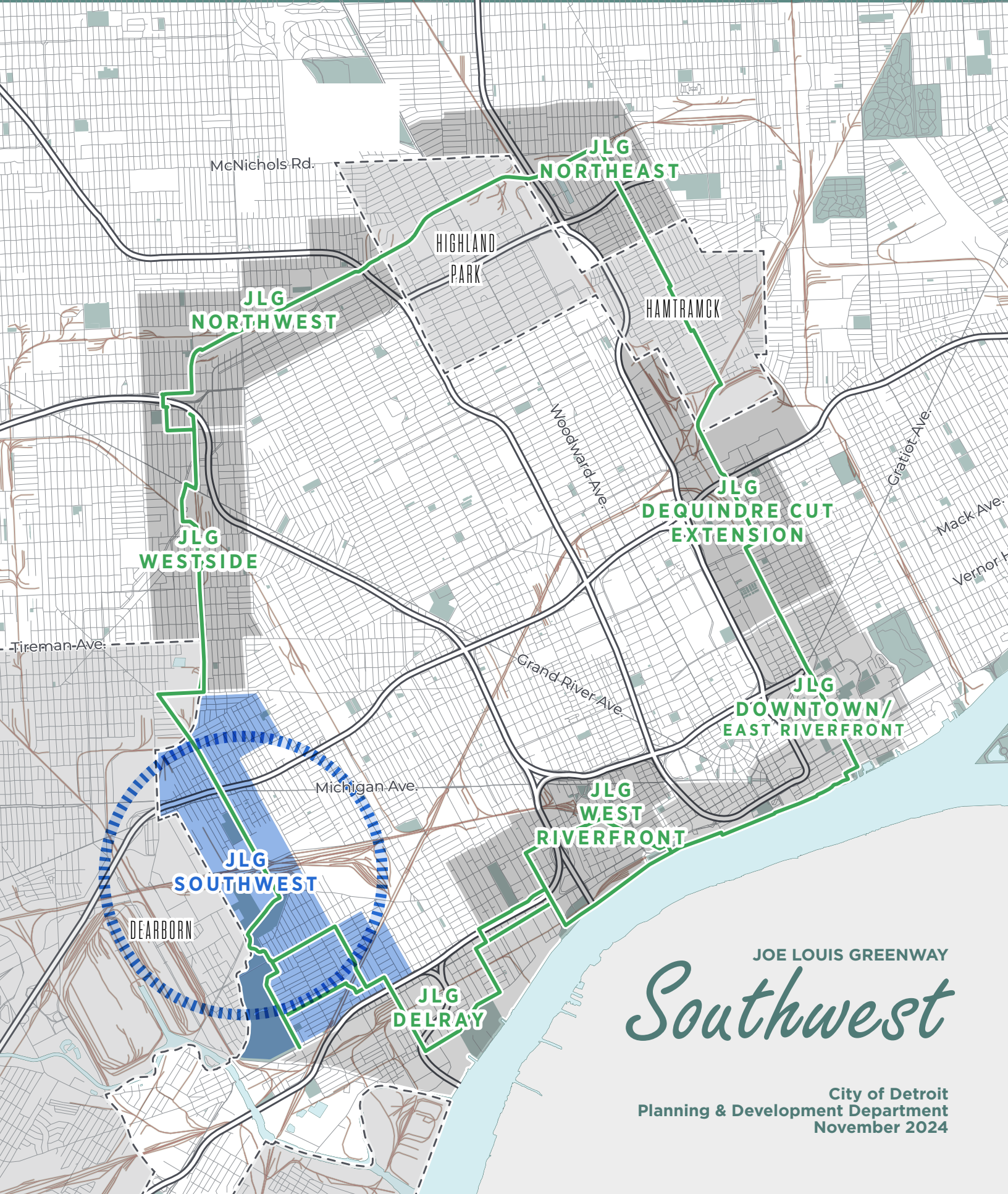




JOE
LOUIS
GREENWAY

NEIGHBORHOOD PLANNING STUDY | PLAYBOOK



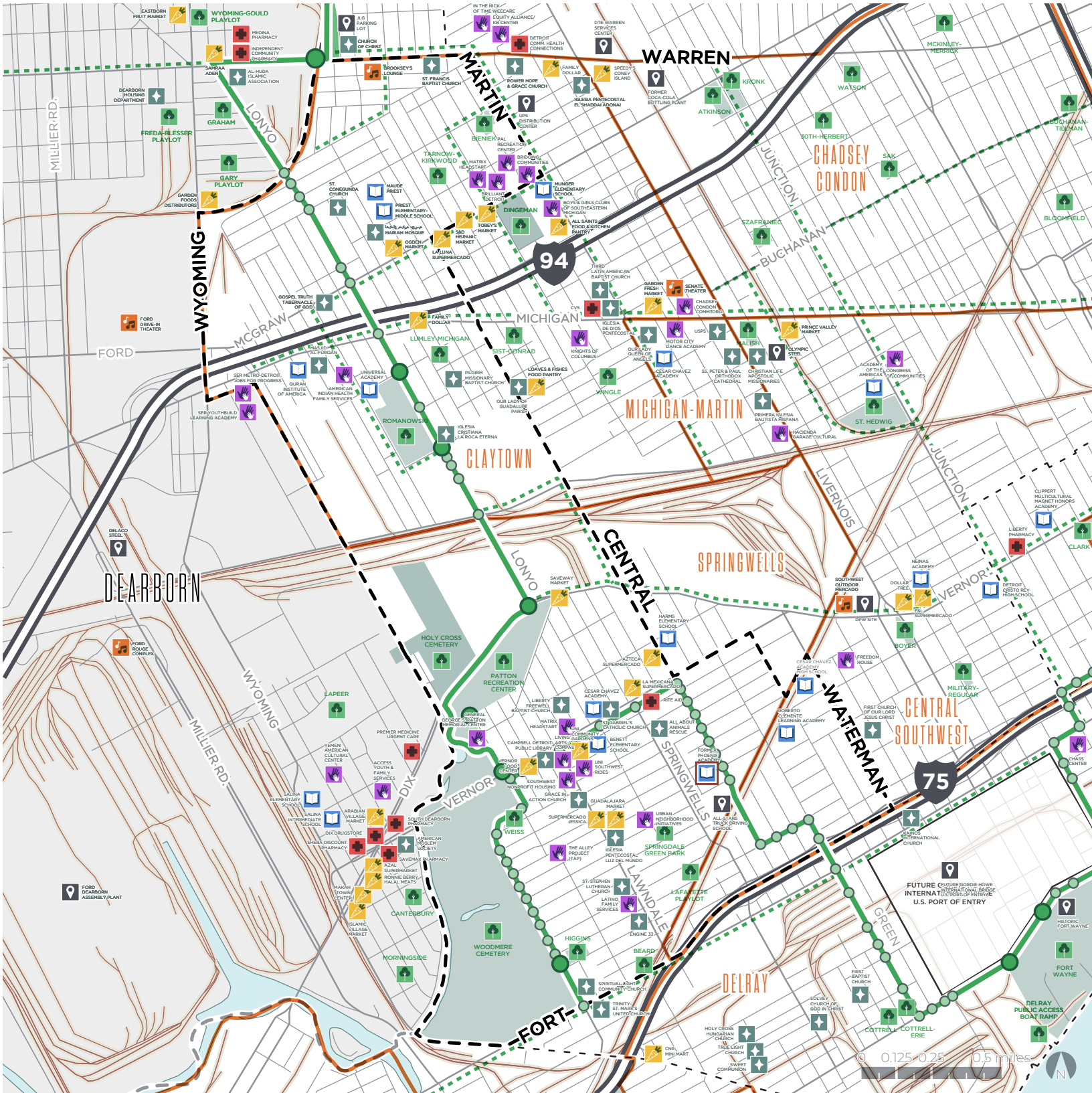
JOE LOUIS GREENWAY

Southwest

City of Detroit
Planning & Development Department
November 2024



NEIGHBORHOOD PLANNING STUDY | PLAYBOOK



JLG Southwest Planning Area | COMMUNITY-IDENTIFIED NEIGHBORHOOD CONNECTIONS AND ASSETS

- JLG Planning Area (within 1/2 mile of the JLG route)
- Detroit Neighborhood Boundaries
- JLG Route
- Proposed Spurs & Connectors
- Off-street Access Points
- On-street Access Points
- Institutional + Faith-based
- Community
- Education
- Vacant school
- Food
- Entertainment
- Health
- Parks + Recreation
- Other

Southwest by the Numbers

Neighborhood Voices

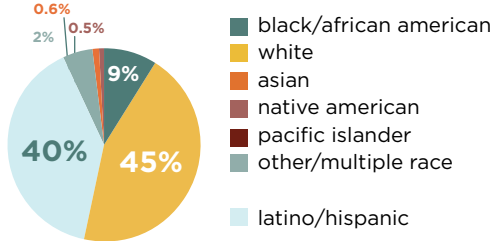
POPULATION

Source: U.S. Census Bureau 2017-2021 5-year Estimates, City of Detroit

TOTAL PLANNING AREA POPULATION:

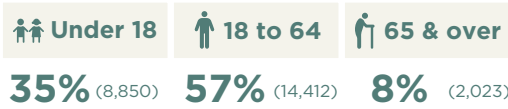
25,285
RESIDENTS | **▼ 7%**
SINCE 2010

RACE (non-Hispanic) & ETHNICITY:



28% of residents are foreign-born | **17,256** RESIDENTS speak a language other than English at home

AGE GROUPS (by years old):

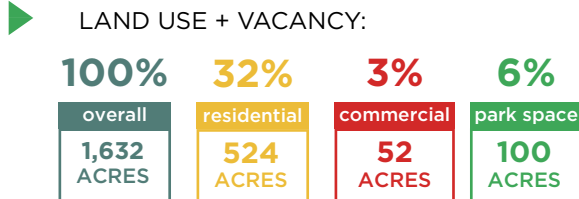
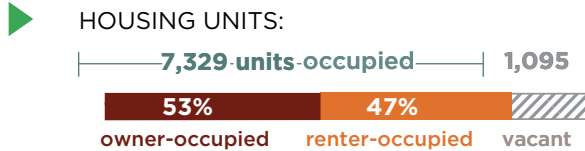


MEDIAN HOUSEHOLD INCOME (2022): **\$34,319** PER YEAR

MEDIAN HOUSE VALUE: **\$44,483** IN THE SOUTHWEST AREA | **▼ 38%** SINCE 2010

FAMILY HOUSEHOLDS*: **4,772** FAMILY HOUSEHOLDS | **65%** OF TOTAL

*A family group is defined by the US Census as "any two or more people residing together, related by birth, marriage, or adoption".



HOUSING & INCOME

Source: U.S. Census Bureau 2017-2021 5-year Estimates, City of Detroit

CURRENT LAND USE

Source: City of Detroit, Interface Studio

"The unity that the Southwest had in the 80s and 90s where elders who weren't family watched out for the kids in the neighborhoods."

NICOLE FISHER, SOUTHWEST RESIDENT

"There were lots of stores on Vernor or Fort Street. We could walk to them, not like today."

CATHY REYES, SOUTHWEST RESIDENT

"More spaces where people come together."

PAUL MORONCZYK, SOUTHWEST RESIDENT

Want to learn more?
Visit detroitmi.gov/jlgvoices to hear more resident stories



JOE
LOUIS
GREENWAY

NEIGHBORHOOD PLANNING STUDY SOUTHWEST PLAYBOOK

WHAT IS THE JOE LOUIS GREENWAY?

The Joe Louis Greenway (JLG) is a 27.5 mile recreational pathway that will unify Detroit's neighborhoods, people and parks. The JLG is currently under construction, and is slated to be completed in 5 to 10 years, depending on funding. The planning, design and construction of the JLG is being led by the City of Detroit's General Services Department (GSD). Visit joelouisgreenway.com for more information.



Scan to view the JLG Interactive Map to follow construction progress.

WHAT IS A PLAYBOOK?

A playbook is a roadmap with immediate next steps that **residents, business owners and neighborhood organizations can take to leverage the investments of the Joe Louis Greenway in their neighborhoods.** These steps are not isolated but are meant to meet the goals set forth in the Joe Louis Greenway Framework Plan of 2021, and the specific goals for the JLG Southwest Planning Area defined in this process.

WHO IS THIS PLAYBOOK FOR?

The City of Detroit is only one actor in helping achieve the goals for the Southwest, so the strategies in this playbook are designed for everyone to play a role.



Alongside greenway construction, each JLG Playbook will serve to guide investments into neighborhoods, where we all have a part to play:



WHO ELSE IS INVOLVED?

The Joe Louis Greenway Partnership (JLGP) is a nonprofit formed to support the Greenway with a focus on programming, beautification, community engagement and neighborhood development. To learn more visit: jlgpartnership.org

WHAT IS THE JOE LOUIS GREENWAY NEIGHBORHOOD PLANNING STUDY?

The Planning Study is an exploration of how to leverage the investment in the Joe Louis Greenway to create more equitable outcomes.

To achieve our goals, the study must:

- > Creatively engage residents, business owners, and key stakeholders.
- > Understand the opportunity in both scale and potential scope.
- > Develop detailed action plans and policies that shape equitable growth and support existing residents and businesses.

HOW WAS THIS PROCESS INFORMED?

The Planning Study is a **two-year community planning process** with residents and stakeholders that included:



COMMUNITY LEADERSHIP TEAM

13 COMMUNITY MEMBERS leading neighborhood-focused engagement



VACANT LAND SUMMIT

250+ PARTICIPANTS in vacancy-focused panels and workshops



ON THE GROUND DISCUSSIONS

5 MOVE & TALK SESSIONS on Access & Mobility / **5 ON-SITE CONVERSATIONS** on Housing Development



COMMUNITY MILESTONE MEETINGS

10 NEIGHBORHOOD AREA MEETINGS with place-based focus / **5 TOPIC-BASED MEETINGS**

WHAT WERE THE GOALS DEFINED BY THE COMMUNITY?

Throughout the engagement process, residents highlighted the importance of leveraging the benefits of the Joe Louis Greenway for:



WHAT WE HEARD

The JLG Southwest residents also emphasized the need for:

BETTER MOBILITY FOR ALL USERS

MULTILINGUAL SUPPORT AND OUTREACH, ESPECIALLY FOR YOUTH, IMMIGRANT RESIDENTS AND SENIORS

IMPROVED HEALTH AND ENVIRONMENTAL CONDITIONS

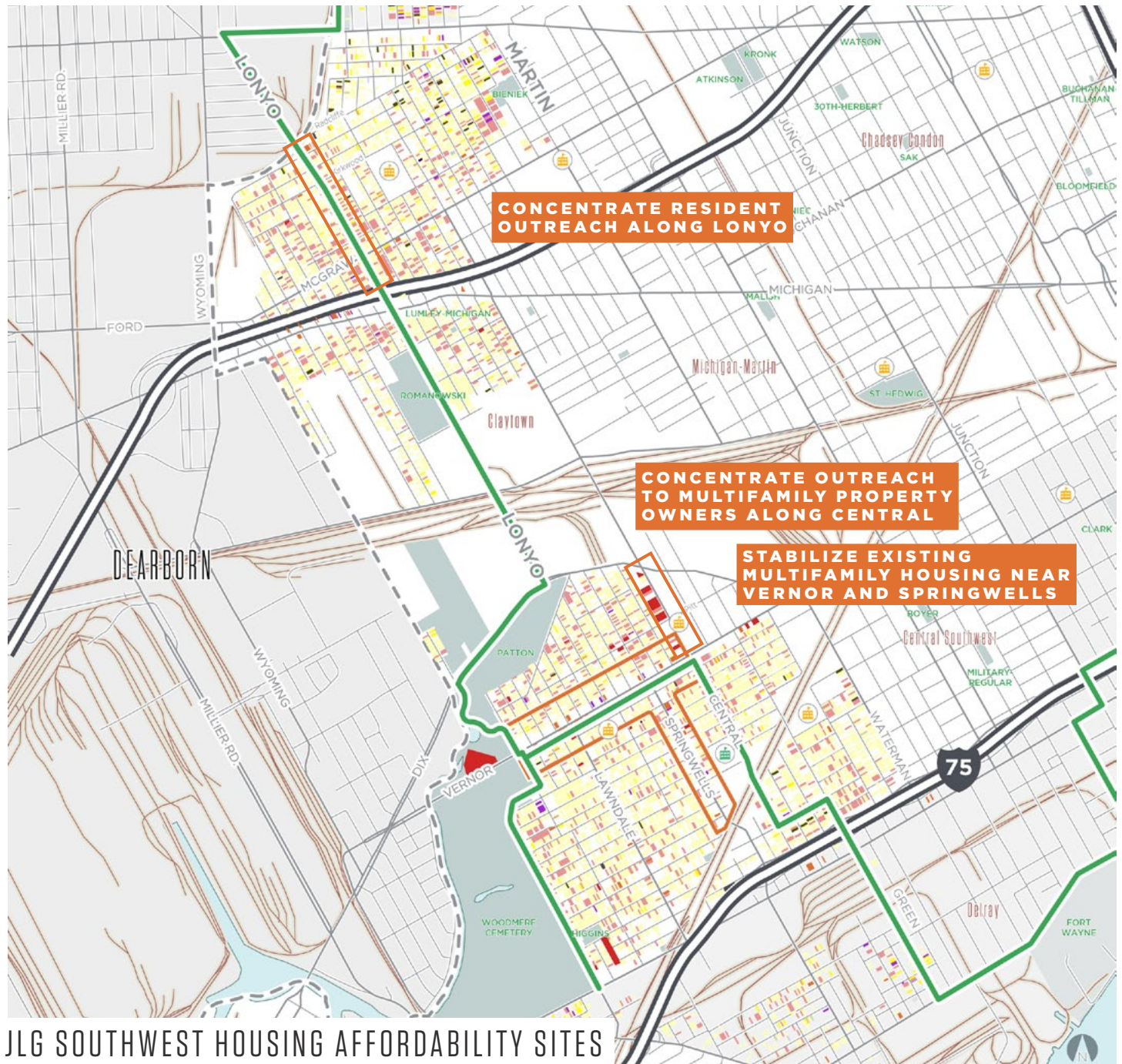
INVESTMENT IN STREETS, PARKS AND PLAYGROUNDS

These values are incorporated into the following playbook strategies to ensure that neighboring communities will benefit from the impacts of the JLG.

BUILD WEALTH & ENSURE HOUSING AFFORDABILITY

HOUSING TODAY

Currently, there are 5,276 single family homes and 951 multi-family structures in the JLG Southwest. 53% own their homes, 47% rent their homes. The 2021 median sales price was \$97,984. This area contains 363 regulated affordable units. Residents in the Southwest face additional environmental impacts due to being adjacent to industry, highways and truck traffic. Strategies should aim to stabilize neighborhoods, strengthen the real estate market and prepare for long term future investment. This includes blight clean up and increasing the number of jobs. **Key to long term affordability of existing neighborhoods is preserving existing buildings**, with a focus on multi-family buildings because they allow for rentals at more affordable price points than larger single family homes.

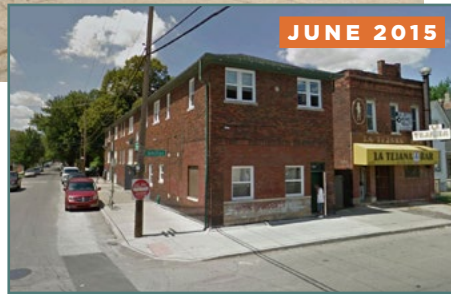




Interested in housing resources? Learn more about what's available to you at detroitmi.gov/jlgplanning.



Above, the City of Detroit's HRD supported the rehabilitation of a vacant property on Junction Ave., preserving 10 affordable for-sale units (Photos: Google Street View).



STRATEGIES FOR EXISTING HOUSING

These actions support improving existing housing quality, expanding homeownership and preserving existing affordable housing.

1. BETTER UNDERSTAND THE COLLECTIVE AND INDIVIDUAL NEEDS TO SUPPORT EXISTING RESIDENTS WHETHER RENTERS OR HOMEOWNERS

Targeted outreach to existing residents along the JLG route can help to provide access to housing resources supporting affordable homeownership and quality rentals, and help to inform potential needs for housing program expansion. This outreach should be prioritized to residents closest to the JLG, such as along Lonyo. Opportunities for new homeowners include **33 vacant structures** owned by the Detroit Land Bank in the JLG Southwest (primarily North of I-94) that are potentially salvageable for rehabilitation.



The City's current pilot programs including the Second Floor Residential Grant Program in Southwest and the Detroit Duplex Repair Program offer models to stabilize existing affordable rental properties or reactivate vacant units through direct support small-scale landlords.

2. PRESERVE AFFORDABILITY FOR CURRENT RENTAL UNITS AND INVEST IN EXISTING BUILDINGS TO IMPROVE QUALITY AND QUANTITY

Expand resources and outreach to preserve existing naturally occurring affordable rentals, including opportunities for:

Rehabs

- > **Vacant Multi Family:** There are 35 Vacant Multi-Family Buildings in the JLG Southwest that contain about 215 housing units.
- > **Second Story Apartments:** There are 19 known units spread across 7 vacant mixed-use buildings in the JLG Southwest, including 4 potential units in the City's Greybox site at 8547 Vernor.

Programs for small-scale local landlords

- > There are (883) 2-4 unit, multi-family buildings in the JLG Southwest, containing 1,885 units.

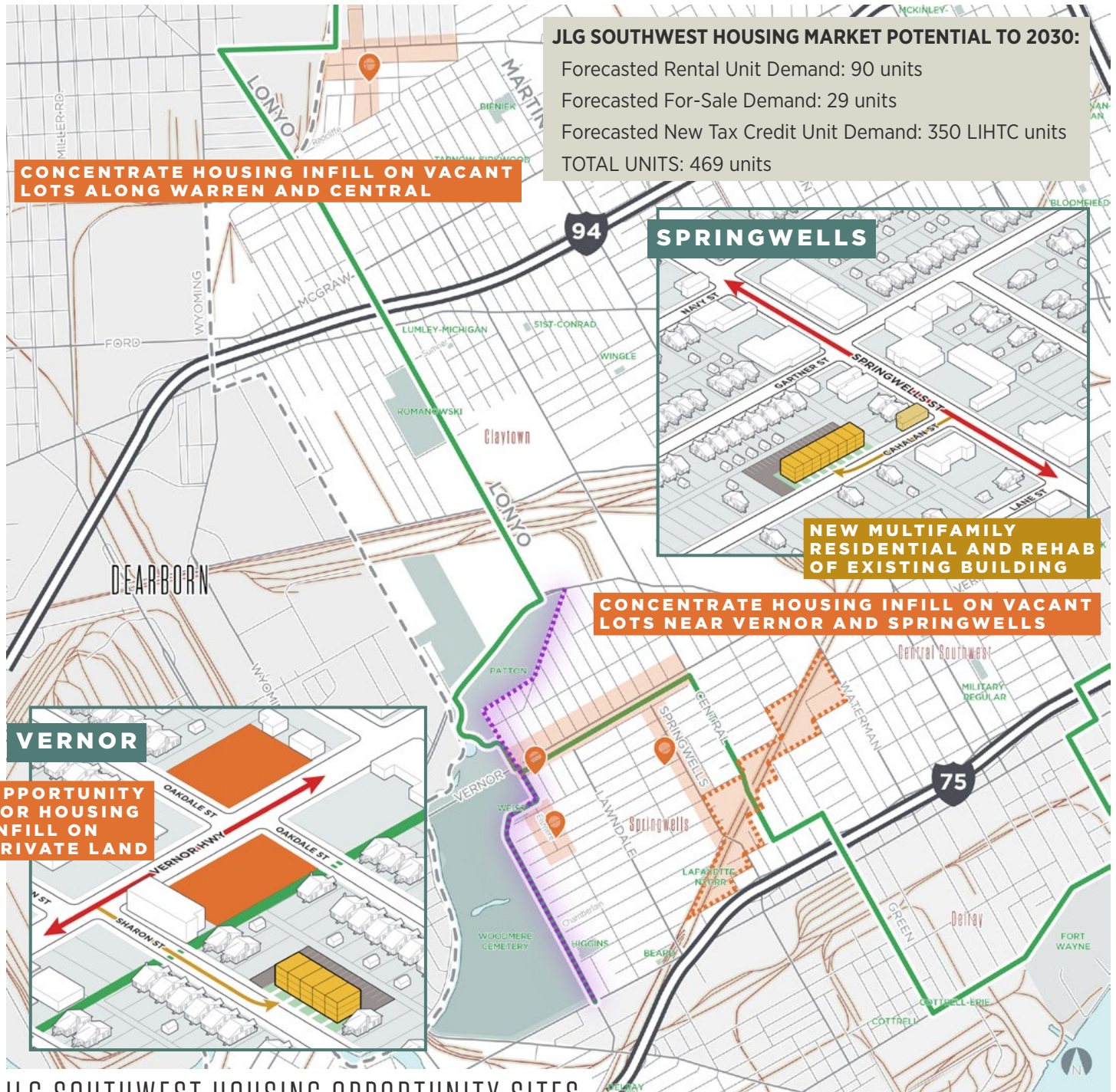
Programs for 5+ unit properties

- > There are (68) 5+ unit multi family buildings in the JLG Southwest, containing 1,477 units.

BUILD WEALTH & ENSURE HOUSING AFFORDABILITY

NEW HOUSING POTENTIAL

A real estate market study was conducted as part of this plan in 2022. It classified this market area as a 'Grow Market,' meaning that **large scale private investment can occur if the right type of public investment is made, such as the JLG or a new park, and/or if a public incentive is provided.** The area does offer good transportation corridors (Lonyo, Vernor, Warren and Dix), as well as connections to I-94 and I-75. It's estimated that the housing market can support a total of 469 units in the coming seven years, of which 350 are affordable and may qualify for Low Income Housing Tax Credits (LIHTC).



JLG SOUTHWEST HOUSING OPPORTUNITY SITES

- JLG Route
- Housing Opportunity area
- Key housing opportunity site
- Proposed transition to residential zoning
- Permit increased density along off street portions of the JLG

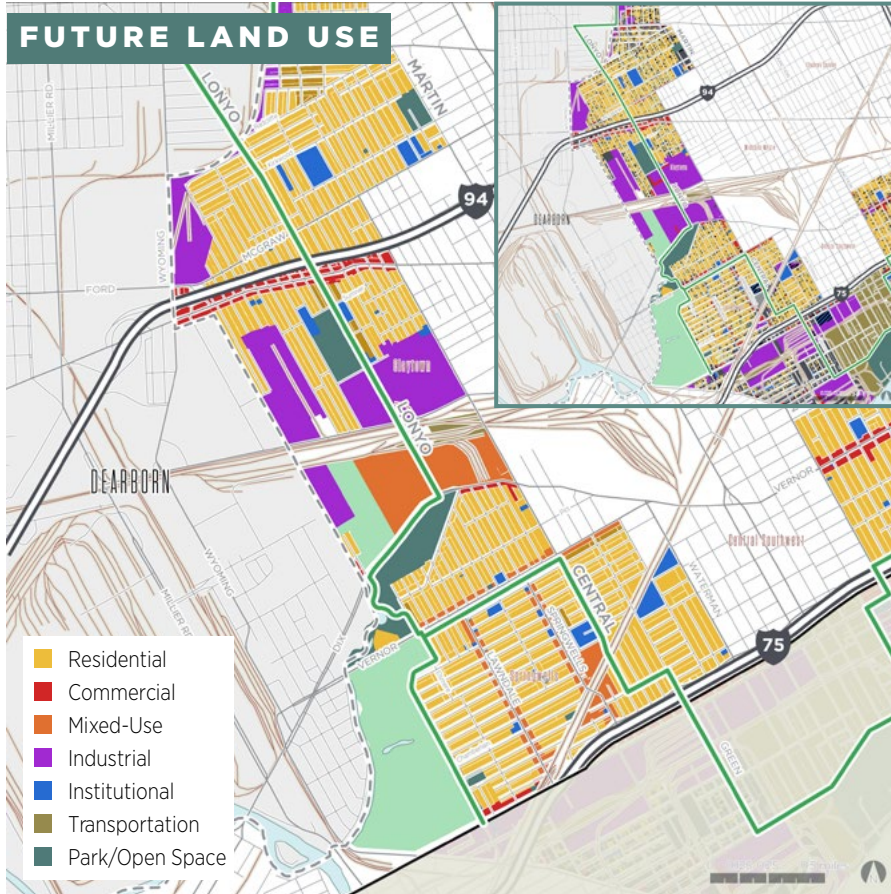


Interested in developing property near the JLG?

Learn more about what's available to you at detroitmi.gov/jlgplanning.

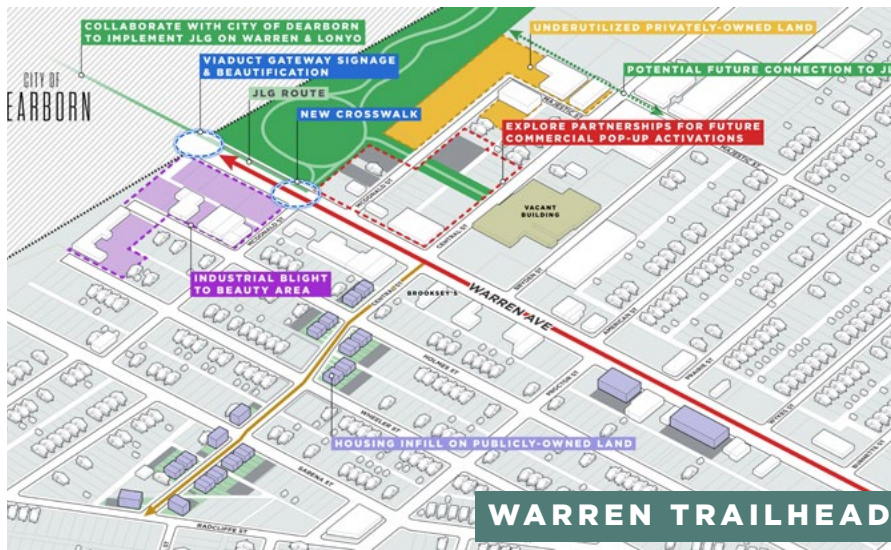
NEW HOUSING STRATEGIES

These actions are aimed at supporting long term opportunities for community development in a 'Grow' real estate market.



JLG Southwest Future Land Use includes:

- > Transitioning away from heavy industrial uses to a mix of uses along the JLG
- > Supporting commercial/mixed use buildings along commercial corridors
- > Long term residential infill around Greenway Opportunity areas.



This drawing shows the long term potential for development on Warren near the JLG trailhead.

1. ALIGN ZONING AND LAND USE POLICY TO SUPPORT HOUSING INVESTMENT

If new development is proposed near the JLG, ensure that the proposed land use complements the Future Land Use map, as shown to the left. In addition, continue community engagement as new development proposals arise.

2. LEVERAGE PUBLIC ASSETS TO CREATE NEW AFFORDABLE HOUSING AND PRESERVE SPACE FOR LONGER-TERM OPPORTUNITIES

Given the current condition of the housing market, new development along the JLG may be longer term. In the short term, work to increase eligibility for affordable housing development incentives. In areas where the market is strongest (Vernor & Springwells) and public ownership is limited, consider leveraging publicly held land to drive larger mixed-income development.

Opportunity sites were identified because of their proximity to the JLG; they contain concentrations of publicly owned land, and/or they are near commercial corridors which could help improve density to support small business and help these corridors thrive.

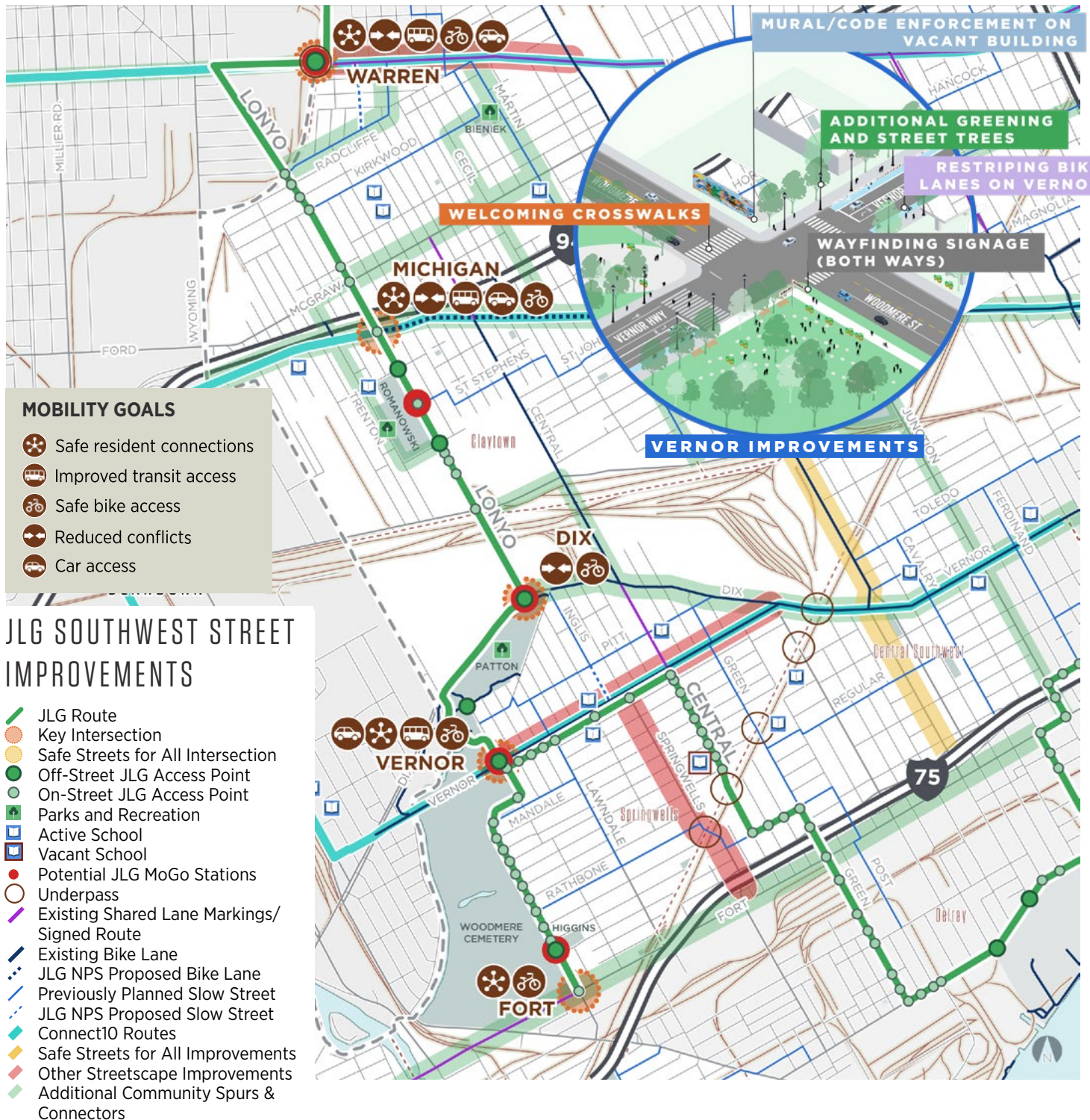
Long Term opportunities in the JLG Southwest include:

- > **Warren Trailhead:** Leverage the Warren Trailhead and the Midwest Tireman plan to promote infill on Warren and Central. Explore the potential to connect Majestic St. to the JLG directly.
- > **Vernor:** Explore the potential to develop a multifamily building on Sharon Street on publicly-owned vacant lots as well as opportunities for development on privately-owned lots on Vernor.
- > **Springwells:** Explore the potential to develop a new multifamily building on Cahalan and rehab an existing City-owned mixed use building on Springwells.

IMPROVE CONNECTIVITY & ACCESS

CONNECTIVITY & ACCESS TODAY

The JLG in the Southwest is largely being constructed on existing public right-of-way, either on-street or adjacent. This means, the greenway infrastructure will be accessible along existing corridors, like Vernor and Lonyo, but **additional investment is needed to create safer resident connections to reach those access point by all modes of transportation.** The level of need for traffic calming and greening is high so prioritization methods are needed. Targeted streetscape improvements are also needed on main corridors Vernor and Springwells to connect neighborhood destinations to trail access points.



CONNECTIVITY & ACCESS STRATEGIES

Provide safe resident connections for existing neighborhoods with quality access to the JLG, including:



Provide safe resident connections
 Prioritize safe connection for existing residential, reinforcing connection to neighborhood assets and commercial corridors with a quality access point every 1/2 mile



Improve transit access
 Provide nodes with amenities at intersections with high volume transit routes



Accommodate car access
 Prioritize off-street parking at primary trailheads, emphasize multi-modal connections and utilize on-street, existing parking where possible



Reduce conflicts
 Mitigate industrial / truck route conflicts and vehicle / pedestrian conflicts



Improve safe bike access
 Provide safe bike approaches and transitions to the JLG, connect to existing bike infrastructure and improved bike share and amenities

Prioritization of these connectivity improvements will need to be assessed when the trail opens. Explore local JLG usership with data tools to evaluate who is using the JLG, where they are coming from, and to address gaps in resident participation.

1. IMPROVE STREETS AT KEY JLG INTERSECTIONS

Improvements at key intersections should be tailored to the opportunities and needs anticipated by users. In walkable retail corridors like Vernor Hwy, priority improvements could include intersection bumpouts, shade trees, seating and wayfinding. Other key intersections such as Dix may be the focus of improvements like safe crossings or completing gaps in existing bike network infrastructure.

Current design processes led by the city for quick-build improvements on W Warren St. are part of this effort.

2. IDENTIFY PREFERRED SLOW STREETS TO CONNECT TO THE JLG

Slow streets are shared, traffic-calmed streets with low volumes and low speeds. They do not include bike lanes, but make it safe for shared use and recommend traffic calming at every block. Slow Street improvements can be made during road resurfacing and/or prioritized for routes connecting to neighborhood destinations such as parks, libraries or schools.

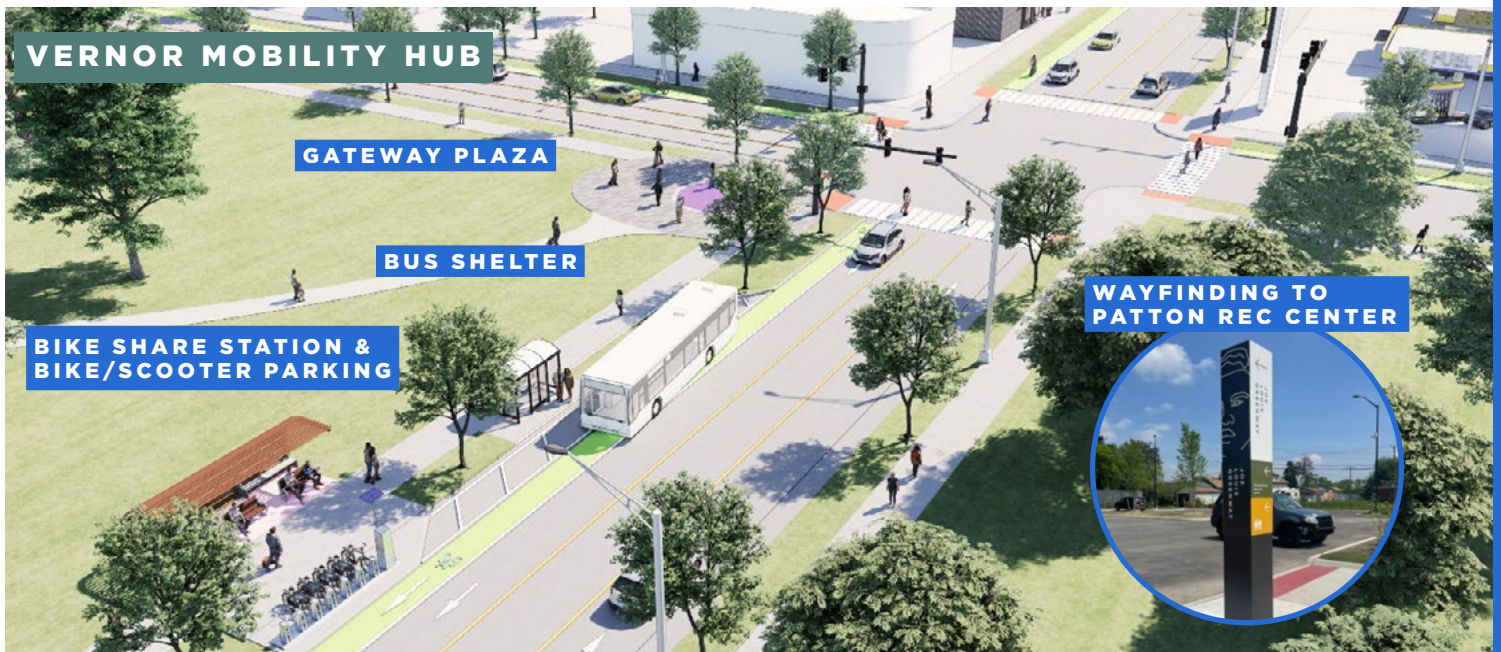
3. IMPROVE MOBILITY AT KEY ACCESS POINTS WITH HIGH CONNECTIVITY FOR ALL MODES

Mobility Hubs can include directory signage, bike parking, bike repair stations, drinking fountains, e-bike charging stations, parking lots and EV charging, and enhanced bus stops. They should be prioritized at major access points in the JLG Southwest, including Vernor.

Local assets can also be leveraged to complement the mobility hubs. For instance, the parking lot at the Patton Rec Center can be leveraged for EV charging and rideshare drop-off.



Vernor at Woodmere relative to Patton Rec Center and facilities.



Potential for a mobility hub on Vernor including an enhanced bus stop and shaded seating and wayfinding to nearby assets, such as Patton Rec Center.

SUPPORT SMALL BUSINESS & COMMERCIAL CORRIDOR ACTIVATION

COMMERCIAL CORRIDORS TODAY

The JLG Route intersects with seven commercial corridors in the JLG Southwest, and travels in the alley South of Vernor Ave. Commercial activity is active on Vernor, with immigrant owned restaurants and other retail establishments. From a market perspective, there is limited demand for new retail (48,000 sf to 2030) and no demand for new office spaces. The focus in this market should be on **supporting existing businesses and piloting a micro retail program to activate non-traditional retail spaces around the JLG.**



- Automobile Related
- Retail
- Restaurant
- Services
- Office
- Medical
- Other



Are you an employer near the JLG? Have a pop-up idea for the JLG?

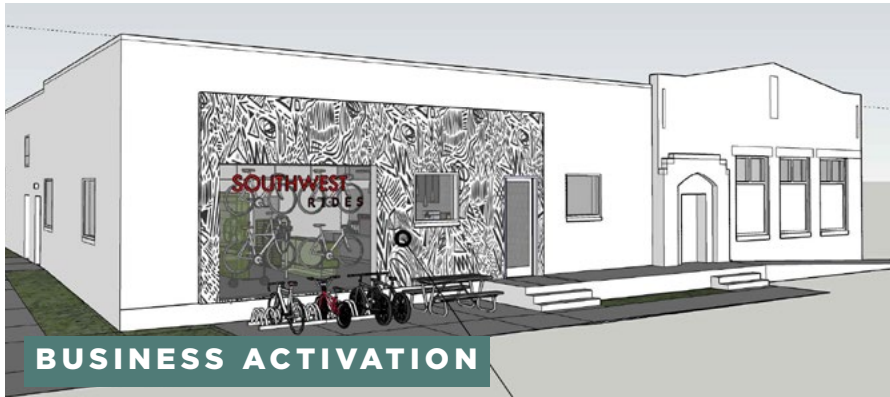
Learn more about what's available to you at detroitmi.gov/jlgplanning.

COMMERCIAL CORRIDOR STRATEGIES

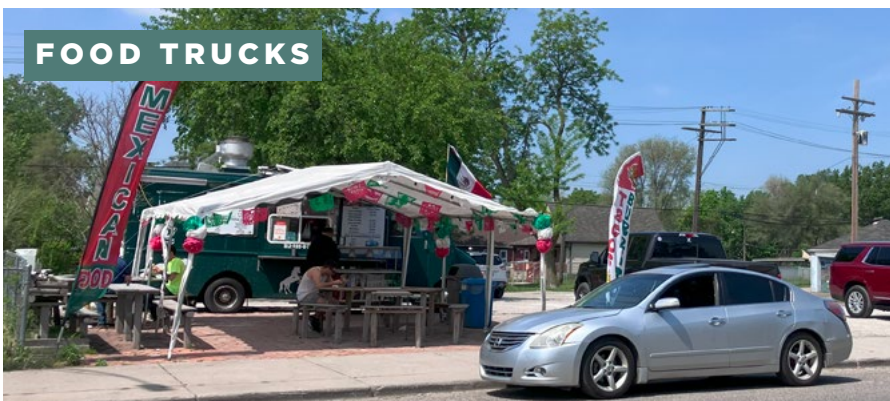
In the JLG Southwest, work to empower entrepreneurs, support existing businesses and connect residents to jobs.



Focus streetscape and intersection improvements on Vernor and Springwells, especially at intersections with the JLG. Implement Blight-to-Beauty improvements on adjacent commercial and industrial properties.



Southwest Rides is a dynamic social enterprise bike shop run by local youth aged 14-24, now being reimaged to include a coffee shop that will serve as a training hub for skills in bike mechanics, customer service, barista techniques, and entrepreneurship, exemplifying a locally based retail investment that leverages the forthcoming Joe Louis Greenway (Rendering Credit: Silveri Architects, 2023)



The Southwest has a wealth of pop-up food vendors and food trucks that could be connected to the JLG, creating opportunities to spur commercial activity while encouraging foot traffic to and from the JLG. Above: Photo of Tacos El Caballo on Springwells Ave.

1. STRATEGICALLY INVEST TO BETTER CONNECT COMMERCIAL CORRIDORS THAT ARE WITHIN WALKING/BIKING DISTANCE OF THE JLG

Enhance connectivity between commercial corridors located within walking and biking distance of the JLG, making it easier for residents and visitors to access local businesses, and attract more foot traffic from the JLG to local businesses. In the JLG Southwest, improvements should be prioritized to better connect to businesses on Vernor, Springwells and Warren.

2. FOCUS ON ACTIVATING COMMERCIAL CORRIDORS WHERE THEY MEET THE JLG, INCLUDING SUPPORT FOR BUSINESSES AND PROPERTIES

When commercial corridors intersect the JLG, work with property owners and businesses to create more welcoming environments. This may involve public realm improvements, adding outdoor spaces, or enhancing safety. Targeted “Blight to Beauty” initiatives can support businesses and properties in achieving code compliance and planning for the future. In the JLG Southwest, priority should be given to where Vernor and Warren Streets meet the JLG.

3. CREATE PROGRAMS AND SPACES TO SUPPORT RETAIL ACTIVITY ALONG THE JLG

Continue to formalize the process so that small businesses or residents, including food trucks, can sell their goods on or along the JLG. Tailor existing and new grant programs to support activating non-traditional commercial spaces, such as vacant or underutilized buildings or creating outdoor spaces on vacant land to support retail activity. In the near term, work with the Joe Louis Greenway Partnership (JLGP) to promote pop-up opportunities and events for vendors and food trucks, using the JLG as a way to attract patrons to the area, as well as to support existing businesses and increase their visibility.

CREATE & SUSTAIN JOBS

INDUSTRY & JOBS TODAY

Industrial uses make up 18% of the parcel area in JLG Southwest, including long stretches of industrial properties located directly adjacent to the JLG, creating a barrier between residents and the JLG. Most industrial businesses in the area are warehousing and distribution (36%), light industrial (24%), and storage yards (27%). Heavy industrial or storage yards account for 55% of the total industrial land area. **Job growth could be encouraged by strategically investing in site cleanup, transitioning uses, and repositioning some areas for a mix of compatible uses.**



EXISTING ZONING

- R1 - Single Family Residential
- R2 - Two-Family Residential
- R3 - Low Density Residential
- R4 - Thoroughfare Residential
- R5 - Medium Density Residential
- R6 - High Density Residential
- B1 - Restricted Business
- B2 - Local Business/Residential
- B3 - Shopping
- B4 - General Business
- B5 - Major Business
- B6 - General Services
- M1 - Limited Industrial
- M2 - Restricted Industrial
- M3 - General Industrial
- M4 - Intensive Industrial
- M5 - Special Industrial
- Parks & Recreation
- Special Districts & Overlay Areas

JLG SOUTHWEST ZONING CHANGES

- JLG Route
- Proposed Zoning Changes



Interested in improving your property?

Learn more about what's available to you at detroitmi.gov/jlgplanning.

STRATEGIES FOR INDUSTRY & JOBS

Continue to preserve land for industrial living wage jobs along the JLG in strategic locations, while improving the impacts of industry on the JLG and surrounding neighborhoods.

1. CREATE BETTER CONNECTIONS BETWEEN INDUSTRIAL EMPLOYERS AND THE JLG

Collaborate with adjacent industrial businesses to improve their access and frontages along the JLG. This includes fixing sidewalks, streets, and crosswalks where industrial districts intersect with the JLG, enhancing safety and connectivity. This could include providing bicycles or offering incentives for employees to commute via the JLG, and promoting environmental stewardship.

2. BETTER ALIGN INDUSTRIAL ZONING WITH TODAY'S OPPORTUNITIES

Downzone M4 properties throughout the Southwest to allow for light industrial or commercial uses only, in order to transition away from heavy industrial uses along the JLG in the long term. Consider transitioning away from industrial uses entirely in the southeast part of the JLG Southwest planning area next to existing rail.

3. UPGRADE THE CONDITION OF EXISTING INDUSTRIAL PROPERTIES AND DISTRICTS

For existing businesses, work with property owners to achieve code compliance and develop new programs or match grant opportunities to encourage improvements.

In addition, find opportunities to buffer industrial properties with trees and plantings along the JLG, particularly on Lonyo and Dix.

As new industrial development is built along the JLG, it should follow the City's industrial design guidelines to include wide planted buffers, improve access to the JLG and promote sustainable design practices.

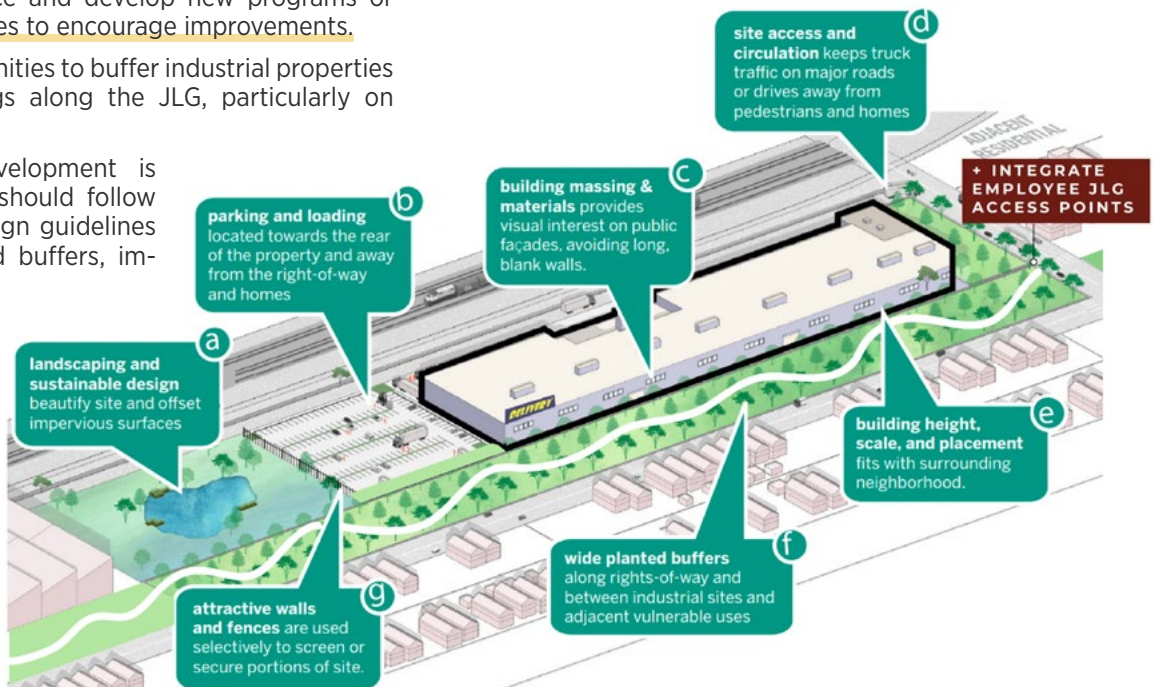
Lastly, concerns about truck traffic in the JLG Southwest were continuously voiced by neighborhood residents. A truck study for the area is currently underway by the City of Detroit to streamline traffic and mitigate these concerns.

4. BRING EMPLOYMENT SERVICES & SKILLING SERVICES TO THE JLG

During JLG construction, connect local job seekers to JLG contractors through outreach at trade events, while also leveraging training and workforce experience programs for future greenway maintenance and stewardship. Host job fairs at JLG events to advertise opportunities to nearby residents, and collaborate with new industrial developments and employers to create job training programs tailored to emerging industrial sectors along the JLG.



Improve the appearance of industrial properties along the JLG with fence coverings, arts, and new landscaping.



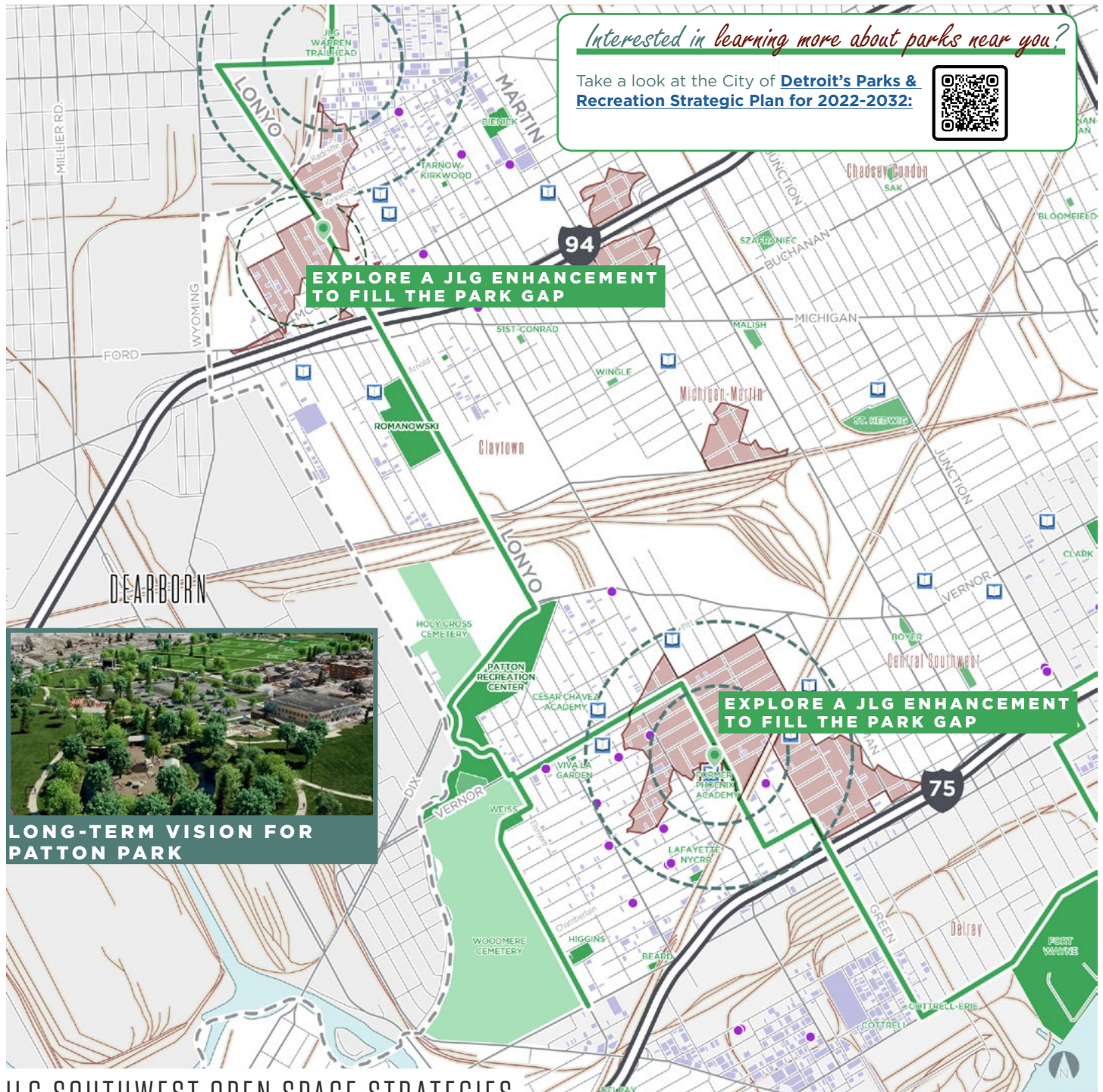
Source: City of Detroit Industrial Design Guidelines

Integrate the City of Detroit Industrial Design Guidelines to improve industrial properties along the JLG.

BEAUTIFY & GREEN NEIGHBORHOODS

PARK NETWORK TODAY

Accessibility gaps where residents have limited access to parks and open space can be seen in two locations in the JLG Southwest: along the northern portion of the JLG in the Claytown neighborhood, and south of Vernor, east and west of the alignment on Central Ave. Enhancements to the JLG or consideration of potential new open spaces along its route can help in filling these gaps.



Interested in learning more about parks near you?
 Take a look at the City of [Detroit's Parks & Recreation Strategic Plan for 2022-2032](#):



LONG-TERM VISION FOR PATTON PARK

JLG SOUTHWEST OPEN SPACE STRATEGIES

- JLG Route
- Park Gap
- Potential new open space location
- Active School
- High Priority Park Gap
- Community Land Based Project
- Vacant School
- Publicly owned vacant land



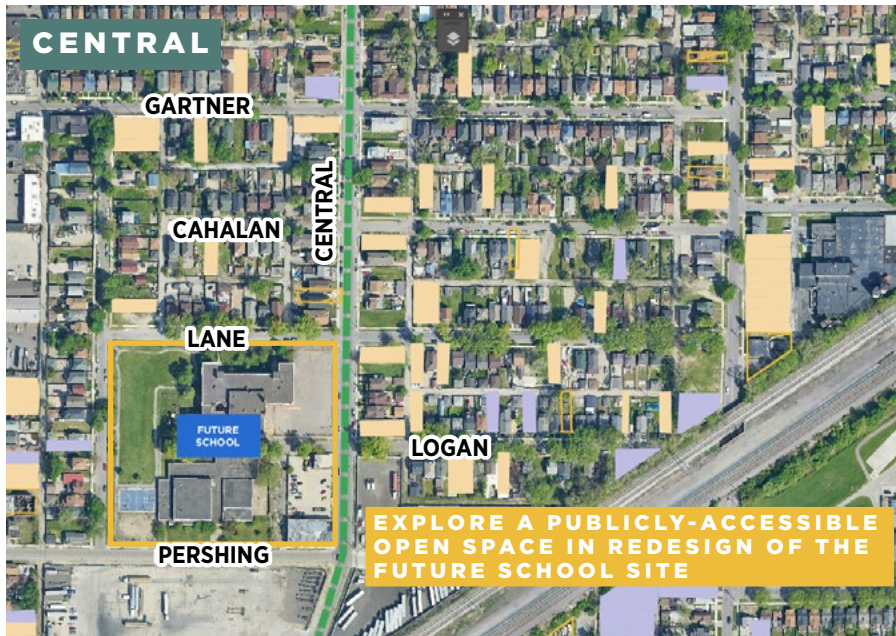
JLG improvements on Lonyo will connect Detroiters and Dearborners to nearby parks and recreational amenities. Future coordination with the City of Dearborn will be required to bring amenities alongside the development of the JLG.

PARK NETWORK STRATEGIES

Leverage the JLG investment to improve connections to parks and expand the open space network.

1. FILL PARK GAPS AND IMPROVE JLG ACCESS

Two locations in the JLG Southwest have a high priority park gap, or lack of open space for residents. These gaps can be filled by creating a new park on private vacant land near Lonyo and exploring a publicly-accessible open space in the redesign of the former Phoenix Academy site.



At the former Phoenix Academy site, explore the potential to incorporate publicly accessible open space into the redesign to address the existing park gap in the area. Given it's adjacent to the JLG, a new open space would provide a direct and valuable connection to the greenway, enhancing accessibility and community use.



Urban Neighborhood Initiatives (UNI) is a local 501c3 committed to transforming the physical green spaces of the Springwells community, revitalizing public spaces, creating green areas, and improving infrastructure to enhance the overall quality of life for youth, families and residents.

2. LEVERAGE THE JLG INVESTMENT TO CONNECT RESIDENTS TO PARKS AND COMMUNITY RECREATION AND OPEN SPACES

Recommended improvements to parks and open spaces in the JLG Southwest and their implementation phase include:

- > **Tarnow-Kirkwood and Bienek** - Have received recent investments.
- > **Beard** - Improve neighborhood connectivity.
- > **Weiss** - Improve intersections connections to JLG, and explore new park entryways in existing fencing to connect the park to the JLG.
- > **Romanowski** - Coordinate with recent park improvements and park amenities. Explore opportunities for green stormwater management and increased tree cover.
- > **González-García** - Explore potential Chamberlain connection and opportunities for increased tree cover.
- > **Patton Park** - Integrate long term upgrades and plans for Patton Park into the JLG network.
- > **Higgins** - Improve intersection connections to JLG and explore opportunities for increased tree cover.

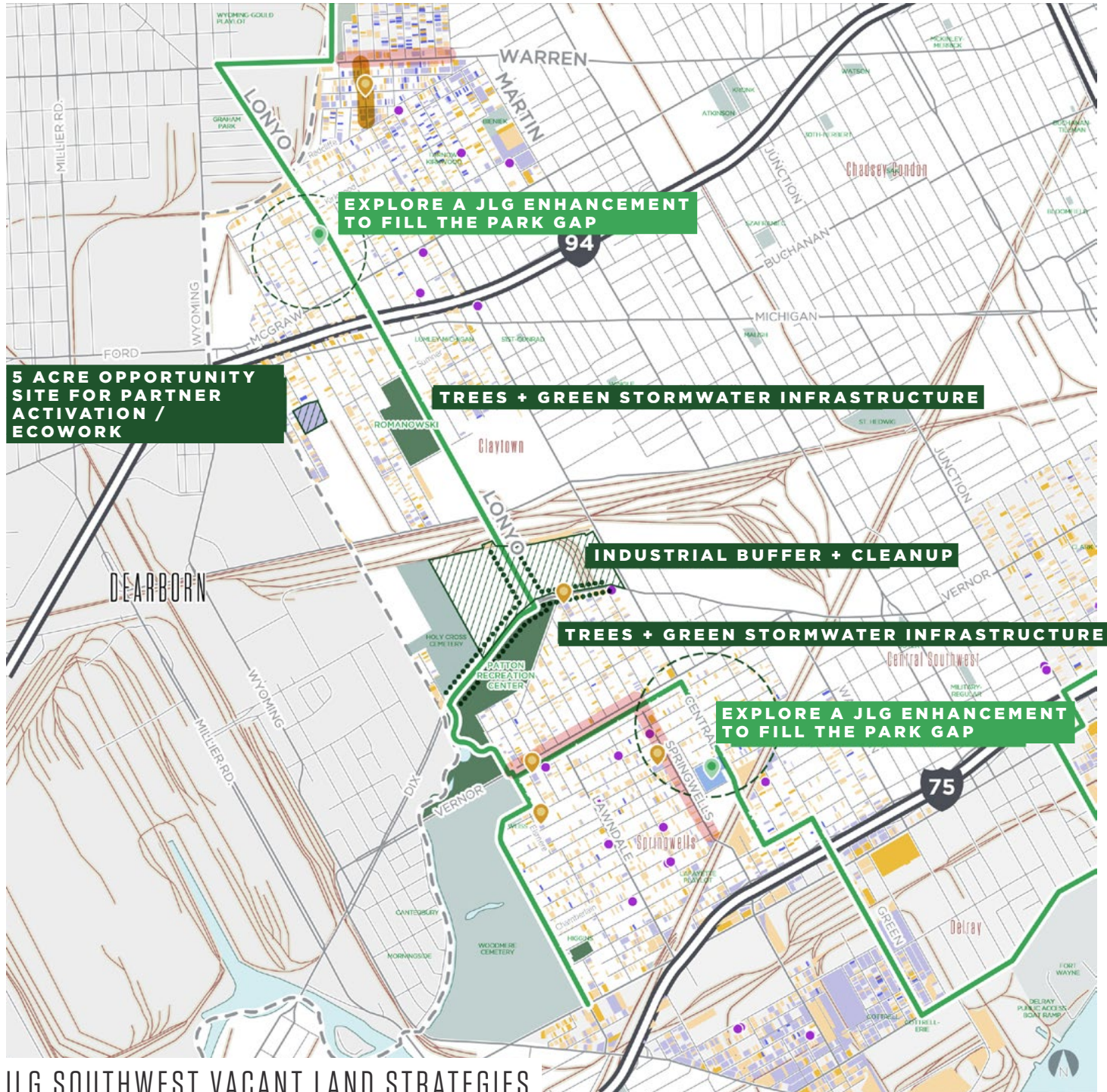
In addition, community-led initiatives at all scales should be integrated into the park network. Two of these initiatives, led by Urban Neighborhood Initiatives (UNI) include:

- > **Springdale Green**
- > **Viva La Garden**

BEAUTIFY & GREEN NEIGHBORHOODS

VACANT LAND TODAY

There are 198 acres of Vacant Land in the JLG Southwest on 2,054 parcels. 34% of parcels are publicly owned, while 66% are privately owned. **Much of the vacant land here is formerly residential and public ownership is scattered, so coordination between private owners, local stewards and public agencies is critical.**



JLG SOUTHWEST VACANT LAND STRATEGIES

- JLG Route
- Green Stormwater Infrastructure
- Industrial Cleanup
- Tree Planting
- Explore Commercial Pop-Up
- Community Land-Based Project
- Potential New Open Space Location
- Potential Residential Infill on Vacant Land
- Publicly owned vacant land
- Semi public vacant land
- Privately owned vacant land



Interested in beautifying a vacant lot? Have ideas for activities + events at parks along the JLG?

Learn more about what's available to you at detroitmi.gov/jlgplanning.

BEAUTIFICATION & VACANT LAND STRATEGIES

1. ESTABLISH AND PROMOTE A RANGE OF VACANT LOT BEAUTIFICATION TYPOLOGIES

Utilize public vacant land to improve neighborhood conditions. Potential vacant land treatments identified in this process include:

- | | | | | |
|-------------|---|---|--|--|
| REDUCE HARM | REPAIR + BEAUTIFY — ECO-WORK — ACTIVATE | > Targeted Clean and Clear: Deploy Clean & Clear, Maintain as lawn, Mow 4x a year and consider barrier to prevent future dumping. | | |
| | | > Wildflower Lawn: Annual wildflower lawn with dumping barriers at edge or mowed edge. | | |
| | | > JLG Enhancement: Cut through greenway, trailheads for greenway or neighborhood connection and access. | | |
| | | > Industrial Clean up: Clean and Remediate (as needed) industrial site; Establish Clean and Clear typology upon completion | | |
| | | > Meadow: Perennial meadow with dumping barriers at edge. | | |
| | | > Green Stormwater Infrastructure: Sites that increase biodiversity, create habitat, and provide stormwater management. | | |
| | | > Tree Planting: Trees planted 12' - 15' on center, ground naturally mulched, and trim branches to 6' height for visibility. | | |
| | | > Community/Partner Activation: Sites that promote community or partner activation scale as pop-up, gardens, gathering or event spaces, or productive uses such as urban agriculture or solar. | | |
| | | ADD VALUE | | |



Targeted Clean and Clear



Wildflower Lawn



Industrial Cleanup



Meadow



Green Stormwater Infrastructure (GSI)



Tree Planting



JLG Enhancement



Community/Partner Activation

Pictured above are some examples of how different vacant land treatments could be implemented. Strategies will vary depending on the conditions of the vacant lot, potential for stewardship and community needs.

2. MATCH VACANT LAND TYPOLOGIES TO KEY SITES

In the JLG Southwest, prioritize vacant land typologies on lots that can help to reduce harm and add value, including:

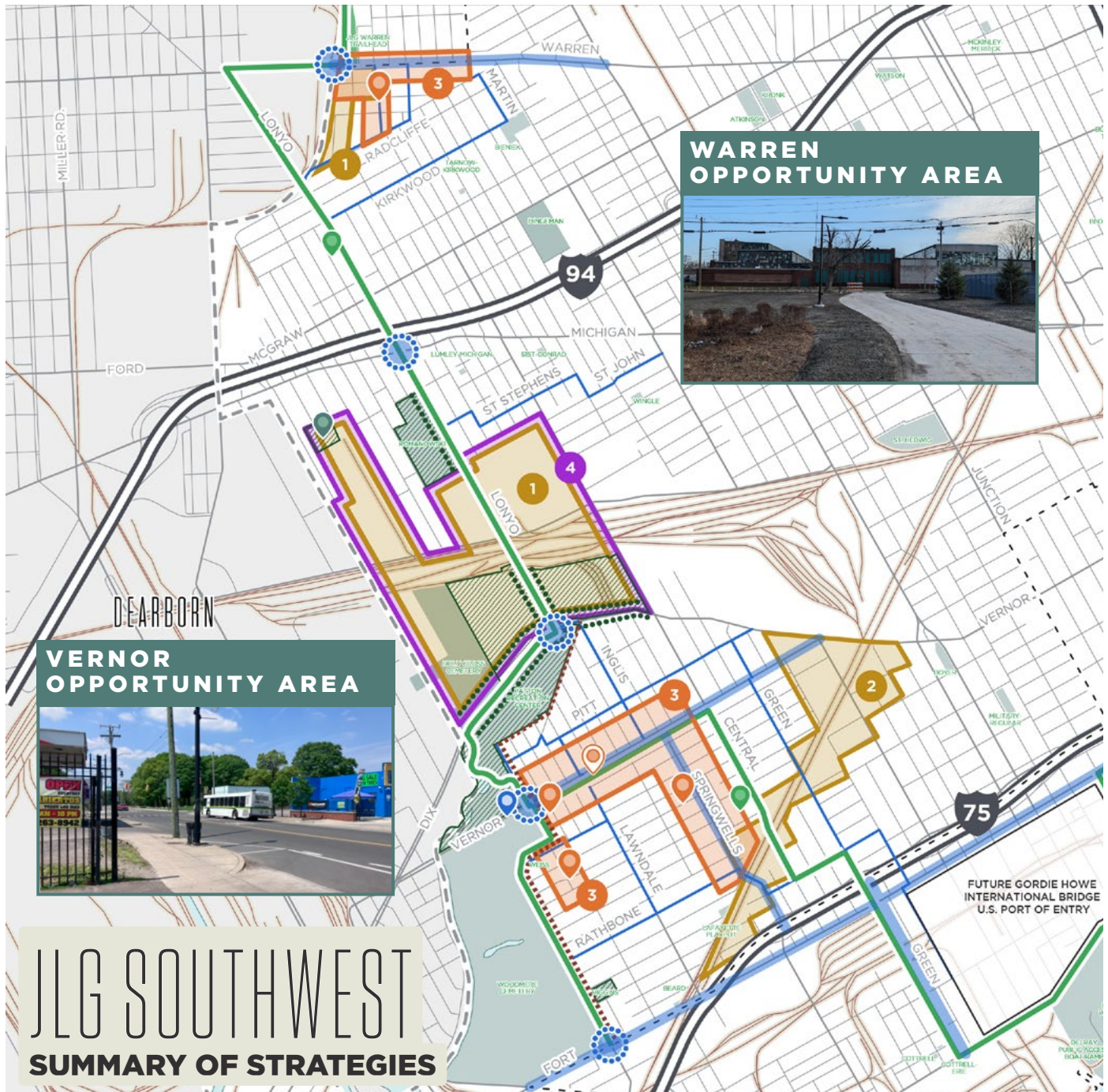
- > **Central South of Warren** - Wildflower lawn on potential future housing sites.
- > **4200 Sharon** - Explore opportunity for community/partner ecowork activation on publicly owned vacant lot.
- > **Lonyo/Dix** - Industrial buffer and cleanup on existing industrial sites.
- > **Former Phoenix Elementary** - Community partner activation to fill park gap.

3. CONTINUE TO LEARN WHAT WORKS AND HOW IT FITS WITHIN A NEIGHBORHOOD

New vacant land typologies will take coordination, time, and trial and error to perfect installation, maintenance patterns and community support. Continue working with the community and those responsible for maintaining vacant land to address neighborhood feedback and activate sites.



SPRINGING INTO ACTION!



WARREN OPPORTUNITY AREA



VERNOR OPPORTUNITY AREA



JLG SOUTHWEST

SUMMARY OF STRATEGIES

ALIGN ZONING

- 1 Downzone to light industrial uses
- 2 Downzone to non-industrial uses
- Explore zoning changes to permit increased density by right

BUILD & STABILIZE HOUSING

- 3 Focus housing infill near Vernor Highway/ Springwells Street, Elsmere Street, and Warren Avenue/Central Street to increase density
- 📍 Multifamily infill opportunity on publicly-owned sites
- 📍 Mixed-use rehab opportunity

IMPROVE CONNECTIVITY & ACCESS

- 🌀 Key intersections
- 📍 Potential mobility hub location
- 🚶 Streetscape improvements
- 🚶 Key planned slow streets

CREATE & SUSTAIN JOBS

- 4 Focus on outreach, site buffering, and screening improvements in the near-term, and explore assembly and land use transition in the long-term

BEAUTIFY & GREEN NEIGHBORHOODS

- 📍 Potential community/partner activation sites
- 🌳 Potential new open space location
- 🌳 Tree-buffering along the JLG and near industrial uses/highways
- 🏡 Target vacant land treatments along/near the JLG and adjacent parks

KEY THEMES AND STRATEGIC SITES

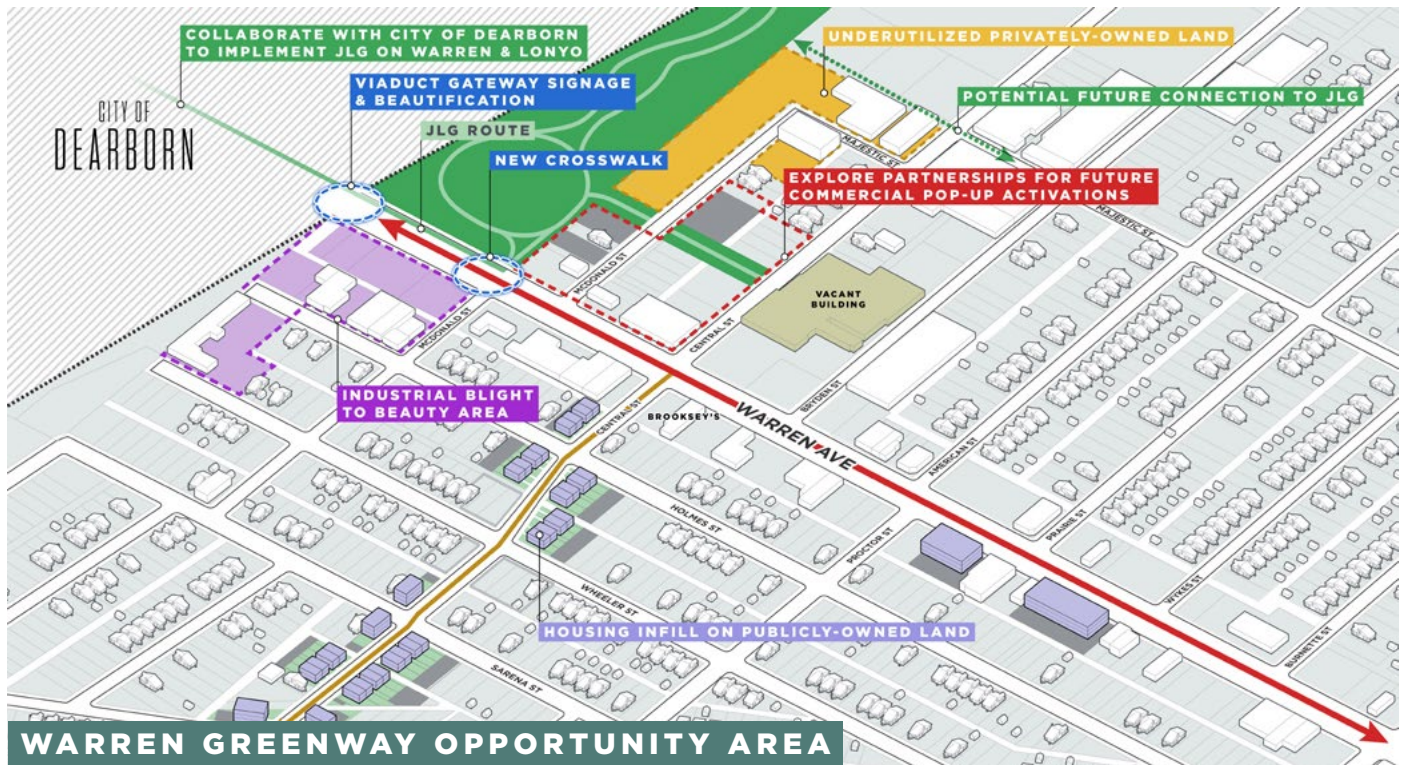
Key themes identified during the planning process focused on

- > Improving connections to amenities and the JLG, while enhancing pedestrian safety.
- > Aligning zoning to fit desired uses and mitigate industrial impacts.
- > Increasing housing availability and affordability through housing rehabilitation and identifying long term infill
- > Improving quality of life by activating vacant land and beautifying neighboring industrial and commercial properties.

Strategic greenway opportunity areas for implementing these strategies include Vernor Highway and Warren Avenue.



VERNOR GREENWAY OPPORTUNITY AREA



WARREN GREENWAY OPPORTUNITY AREA



The Joe Louis Greenway will connect people, neighborhoods, jobs and amenities for generations to come...

WHAT CAN YOU EXPECT AS THE GREENWAY IS BEING DEVELOPED?

The near term actions...



COMPLETE THE GREENWAY



HOLD, MAINTAIN and BEAUTIFY STRATEGIC PUBLIC SITES



ALIGN CITY POLICIES with the FUTURE USE OF THE GREENWAY
(such as zoning, vending permits and parking)



RAISE FUNDS TO PILOT IMPLEMENTATION OF PLANNING STUDY STRATEGIES



IMPROVE CONNECTIONS TO INCREASE ACCESS AND ACTIVATION TO AND FROM THE GREENWAY



ESTABLISH TARGETED OUTREACH EFFORTS TO SHARE EXISTING RESOURCES AND SHAPE NEW PROGRAMS

...will support long-term sustainability and neighborhood investments



BUILD NEW MIXED INCOME HOUSING



CREATE MORE JOB OPPORTUNITIES



SUPPORT and INCREASE NEIGHBORHOOD STEWARDSHIP ALONG THE GREENWAY



BUILD PARTNERSHIPS WITH SMALL BUSINESSES and NONPROFITS



INCREASE HOMEOWNERSHIP RATES



GROW LOCAL and REGIONAL USERSHIP OF THE GREENWAY

HOW CAN YOU CONTINUE TO STAY INVOLVED?

If you're interested in...

- ▶ Signing up for the JLG newsletter
- ▶ Activating a lot along the greenway
- ▶ Purchasing a public lot or public property near the greenway
- ▶ Becoming a Friend of the Greenway as an individual, business owner or organization
- ▶ Sharing your voice and ideas

Scan the QR Code

to access the full report and learn more about available city resources and upcoming public events

