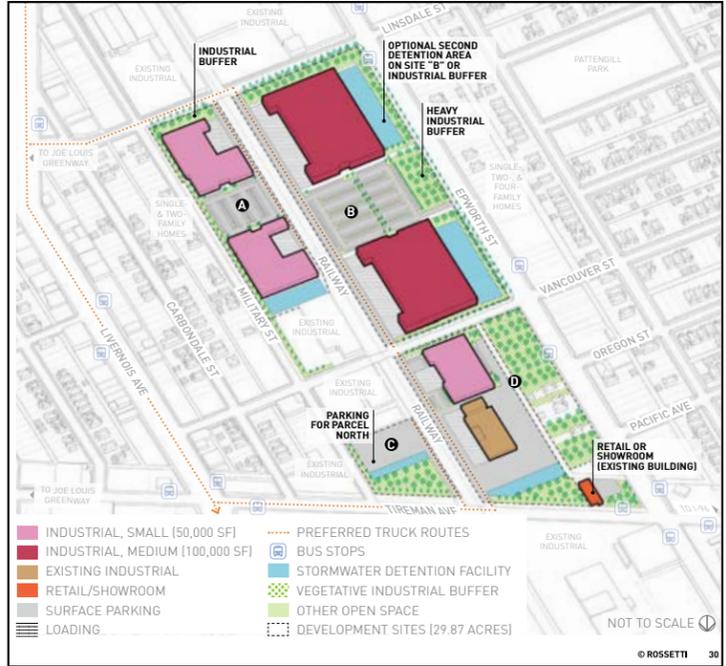
Medium Multifamily Residential Opportunity
Clusters of three, four, and five City-owned parcels represent opportunities for townhomes, duplexes, and mixed-use developments.



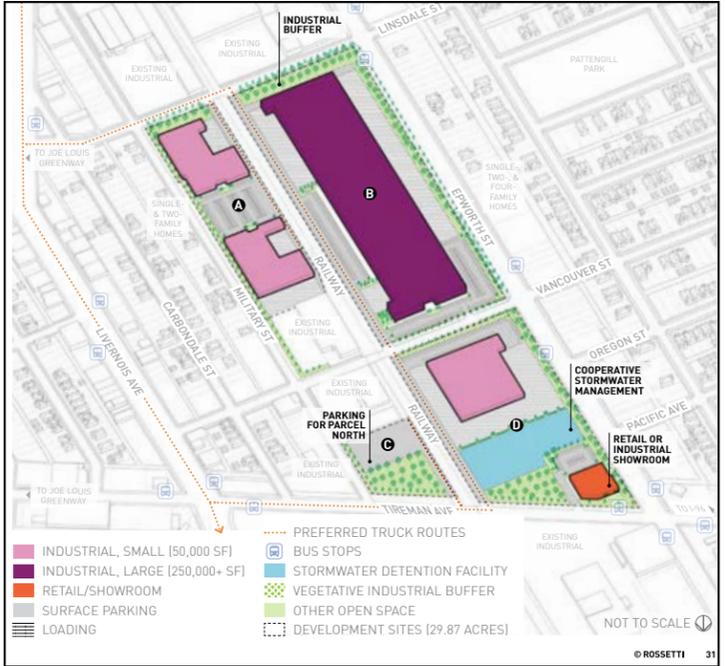
Large Multifamily Residential Opportunity
Clusters of six and more City-owned parcels represent opportunities for a wide range of diverse multifamily housing types.

Next Steps:
Coordinate sale and marketing of property with all relevant entities (PDD, DLBA, DEGC, DBA, etc.). Consider a sale model similar to other Framework areas; bundle properties and release RFPs to engage developers. Engage DEGC to identify applicable subsidies and tax abatement opportunities that would encourage future development.

Long-Term Recommendations: Redevelop Industrial Tireman-Epworth Site



Industrial Redevelopment on Tireman-Epworth Site
The Tireman-Epworth site has the potential to bring new industrial jobs to Midwest-Tireman. In marketing this site to new developers, the City should prioritize green buffers on the edges, and keep Vancouver clear for through-traffic.



Next Steps:
Engage DEGC and other related departments to assess timeline and feasibility. Explore funding through DEGC's Detroit Industrial Revolving Loan Fund (DIRLF).

Concretize list of urban design guidelines that prioritize bluegreen infrastructure and buffers, as well as a safe path through Vancouver St for drivers, pedestrians, and cyclists. Prioritize non-disruptive truck paths.



View of Industrial Buffer at DTE Site on Warren Ave.
Source: Google Maps, 2023



View Looking down Vancouver St from Epworth Ave.
Source: Google Maps, 2023

Nodes: Implementation

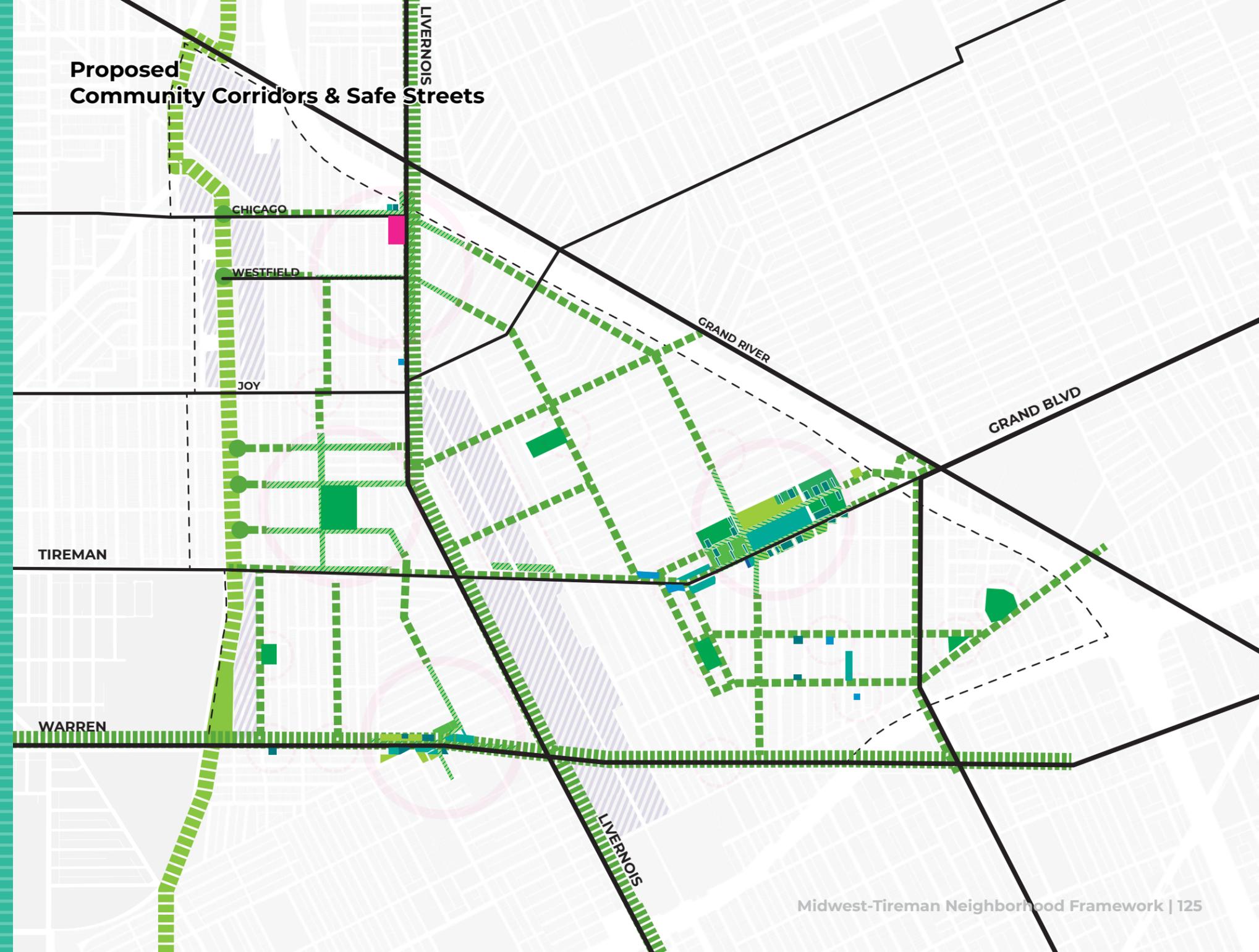
In the short-term, the City should engage DEGC to lay the groundwork for future development on opportunity sites.

To strengthen existing neighborhood assets, consider a neighborhood business directory could be commissioned in the short-term.

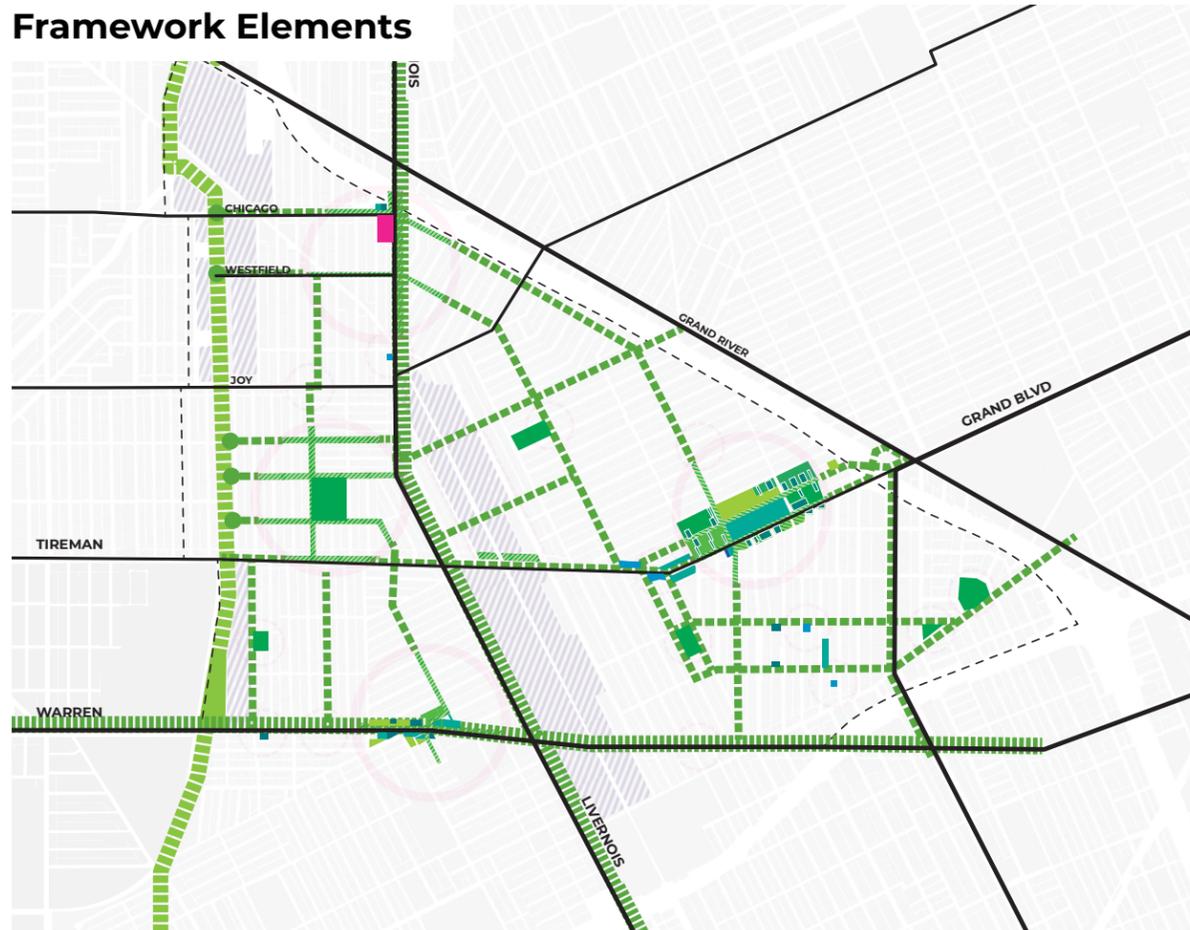
Additionally, the City should continue to feature local businesses in pop-up events and support programming at community organizations in the future.

NODES: RECOMMENDATIONS	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONs	HRD	DPW	DDOT	DECC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Support and Strengthen Existing Neighborhood Assets			Commission an online neighborhood business directory.	Support pop-up events featuring local businesses . Provide marketing support.	Implement streetscape improvements to better connect people to businesses.		●	●	●	●	●	●	●	●	●	<ul style="list-style-type: none"> • Class Act Detroit • Equity Alliance • My Community SPEAKS • Local Businesses / Food Vendors • Local Block Clubs • Local Churches 		<ul style="list-style-type: none"> • DPW Complete Streets • Safe Streets and Roads for All
Support New Mixed-Use Commercial Development	Engage DEGC to identify tax abatement opportunities to support new development.			Secure funding and draft RFPs for future mixed-use commercial development on identified sites.	Release RFPs for mixed-use commercial development on identified sites.	Authorize construction of new development.	●	●	●	●	●	●	●	●				<ul style="list-style-type: none"> • DEGC Commercial Rehabilitation Act • DEGC Commercial Redevelopment Act • Obsolete Property Rehabilitation Act • New Markets and Brownfield Tax Credits • Motor City Match
Support New Single- and Multifamily Residential Development	Engage HRD to identify tax abatement opportunities to support new development.			Secure funding and draft RFPs for future residential developments on identified sites.	Release RFPs for residential developments on identified sites.	Authorize construction of new development.	●	●	●	●	●	●	●	●				<ul style="list-style-type: none"> • Affordable Housing Leverage Fund (AHLF) • Affordable Housing Development Program: Multifamily Development & Permanent Supportive Housing Categories • Detroit Housing for the Future Fund (DHFF) • Missing Middle Housing Program • Low-Income Housing Tax Credits (LIHTC)
Support New Industrial Development on Tireman-Epworth Site	Engage DEGC to identify tax abatement opportunities to support new development.			Secure funding and draft RFPs for redevelopment of Tireman-Epworth Site.	Release RFPs for Tireman-Epworth site, specifying bluegreen buffer requirements and through-traffic.	Authorize construction of new development.	●	●	●	●	●	●	●	●		<ul style="list-style-type: none"> • The Nature Conservancy • The Mayor's Industrial Development Specialist • DTE Energy 		<ul style="list-style-type: none"> • Detroit Industrial Revolving Loan Fund (DIRLF) • Water Related Infrastructure (WRI) Community Development Block Grant • Plant Rehabilitation Industrial Facilities Act

COMMUNITY CORRIDORS & SAFE STREETS



Framework Elements



The Framework identifies Warren Ave and Livernois as two major Community Corridors that would benefit from long term streetscape improvements. Additionally, it identifies several key streets as part of a future Safe Streets Network.

East-West Safe Streets include: Chicago, Westfield, Joy, Garden, Alaska, MacKenzie, Linsdale, Walton, Vancouver, Tireman, Larchmont, Milford, and McGraw.

North-South Safe Streets include: Northfield, Beechwood, Central, Prairie, Rangoon, and Grand Boulevard.

The following elements are the building blocks of the recommendations for streetscape improvements in the neighborhood:



Bike Lanes

Bike lanes should utilize high-visibility paint, and, where possible should be separated from traffic by flexible bollards and parking lanes.



Speed Bumps

In the near term, the City should implement speed bumps on neighborhood Safe Streets to mitigate speeding.



Pedestrian Refuge

Pedestrian refuges make it easier and safer for people to cross wide streets, such as Livernois.



Temporary Traffic Calming

Temporary traffic calming elements are a great way to reduce traffic and speeding in the short term.



Signalized Crossings

Pedestrian crossings on busy streets should utilize visible signals, such as solar-powered Rectangular Rapid Flashing Beacons (RRFBs).



Mini Roundabouts

Mini roundabouts can be implemented at busy intersections between slow streets.



Street Planting

In the long term, street planting and tree bumpouts should be implemented to further enhance pedestrian and cyclist comfort, in addition to neighborhood beauty.



Industrial Buffer / Raingardens

Industrial sites should implement green buffers (of at least 10', where possible) on parcel edges to create a more pleasant streetscape.

**Warren Community Corridor,
Existing**



Legend

- Privately-Owned Parcel (Vacant)
- Privately-Owned Parcel (Occupied)
- Publicly-Owned Parcel
- Safe Streets Network
- Joe Louis Greenway



Joe Louis Greenway Overpass



Joe Louis Greenway Trailhead



Brooksey's Exclusive Lounge



Gray & Sons Hardware



DTE Industrial Buffer



Artwork on Vacant Buildings



Vacant City-Owned Banks



Warren / I-94 Overpass

**Warren Community Corridor,
Proposed**



Legend

- Privately-Owned Parcel (Vacant)
- Privately-Owned Parcel (Occupied)
- Publicly-Owned Parcel
- Safe Streets Network
- Joe Louis Greenway
- Priority Site

Recommendation

Improve the gateway between Warren and Dearborn with lighting, signage, and artwork!

Recommendation

Make streetscape improvements to connect existing businesses, new businesses, the Greenway, and the Resiliency Hub!

Recommendation

Create a Resiliency Hub around Equity Alliance!

Recommendation

Improve the intersection between Warren and Livernois to create a neighborhood gateway!

Recommendation

Encourage and support more artwork on existing buildings in the short term to make Warren more inviting!

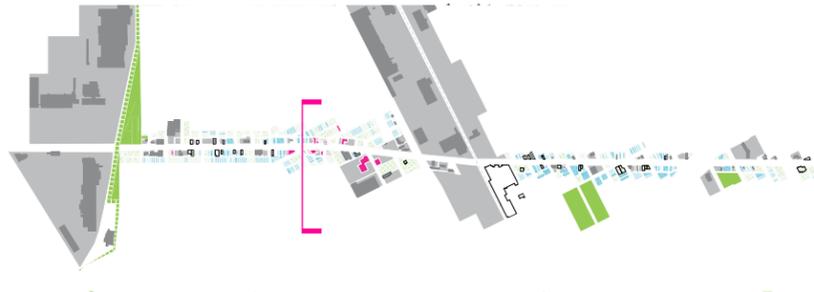
Recommendation

Look for creative uses for City-Owned vacant buildings.

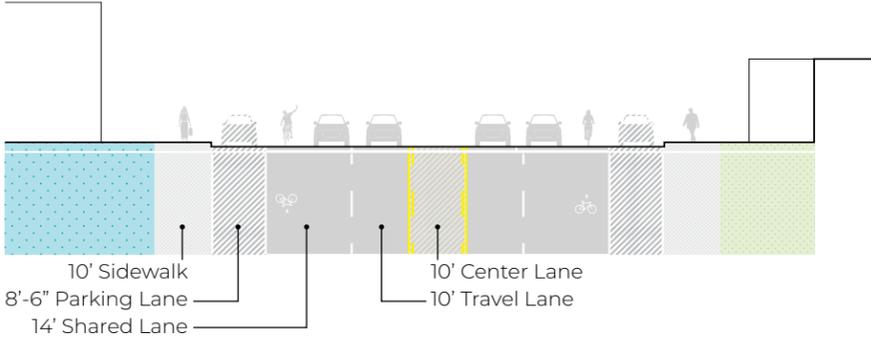
Recommendation

Improve the I-94 overpass with new lighting, signage, and wayfinding.

**Recommendation:
Warren Streetscape Improvements**

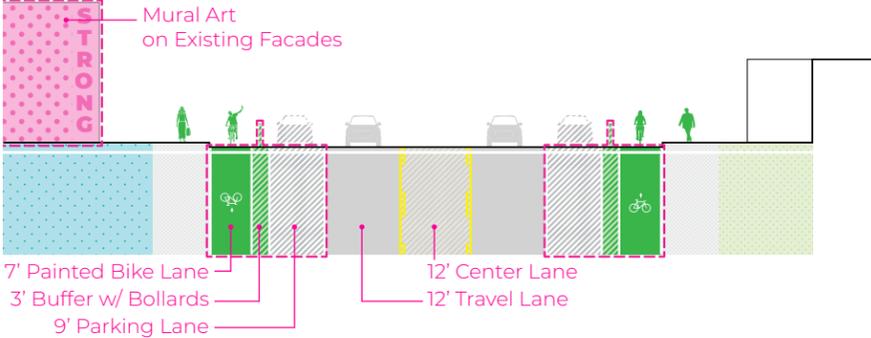


Existing Street Section



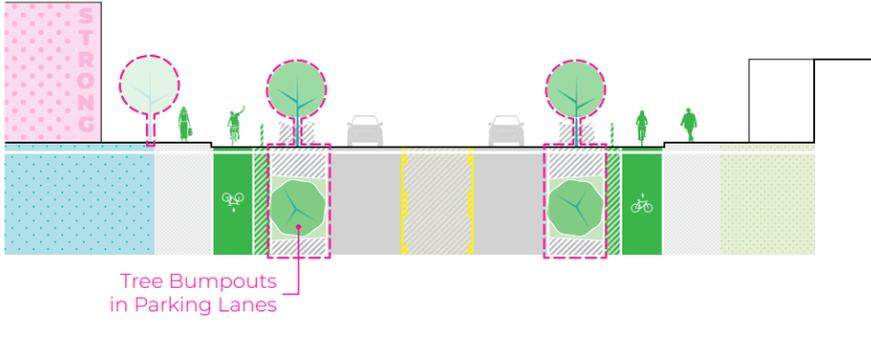
Currently, Warren Avenue has two travel lanes going in both directions, a center left-turn lane, and parking lanes on both sides of the streets. Two of the travel lanes are 14'-wide shared lanes, with painted "sharrows" for cyclists. This current layout offers no separation between cyclists and requires cyclists to watch out for cars pulling in and out of the parking lane.

Short Term: Designated Bike Lanes and Mural Art



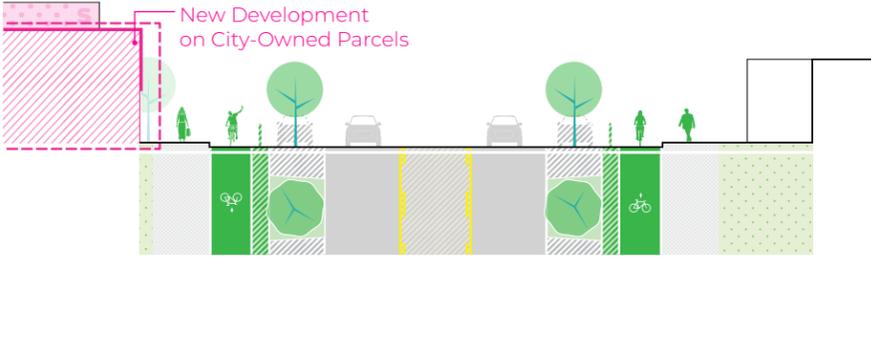
In the short term, update the configuration of Warren street. Use high-visibility paint and flexible bollards to establish designated bike lanes and protected buffer zones. The parking lanes will create further separation between cyclists and drivers, while maintaining the amount of available parking. Additionally, collaborate with existing businesses and pursue funding for mural art on existing facades to create a more hospitable and inviting streetscape.

Medium Term: Strategic Planting



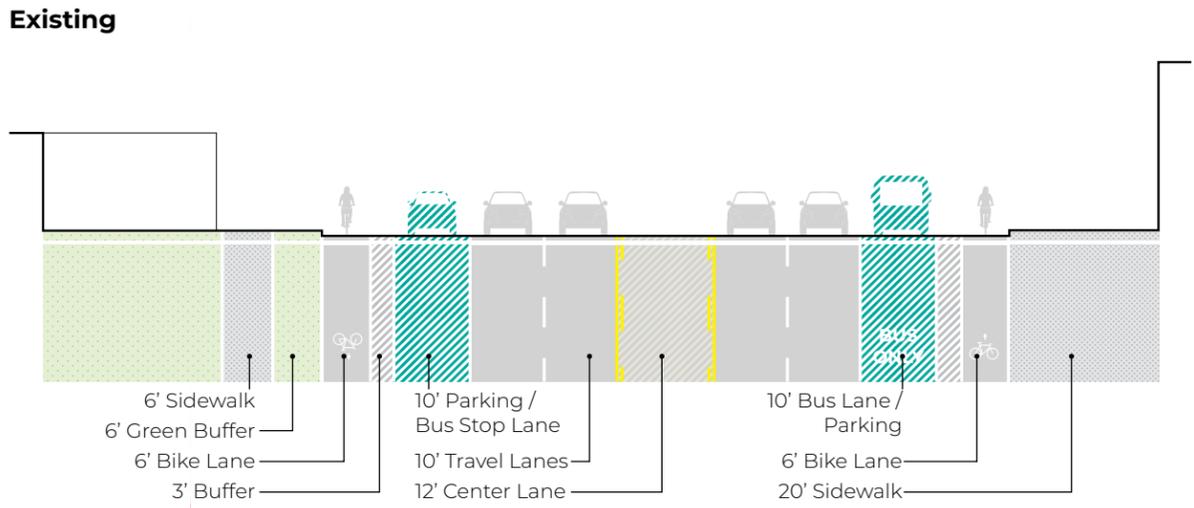
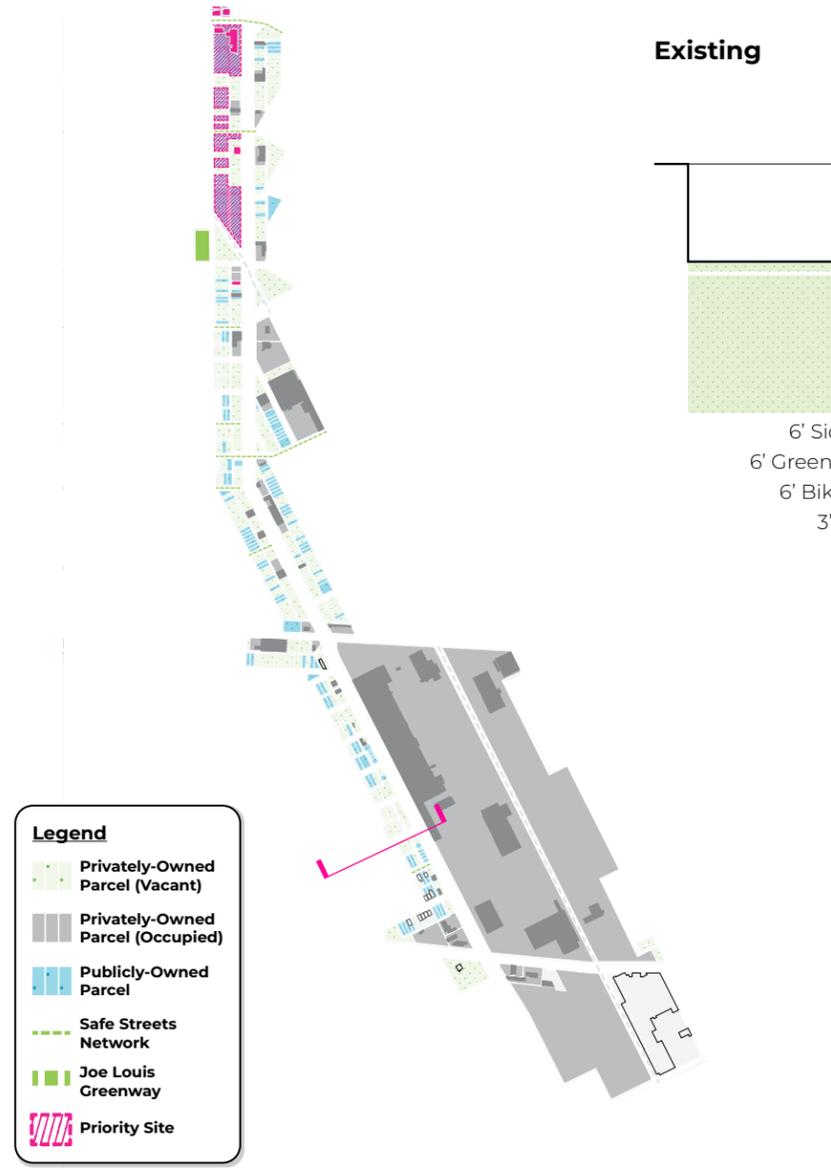
In the medium term, look for strategic locations to include tree bumpouts in the parking lane, and on City-owned lots on Warren. Also, seek opportunities for planting on City-owned lots.

Long Term: New Development

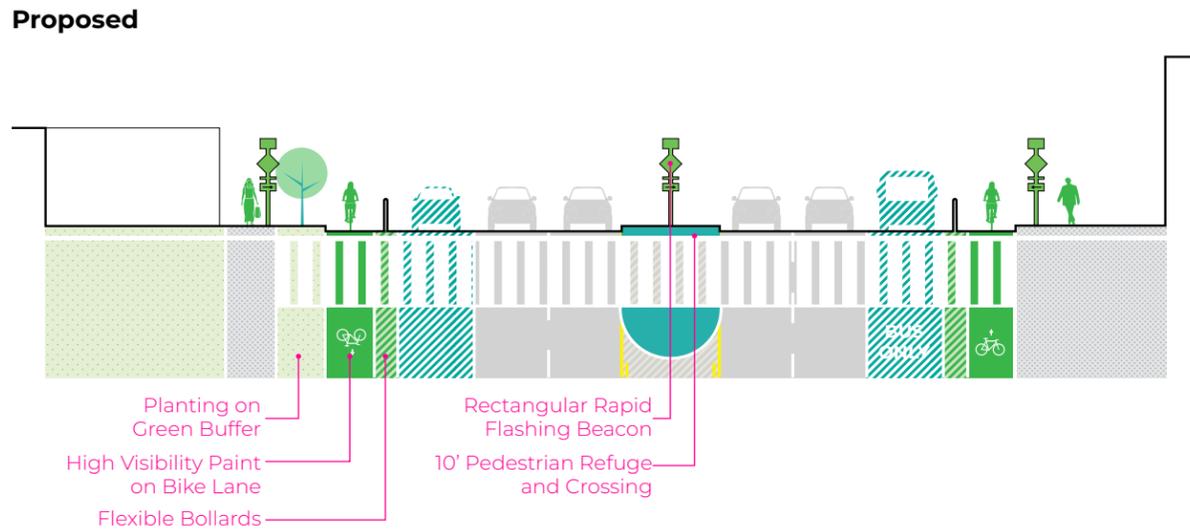


In the long term, market City-owned sites to developers for new mixed-use commercial developments. Encourage design moves that improve the current streetscape, such as setbacks for planting, glazing on facades, and parking on rear lots, when possible.

**Recommendation:
Livernois Streetscape Improvements**



Currently, Livernois has two, one-way bike lanes on both sides of the street, which are separated from traffic by a 3' buffer lane and hybrid bus stop/parking lanes. However, the bike lanes are unpainted, and with a 90' total width, the street is difficult to cross for bikers and pedestrians.



To improve conditions on Livernois, bike lanes should be upgraded with high-visibility paint, and flexible bollards should be added to the buffer lanes between the bike lanes and parking lanes.

Additionally, signalized pedestrian crossings with Rectangular Rapid Flashing Beacons (RRFBs) should be implemented at key intersections (Barton, Sparta, and Beechton). Improved crossings should be coupled with 10'-wide pedestrian refuge islands in the center lane.

Next Steps:
DPW should conduct a traffic and pedestrian study at the key intersections (Barton, Sparta, and Beechton) to further confirm eligibility for funding.

**Safe Streets Example:
Linsdale Crossing**



Recommendation
Use "sharrows" on Linsdale, Mackenzie, and Alaska to direct cyclists to the Greenway (and the Sherrill School Site).

Recommendation
Widen pavement to accommodate bike lanes. Improve the pedestrian and bike crossing.

Recommendation
Implement signage and traffic calming to direct cyclists east/west along Linsdale.

Recommendation
Implement bluegreen buffer zones around industrial sites.

Community Corridors and Safe Streets: Implementation

In the short-term, the City should initiate discussions with DPW, DDOT, and the Joe Louis Greenway to advance streetscape improvement projects.

COMMUNITY CORRIDOR & SAFE STREETS: RECOMMENDATIONS	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONS	HRD	DPW	DDOT	DECC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Warren Avenue Streetscape Improvements	Engage DPW to plan Warren streetscape improvements; secure funding.		Engage consultant to implement bike lanes and short-term street improvements.	Create more detailed plan for planting on Warren.	Implement tree bumpouts and planting on Warren (partner with Greening of Detroit).	Require pedestrian-friendly streetfronts on future Warren developments.	●	●	●	●	●	●	●	●	●		• Joe Louis Greenway	• DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave
Livernois Streetscape Improvements			Engage consultant to paint bike lanes and bollards on Livernois.	Conduct pedestrian study (DPW) to assess need/feasibility for pedestrian medians.	Implement pedestrian medians and signalized crossings on Livernois.		●	●	●	●	●	●	●	●				• DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave
Linsdale, Alaska, and Mackenzie Greenway Connections	Engage DPW and the Joe Louis Greenway to discuss Linsdale improvements; seek funding.	Implement temporary signage to direct pedestrians / cyclists to the Greenway (DPW).		Release RFPs for permanent improvements to Linsdale/Livernois crossing.	Implement permanent improvements to Linsdale/Livernois crossing.		●	●	●	●	●	●	●	●			• Joe Louis Greenway	• DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave
Safe Streets Network	Engage DPW and the Joe Louis Greenway to discuss safe street improvements; seek funding.	Implement temporary signage / traffic calming measures on identified safe streets (DPW).	Commission further traffic and pedestrian studies as needed at intersections.	Release RFPs for permanent improvements to safe streets.	Implement permanent improvements to safe streets.		●	●	●	●	●	●	●	●			• Joe Louis Greenway	• DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave
	Engage DTE and other industrial tenants to encourage more planting around their properties.			Release RFPs for Tireman-Epworth site, specifying bluegreen buffer requirements Vancouver Cut-Through.			●	●	●	●	●	●	●	●			• DTE Energy	• DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave

GATEWAYS



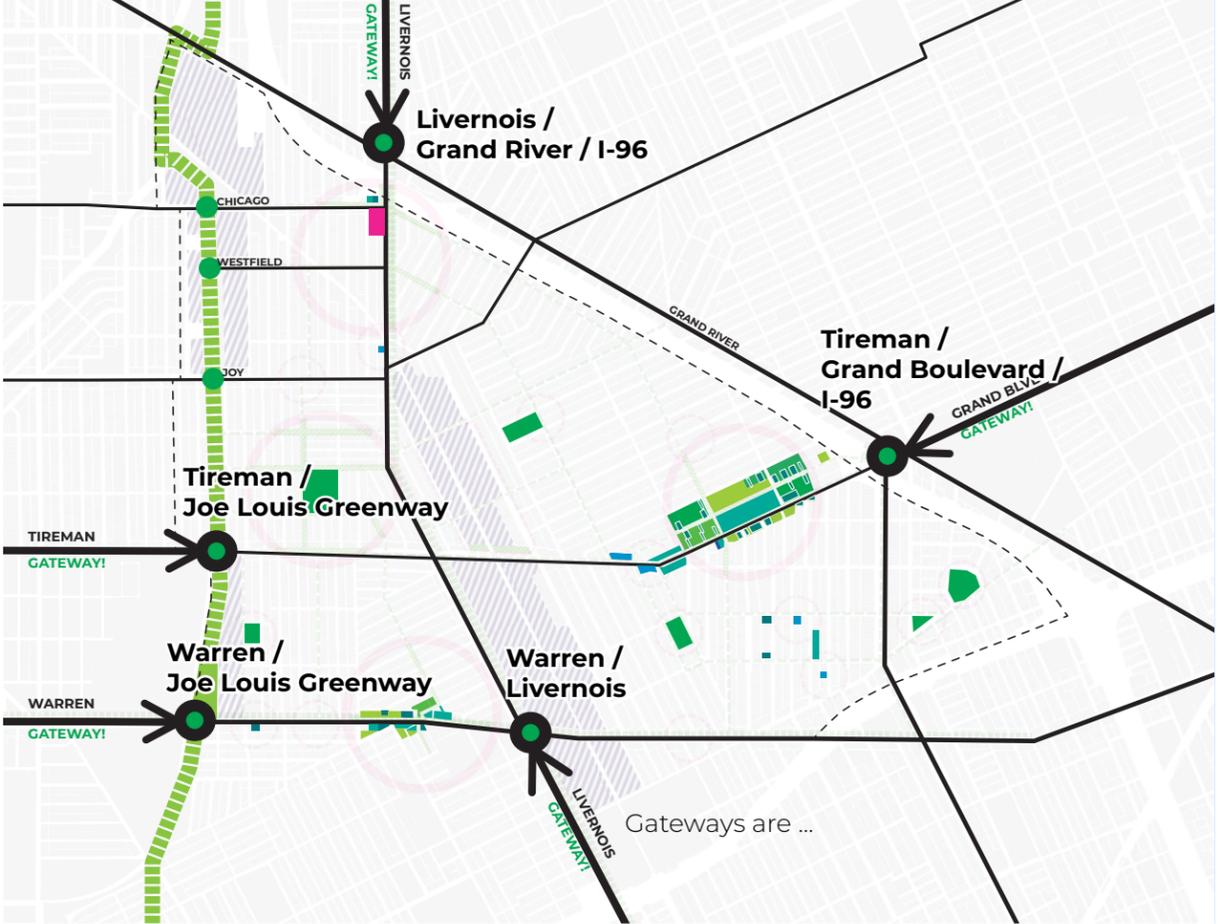
Gateways: Existing Conditions

Gateways represent the entry points into the neighborhood. The Framework identifies five major Gateways:

- The intersection of Tireman, Grand Boulevard, and I-96
- The intersection of Livernois, Grand River, and I-96
- The intersection of Tireman and the Joe Louis Greenway
- The intersection of Warren and the Joe Louis Greenway
- The intersection of Warren and Livernois

Currently, these intersections lack signage, lighting, planting, and other urban design elements that would make them a fitting “front door” to the neighborhood.

For example, the Tireman / Grand Boulevard / I-96 Gateway (shown on the page to the right), is confusing to navigate, with a sidewalk that is unprotected from traffic and is dark at night.



Tireman / Grand Boulevard / I-96 Gateway—Existing



**Recommendations:
Gateway Toolkit**

To improve the Gateways into the neighborhood, the Framework recommends the following tools:



Credit: Forms+Surfaces

Lighting
Pedestrian-scale lighting at regular intervals should be implemented to make gateways safer and more appealing.



Credit: Lance Wyman

Signage
New signage at the vehicular scale and pedestrian scale should be implemented to help people navigate the gateways.



Credit: CM Library

Road Markings
Road markings that clarify turns, intersections and forks in the road would reduce confusion at the gateways. Additionally, road markings could be used to identify the neighborhood.



Credit: Detroit Metal Elements

Planting
DOT-appropriate bollards and planters would help separate pedestrians from traffic and provide shade.



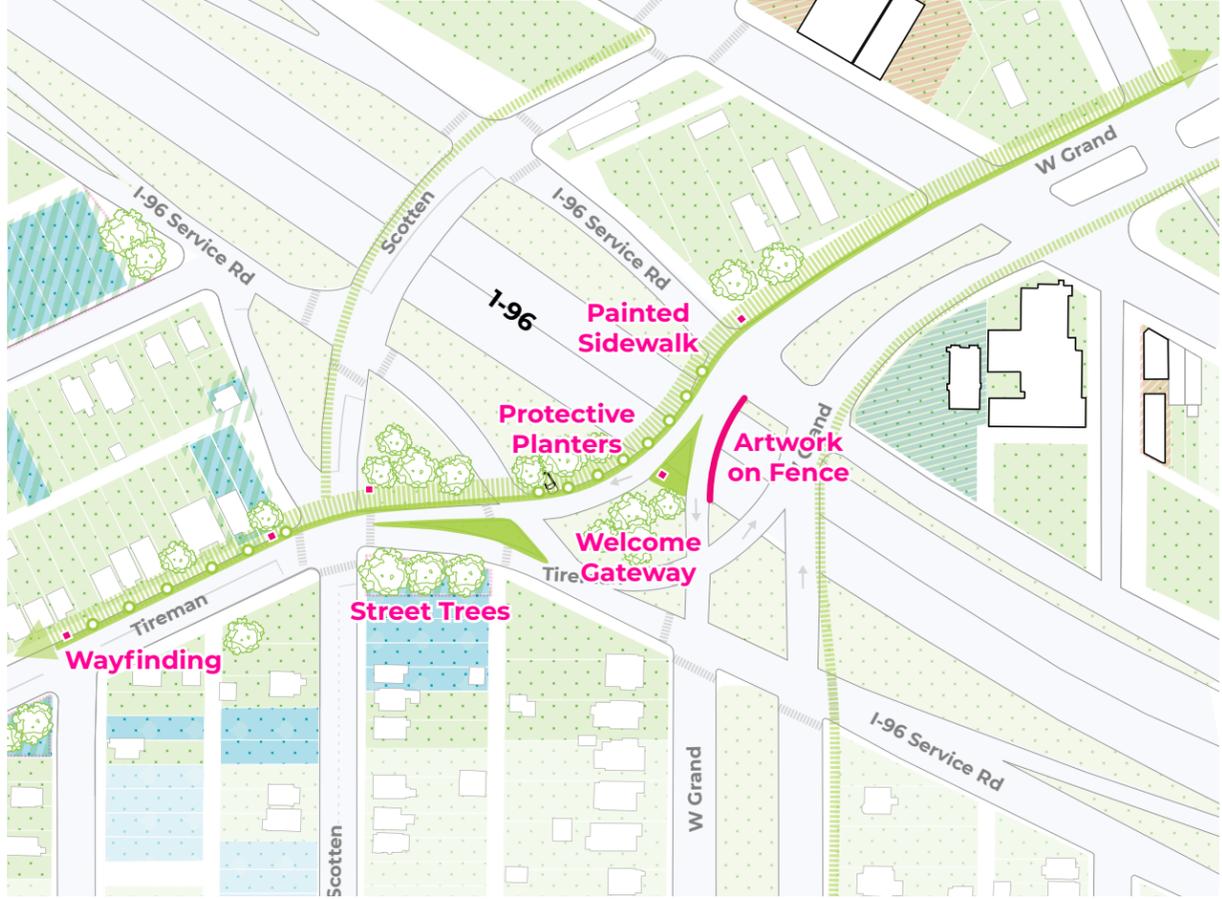
Concrete Connection, Interboro Partners

Artwork
Commissioned mural art and colorful painting on fences, barriers, curbs, and ledges would make gateways more inviting and pedestrian-friendly.

**Recommendations:
Gateway Toolkit**



Here is one example of how these toolkit elements might come together, using the Tireman / Grand Boulevard / I-96 Gateway as an example.



Tireman / Grand Boulevard / I-96 Gateway—After Recommendations



Other Gateways



These elements of the toolkit, or similar improvements, should be implemented at each of the five Gateways.



Tireman / Grand Boulevard / I-96
The intersection is the main eastern entry point into the neighborhood from New Center. Currently, the web of highway overpasses is confusing to navigate. Improvements here will strengthen the Learning and Healing Hub.



Tireman / Joe Louis Greenway
The intersection is the main eastern entry point into the neighborhood from New Center. Currently, the web of highway overpasses is confusing to navigate. Improvements here will strengthen the Learning and Healing Hub.



Livernois / I-96
This intersection and highway exit is the main northern entry point to the neighborhood from Russel Woods and Nardin Park. Improvements here will strengthen the Food and Drink Hub.



Warren / Joe Louis Greenway
The intersection of Warren and the Joe Louis Greenway is the gateway between Midwest-Tireman and Dearborn. Currently, the underpass is dark and would benefit from improved lighting and signage, especially as bike lanes are implemented.



Warren / Livernois
The intersection of Warren and Livernois is a key moment for commercial growth in the neighborhood. Signage and wayfinding should support the Resiliency Hub, Food and Drink Hub, and the Joe Louis Greenway.

Gateways: Implementation

In the short-term, the City should prioritize the Gateway at the intersection of Tireman, I-96, and Grand River. Engage with the community, DDOT (and MDOT if applicable), and DPW to select an artist to beautify the overpass and implement temporary signage.

This initial project can serve as a pilot for a more comprehensive Gateways project, which would involve schematic and graphic design to improve all five Gateways.

GATEWAYS: RECOMMENDATIONS	SHORT-TERM			MEDIUM-TERM		LONG-TERM	STAKEHOLDERS										PROGRAMS	
	Further Stakeholder Engagement	Programming & Temporary Activations	Commission Further Studies & Projects	Planning & Plans	Medium-Term Capital Projects & Other Efforts	Long-Term Capital Projects & Other Efforts	PDD	DLBA	DONs	HRD	DPW	DDOT	DECC	DPSCD	GSD	Partners within the Community	Partners of the Community	Potential Programs and Funding Sources
Launch Gateway Improvement Pilot at Tireman/I-96/Grand River	Work w/ community, DDOT , and DPW to select artist for mural on I-96 overpass.	Implement temporary signage at this gateway (DPW).					●	●	●	●	●	●	●	●	●		• Joe Louis Greenway	<ul style="list-style-type: none"> • DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave
Implement Neighborhood-Wide Gateway Improvements			Work with DPW/DDOT/GSD to commission larger Gateway improvement project.	Hire consultant to work w/ community and conduct schematic and graphic design for Gateways.	Implement permanent improvements to Lindsale/Livernois crossing.		●	●	●	●	●	●	●	●			• Joe Louis Greenway • Greening of Detroit	<ul style="list-style-type: none"> • DPW Complete Streets • Safe Streets and Roads for All • SEMCOG's Transportation Alternatives Program • LMB Bike Wave

R & R

5 REFERENCES & RESOURCES

Learning

Learning

GIORDANIO'S
CUT CREATION
BARBER SHOP
313-879-9265

HOURS
10:30 to 8
MON-SAT



MO 600
38-77-305

Pasallo's PARTY STORE
FOOD - SNACKS



Terms and Abbreviations

CPC City of Detroit City Planning Commission

DDOT City of Detroit Department of Transportation

DEGC Detroit Economic Growth Corporation

DLBA Detroit Land Bank Authority

DON City of Detroit Department of Neighborhoods

DPS Detroit Public Schools

DPW Detroit Public Works

DWSD City of Detroit Water and Sewerage Department

GSD City of Detroit General Services Department

HRD City of Detroit Housing and Revitalization Department

MDOT Michigan Department of Transportation

PLA City of Detroit Public Lighting Authority

PDD City of Detroit Planning and Development Department

Potential Programs and Funding Sources

The following list contains the resources identified in the “Potential Programs and Funding Sources” column in the Implementation Matrices in Chapter 4. These resources include a mix of grants, programs, and other funding opportunities that may be applicable to the Framework recommendations. This list reflects information available as of February 2024; program eligibility to be confirmed in greater detail in future phases of planning.

Affordable Housing Development Program

From HRD: *“The City of Detroit’s Housing and Revitalization Department (HRD) is pleased to release this Notice of Funding Availability (NOFA) to provide affordable housing developers and owners the opportunity to apply for financial support for projects that address housing challenges in Detroit neighborhoods. Through this NOFA, HRD is making up to \$14,000,000 of funding available to support the preservation, rehabilitation and/or development of affordable housing units in the city of Detroit.”* ([Source](#))

Permanent Supportive Housing Category: offers funds to support high quality projects that will construct, rehabilitate, and/or preserve multifamily developments that are deeply affordable and provide intensive tenant-centered services for residents. ([Source](#))

Multifamily Development Category: funds are available to support projects that will construct new multifamily housing and projects that will rehabilitate and preserve existing multifamily housing projects in Detroit that include affordable units. ([Source](#))

Affordable Housing Leverage Fund (AHLF)

From LISC Detroit: *“AHLF encourages the preservation of regulated and naturally occurring affordable housing throughout the City of Detroit and the development of new mixed-income and affordable housing in targeted multi-family housing areas. AHLF is expected to deploy \$250 million into the preservation of 10,000 units of existing affordable housing and the development of 2,000 units of new affordable housing.”* ([Source](#))

Detroit Housing for the Future Fund (DHFF) is a fund under AHLF umbrella, composed of private investment that will be invested into affordable housing development.

From LISC Detroit: *“To grow the pipeline of affordable housing preservation projects, LISC is administering a recoverable grant tool available to non-profit and for-profit developers that covers the cost of a “Capital Needs Assessment” (CNA) or a “Green Capital Needs Assessment (GCNA).”* ([Source](#))

City Walls: Blight Abatement Artists Residency

The pilot program included an artist residency program called the Blight Abatement Artist Residency Program (BAARP), a viaduct transformation program, and a program where property owners who have received a blight violation ticket could choose to have a mural painted to satisfy the remediation portion of the ticket. ([Source](#))

DEGC Tax Abatements

Some tax abatements that DEGC offers are:

The Commercial Redevelopment Act: is an incentive used to encourage the renovation and expansion of aging facilities and assist in the building of new commercial facilities. ([Source](#))

The Commercial Rehabilitation Act: is an incentive used to encourage the redevelopment of commercial property. ([Source](#))

The Plant Rehabilitation and Industrial Facilities Act: is an incentive used to encourage the redevelopment and expansion of aging facilities, assist in the building of new facilities, and to promote the establishment of high tech facilities. ([Source](#))

The Obsolete Property Rehabilitation Act: is an incentive used to encourage the redevelopment of commercial or commercial mixed-use buildings that are contaminated, blighted, or functionally obsolete. ([Source](#))

Potential Programs and Funding Sources, Continued

Detroit Industrial Revolving Loan Fund (DIRLF)

From DEGC: “[*This fund is for*] *Detroit projects seeking funding for fixtures, furniture, equipment, or property acquisition. ... Financing is administered by DEGC providing funds to use up to 40% of the cost at a maximum of \$200,000.*” ([Source](#))

Detroit Kitchen Connect

Detroit Kitchen Connect helps food entrepreneurs by paying for classes for licensing, food safety education and storage fees, application process, approved equipment, and food truck 101. ([Source](#))

DPS Facilities Masterplan

From DPSCD: “*The Facility Master Plan seeks to accomplish [the following]: Provide a 20-year facilities vision and plan within the constraints of funding. We have a ~\$2.1 billion need with ~\$700 million of one-time funding. This Plan identifies recommendations for full ~\$2.1 billion in long-term investments and immediate work for ~\$700 million. Protect neighborhood schools and feeder patterns; placing students in the best school building as possible with the review of Facility Condition Index, enrollment, local demographic studies, and school building utilization. Continue to maximize use of our school buildings (students v. seats), improve overall condition of schools through some new school buildings and renovations focused on HVAC, roofs, and masonry.*” ([Source](#))

DPW Complete Streets

DPW’s Complete Streets program supports street paintings, speed hump installations, and other pedestrian- and bike-friendly street improvements throughout the City of Detroit. ([Source](#))

DPW Streetscape Projects

From DPW: “The City of Detroit is investing \$80 million in bond funding to improve streetscapes and commercial corridors across the City.” ([Source](#))

Eastern Market: Start a Food Business

Eastern Market offers “programs, commercial kitchen spaces, grants, and guidance” for aspiring food entrepreneurs. ([Source](#))

The Greening of Detroit

The Greening of Detroit is a non-profit organization that centers sustainability, community, and progress, and focuses “on enhancing the quality of life for Detroiters by planting trees, providing job training and involving our youth in the education of the natural environment.” Tree planting applications are available for “any community group, block club, school, faith-based & non-profit organization, community development corporation, or business association” in Detroit, Highland Park, or Hamtramck.

The non-profit also actively supports stormwater management and workforce development through the implementation, maintenance, and on-the-job training of native plants. The Greening of Detroit experts also participate in the Land+Water WORKS program, a coalition of 10 independent non-profits working together to provide Detroit residents with the resources needed to become better stewards of our environment. ([Source](#))

Grow Michigan II, LLC

From Grow Michigan: “Grow Michigan II, LLC, is capitalized by members of Michigan’s banking community and the Michigan Strategic Fund. It provides attractively priced growth capital in the form of subordinated/mezzanine debt to the Michigan small business community. Grow Michigan’s target loans are to profitable small businesses with strong management teams committed to excellence.” ([Source](#))

HUD Healthy Homes Production Block Grant Program

The HUD Healthy Homes Production Block Grant Program supports efforts to remove health and safety hazards from homes. Applications are available starting in the Fall of each fiscal year. ([Source](#))

HUD Small Business Administration Credit Assistance Programs

Small food businesses and entrepreneurs may receive assistance from the SBA’s credit assistance programs and business technical assistance programs that are available to all small businesses. ([Source](#))

Land and Water Conservation Fund (Michigan Department of Natural Resources)

The Michigan Department of Natural Resources offers a number of grants that “provide financial assistance to Michigan communities to acquire land for parks and open space, develop outdoor and indoor recreation facilities, and maintain, improve and renovate existing recreation facilities.”

From MI DNR: “*To apply, a community must have an approved Five Year Recreational Plan on file by Feb 1 of the year they intend to apply in or submit a capital improvement plan with their application.*” ([Source](#))

LMB Bike Wave

From LMB: “*Bike Wave is a project from the League of Michigan Bicyclists (LMB) with support from AARP. LMB received an AARP Community Challenge grant to create a lending library of demonstration tools for communities to test protected bike lanes and curb extensions. Communities can apply to conduct pop-up demonstration projects. Selected communities will receive Wave Delineator separators for protected bike lanes, bike counters, and curb extenders to use to pilot active transportation infrastructure improvements.*” ([Source](#))

Low-Income Housing Tax Credits (LIHTC)

Low-Income Housing Tax Credits are an investment, offered by the Michigan State Housing Development Authority (MSHDA), “used to increase and preserve affordable rental housing by replacing earlier tax incentives with a credit directly applicable against taxable income.” ([Source](#))

MEDC Collateral Support Program

The MEDC Collateral Support Program is funded by federal dollars provided under the State Small Business Credit Initiative (SSBCI) Act of 2010 and seeks to enable suppliers to acquire the necessary financing that might otherwise be unavailable due to a collateral shortfall according to the lender’s analysis. The program will supply pledged cash collateral accounts to lenders to achieve this goal for approved projects. To qualify, a business must be engaged with a

private lender for the purpose of acquiring a commercial extension of commercial credit (see list of currently participating banks in the document linked below) and must exhibit a collateral shortfall according to the lender’s analysis. The Borrower must have no more than 750 employees, and must participate in a qualified industry. ([Source](#))

Michigan Arts and Culture Council Community Partners Grant

From MEDC: “*The Community Partners grant program is a competitive grant program that exists to strengthen communities by encouraging them to work collaboratively with artists and culture bearers to explore cultural traditions/heritage and share in the creative process of arts and culture where the collaboration is integral to daily lives and is valued as a tool for community development. Grants from \$10,000 to \$20,000 with a cash or in-kind match are available for qualifying applications.*” ([Source](#))

Michigan Impact Grant - Labor and Economic Opportunity

From LEO: “*LEO is accepting applications for innovative programs that provide, or expand, programming with the intent of lifting people out of poverty and above the ALICE (Asset Limited Income Constrained, Employed) threshold, especially as it pertains to the effects COVID-19 had on this population.*” ([Source](#))

Michigan Capital Improvement Program (DWSD)

The CIP’s goal is to improve service delivery and quality of life in the neighborhoods by reducing water main breaks, street flooding and sewer system failures; future investment in new CSO facilities (wet weather treatment) and increasing acres managed by green stormwater infrastructure. Also, coordinating with other public and private agencies to maximize dollars invested and minimize disruption from construction activity, Increasing job opportunities for Detroiters; and upgrading and maintaining facilities, equipment and systems for effective operations. ([Source](#))

Potential Programs and Funding Sources, Continued

Michigan Transportation Alternatives Program (TAP)

From MDOT: *“The MI Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options.”* ([Source](#))

MParks Foundation

From mParks: *“Established in 2002, the Michigan Recreation and Park Association Foundation provides financial support to people and programs that work to enrich the health and well-being of all Michigan citizens through increased access to recreation and outdoor experiences. In addition, the Foundation supports ongoing professional development opportunities and recognition of parks and recreation practitioners.”* In 2023, it offered the “Play is Essential For All” grant for equipment - intended to help mParks partners provide recreational opportunities for everyone in their community. A total of \$20,000 was available for 2024 project funding. ([Source](#))

Missing Middle Housing Program

The Missing Middle Housing Program offers grants that are designed to help fill construction costs by funding gaps in eligible projects. ([Source](#))

Neighborhood Beautification Program

From HRD: *“The Neighborhood Beautification Program Provides grants to Detroit-based block clubs, neighborhood associations, nonprofit organizations, and faith-based organizations to carry out a project on up to four vacant lots in their community. Funded with \$4.75 million from the Neighborhood Improvement Fund and the American Rescue Plan Act, the NBP offers grants of \$500 to \$15,000 for community gardens, public space improvements, and clean-up activities.”*

Applications for the Neighborhood Beautification Program will reopen on Monday, January 15th, 2024 and close on Friday, February 23rd, 2024 on the Wayne Metro website. Applications are reviewed on a first-come first-serve basis, and no documents will be accepted after the application closes. ([Source](#))

Safe Routes to Schools

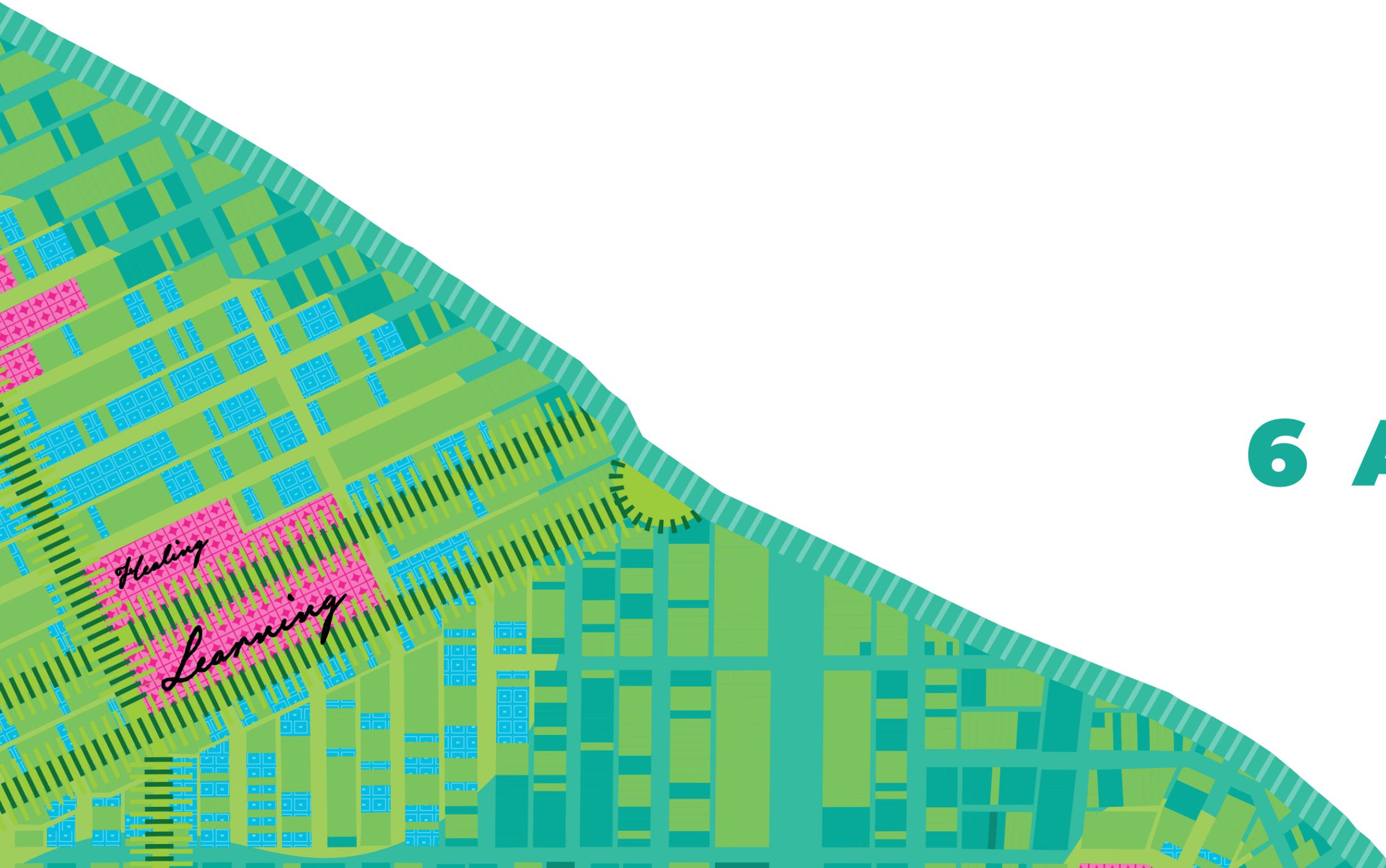
Safe Routes to Schools is a federal grant administered by the Michigan Department of Transportation that offers up to \$300,000/school in funds to help communities build infrastructure (sidewalks, crosswalks, etc.) around a school, and up to \$15,000/school in programming funds. ([Source](#))

Water-Related Infrastructure (WRI) Community Development Block Grant (CDBG)

From Michigan Municipal League Foundation: “The Community Development Block Grant Water-Related Infrastructure (WRI) program is designed to assist Local Units of Government in making necessary improvements to existing public infrastructure systems.” Eligible activities include upgrading existing public infrastructure systems either by replacing deteriorating or obsolete systems or by adding needed capacity to existing, but burdened systems. Deadline is in Spring 2024. ([Source](#))

Other Potential Programs and Sources Identified:

- [CDBG Neighborhood Opportunity Fund](#)
- [Detroit Regional Chamber NeighborHUB Grant](#)
- [Friends of the Rouge](#)
- [Metro Detroit Black Business Alliance](#)
- [Motor City Match ReStore Track](#)
- [New Economy Initiative: Community Foundation of SE Michigan](#)
- [ProsperUs, TechTown, BUILD](#)
- [Safe Streets and Roads 4 All](#)
- [U.S. Forest Service’s Urban and Community Forest Program](#)



6 APPENDIX