

EDEN GARDENS NEIGHBORHOOD PLAN

AUGUST 2022



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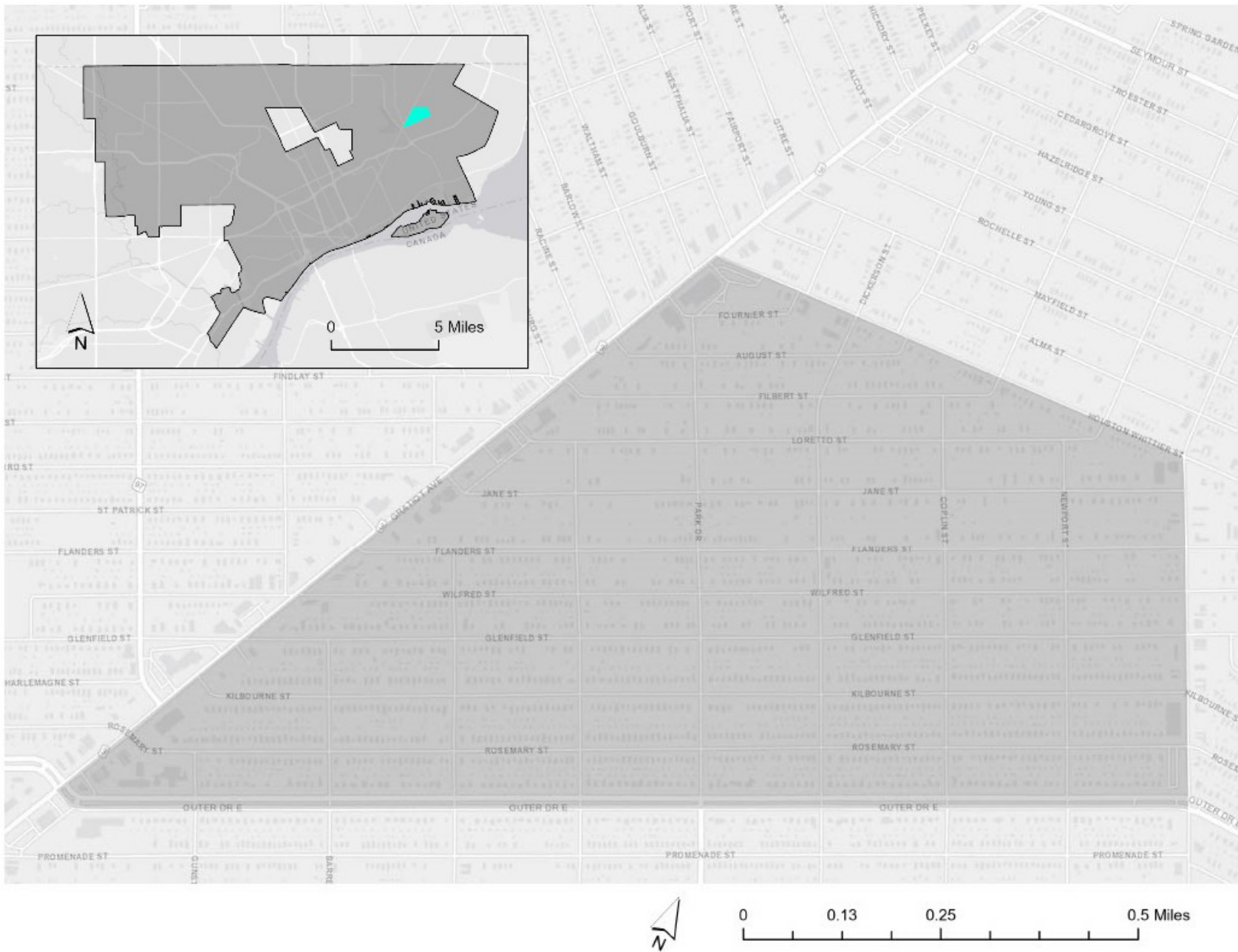
EXECUTIVE SUMMARY

The Eden Gardens Neighborhood Plan has been a collaborative effort between the Office of Detroit City Council Member Latisha Johnson (District 4), the Wayne State University Masters of Urban Planning Capstone Team, and area groups and residents. The nineteen-student team began in May 2022 with the goal of creating a usable neighborhood plan that addresses critical local needs like housing affordability, recreation improvements, and small business support.

Five primary working groups were formed to craft this plan: Capacity Building, Economic Development, Housing, Open Space and Recreation, and Transportation and Mobility Access. These groups walked the streets of the neighborhood – speaking with residents, compiling and mapping data, and understanding the challenges and opportunities of Eden Gardens.

A community meeting was hosted in June. Capstone Team members went door-to-door to boost resident participation and distributed survey information. This vital feedback provided by residents helped craft this final plan. Each primary working group has crafted 4-5 goals; 23 in total spanning short-, medium-, and long-term time horizons. We hope this plan will be useful to the City of Detroit, local businesses, and present and future residents of Eden Gardens.





Map 1-1: Location of Eden Gardens within Detroit. ESRI.

INTRODUCTION

Study Area

This plan examines Eden Gardens, a neighborhood on Detroit's eastside. The community is bound by Houston-Whittier Street to the north, Chalmers Street to the east, Outer Drive to the south, and Gratiot Avenue to the west. The study area (0.63 miles) encompasses two Census tracts (5039 and 5040), consisting of nearly 60 residential blocks and commercial corridors along major and secondary thoroughfares. Eden Gardens' economy and quality of life is tied to major thoroughfares like Gratiot Avenue, transportation hubs like the Detroit City Airport, and the residential parkway boulevard, Outer Drive. The community faces social, economic, and environmental challenges including loss of tree canopy cover, noise pollution from the airport, high levels of neighborhood vacancy, loss of neighborhood shops and services, and unsafe transportation infrastructure.

Previous Planning Efforts

The [City of Detroit Master Plan of Policies](#) (2009) [1] previously named the area containing Eden Gardens “Conner” (found in Cluster 2). Between 1990 and 2000, low homeownership, rapid population loss, and declining housing conditions north of Outer Drive created numerous pressures for the area. The City of Detroit Master Plan of Policies put forth the following set of recommendations in 2009:

Neighborhoods and Housing

- Encourage code enforcement to maintain strong housing stock along Outer Drive and in the northwest portion of Eden Gardens
- Target infill housing at the Gratiot and Houston-Whittier intersection
- Encourage home rehabilitation to deter continued deterioration of neighborhoods

Retail and Local Services

- Attract commercial and residential activity to Gratiot Avenue.
- Develop retail nodes along Chalmers with a compatible mix of locally serving small businesses and medium-density residential uses

Parks, Recreation, and Open Space

- Although Chandler Park lies to the south, there are not any large parks or recreational facilities within the community. The number of children in the area creates a demand for amenities
- Develop greenways to link residential areas to Chandler Park and other parks outside the area

Environment and Energy

- Due to the proximity of residential neighborhoods, increased activity at Detroit City Airport will have direct impacts upon the community (issues)
- Provide residents with protection from air and noise pollution resulting from the expansion of operations and/or facilities at Detroit City Airport

Previous Planning Efforts

The [Gratiot/7 Mile Neighborhood Framework Plan](#) [2] is an ongoing planning effort that began in 2020. The planned area includes the section of Houston-Whittier Street that borders Eden Gardens. Goals and recommendations identified in this plan are relevant to those formed in Eden Gardens to ensure cohesive efforts and connectivity among adjacent neighborhoods. The final set of goals and recommendations include:

- Demolition of unsalvageable City-owned structures
- Repurposing City-owned buildings for new use
- Vacant parcel maintenance and neighborhood beautification
- Make facility and campus improvements at Heilmann Recreation Center and Memorial Playfield
- Improve Park amenities and tree canopy
- Complete Street redesign of Gratiot Avenue
- Safe routes to community assets
- Commercial corridor activation
- Repurpose Burbank School and other vacant commercial buildings for multi-family and mixed-use development

Many of these recommendations are applicable to planning for the future of Eden Gardens. This is the first known planning effort meant to address challenges in Eden Gardens specifically. A set of recommendations are possible to improve housing, add mixed-use and multi-use space, address connectivity issues, support quality of life, and help Eden Gardens thrive for generations to come.

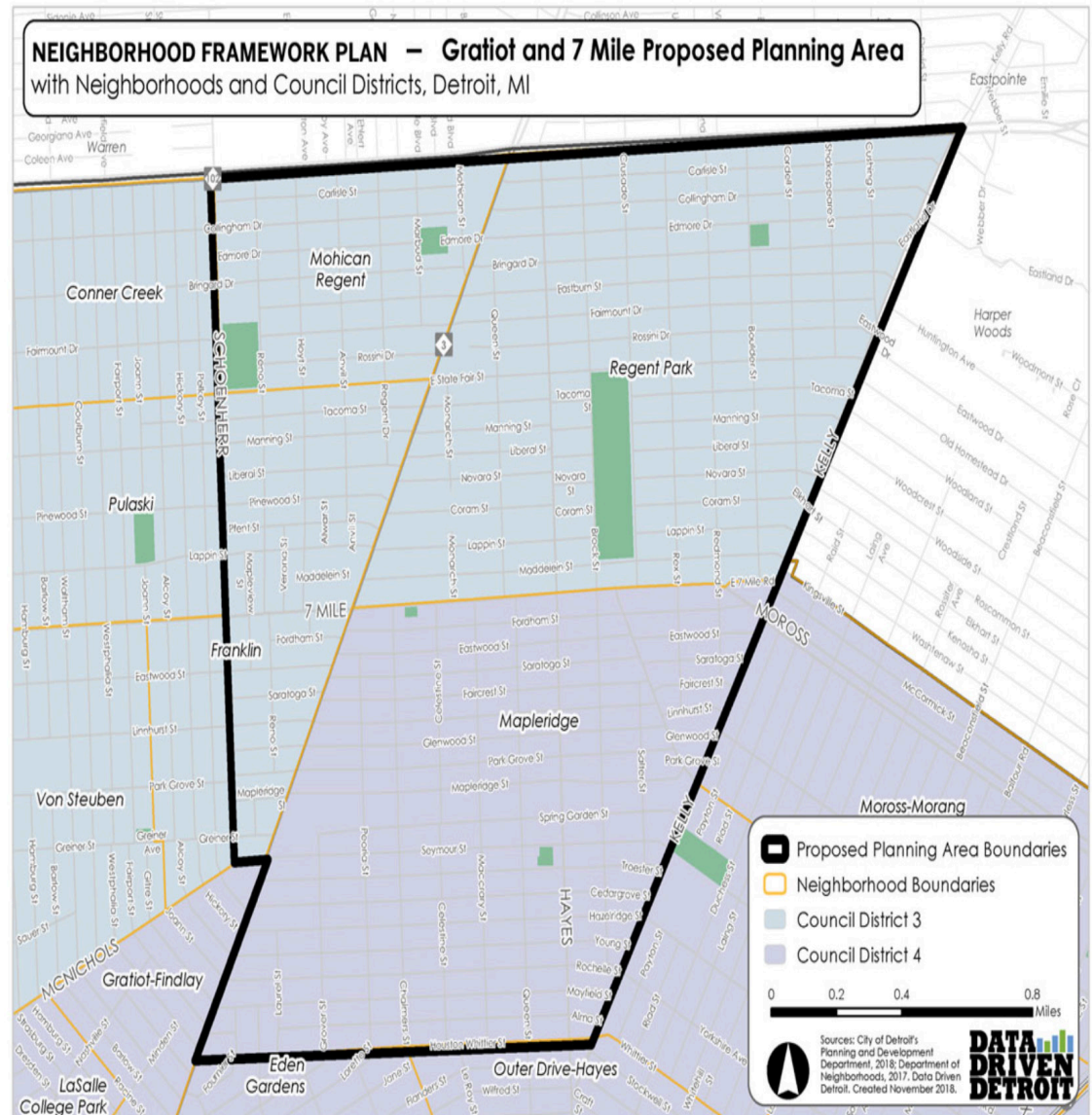


Figure 1-1: Gratiot/7 Mile Framework Planning area, bordering Eden Gardens.

History

Gratiot Avenue (M-3) is the western boundary and commercial corridor of Eden Gardens. Gratiot is one of the six radial avenues originating in Detroit's core, serving as an important historic northeastern-southeastern corridor to 27 miles of eastside neighborhoods and beyond. The road was named for Fort Gratiot near Port Huron, to which the avenue served as a supply road. With the development of industrial and manufacturing hubs along the corridor, residences and businesses began to form the neighborhoods around Gratiot. As the communities along Gratiot have transformed, there is a lack of identity and cohesive feel to the commercial corridor as it crosses neighborhood and municipal boundaries.

Detroit City Airport, now known as Coleman A. Young Municipal Airport, is located opposite Eden Gardens at the intersection of Gratiot Avenue and Conner. The location of the region's primary airport in this area drove development in the immediate area and brought visitors to Detroit from the 1920s through the 1950s, when airlines transitioned their flights to Willow Run Airport, followed by Wayne County Metropolitan Airport. Now the majority of air travel from this airport is private or commercial. Since 2017, the airport has seen a 40% increase in air travel with the increase in business downtown and the opening of the Little Caesar's Arena. The Eden Gardens community and surrounding area is affected daily by air travel noise and emissions.



Figure 1-2: The intersection at Outer Drive and Gratiot, 1923. Detroit Historical Society.



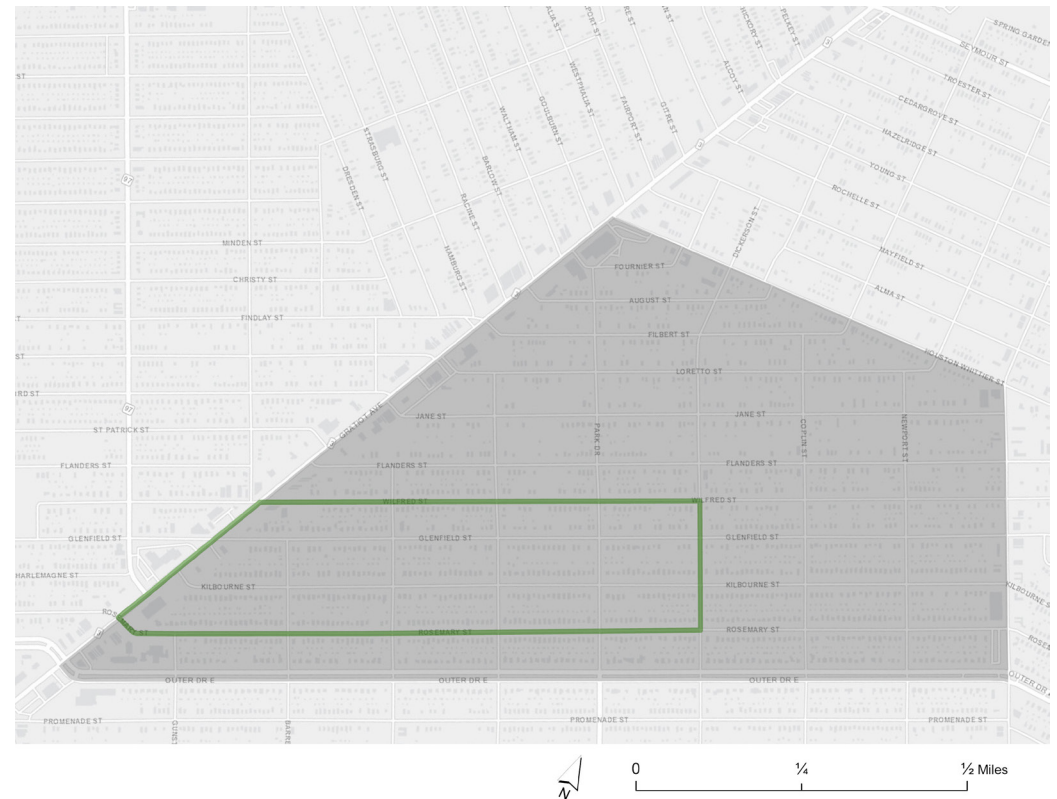
Figure 1-3: Detroit City Airport, 1953. Detroit Historical Society.

History

Eden Gardens is named for the cross-cultural partnership between residents and Jewish volunteers to establish and maintain an urban farm. The Eden Gardens Community Association (EGCA) was established in 2010 by two long-term homeowners and consists of 16 residential blocks. The EGCA is a crucial resource to assess opportunities, address challenges, and sustain connections in the neighborhood.



Figure 1-4: Community Garden built by residents and volunteers at the Eden Gardens Community Association.



Map 1-3: Location of Eden Gardens Community Association block club streets within Eden Gardens.

Demographics



Population

3,293
Median Age: 32.7

76,265
Median Age: 34.3



Households

Average Household Size: 3.01
Number of Housing Units: 1,784

Average Household Size: 2.65
Number of Housing Units: 27,812



Income

Median Household Income: \$25,275
Unemployment rate: 24.4%

Median Household Income: \$34,012
Unemployment rate: 22.3%



Businesses

Number of businesses (2021): 42
Total employees (2021): 216

Number of businesses (2021): 1,060
Total employees (2021): 18,286

Table 1-1. US Census Bureau ACS 5-Year Estimates (2016-2020). ESRI Business Analyst, Community Snapshot.

Demographics

Like many of the neighboring communities and the City of Detroit as a whole, Eden Gardens has experienced persistent population loss in the previous decades. The population of Eden Gardens is expected to continue declining, before stagnating by 2030. Neighborhood planning seeks to identify neighborhood needs and challenges, provide for the existing population, stabilize the neighborhood, and attract new investment and residents to the area.

Between 1990 and 2000, the Conner neighborhood was home to more children than any other area of the city [1]. As of 2020, most of those children have grown up, but over 25% of the population consists of children under 18 (see Appendix 2). This has implications for local services such as health and childcare, schools, parks and recreation programming, and local employment opportunities.

Almost a quarter of the homeowners have lived in the community since 1989 or earlier, while one-third of renters moved in between 2010 and 2016 (32.2%) [2]. It's possible that homes with long-term tenants or owners present will need a range of repairs should the house be inherited by relatives or sold.

Population projection footnote

This population forecast considers three projection methods: Average Annual Percent Change (AAPC), Share-of-Growth (SoG), and Shift-Share (SS). The AAPC over the past 10 years was -4.62% . While continued population loss is expected in Eden Gardens, it's unlikely to continue the straight-line decline of 4.62% per year that AAPC would suggest.

The SoG and SS projections utilize SEMCOG forecasts to more accurately place Eden Gardens within its larger geographical context of Detroit. SEMCOG forecasts Detroit's population to stabilize and see modest growth by 2040. The SS method projects 1,815 Eden Gardens residents by 2030 but doesn't account for citywide growth in the future. The SoG projection (2,564 residents by 2030) is illustrated on the graph as it reflects a continued downturn while assuming Eden Gardens will share in some of Detroit's future growth.

Eden Gardens: 2010 - 2020 Population & Forecast

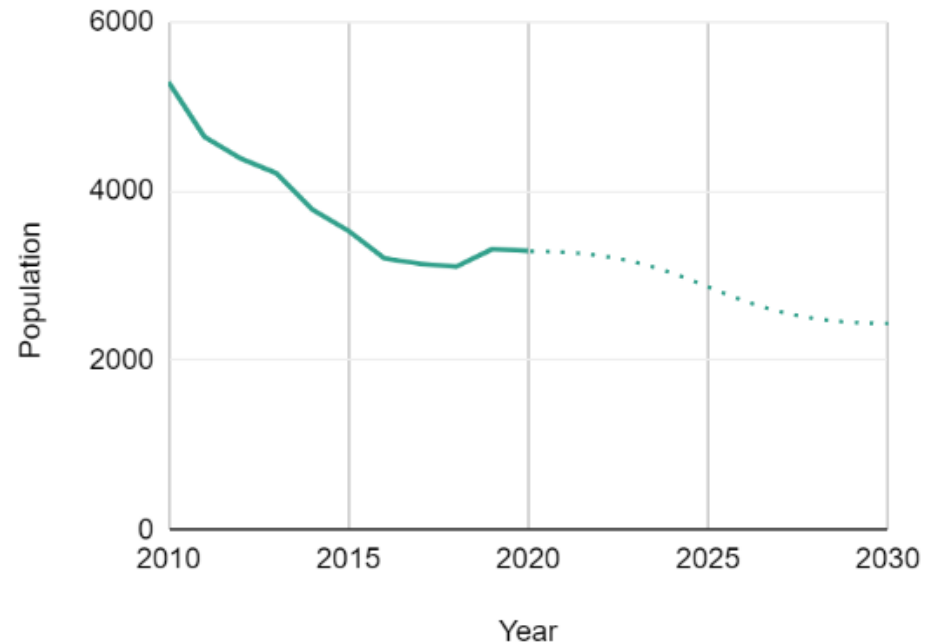


Figure 1-5: U.S. Census Bureau 2010 & 2020 ACS 5-Year Estimates - Table DP05, SEMCOG Community Profile.

Demographics

Apart from the 30 to 34 age group and those over 60 years old, Eden Gardens is losing population across all age groups. Over the past decade, the numbers of elementary, middle school, and high school-aged children in Eden Gardens have all declined by over 40%. The data suggests that seniors over 70 years old are staying in Eden Gardens.

	Population Change: 2010-2020								
	Population			Households			Average Household Size		
	2010	2020	% Δ	2010	2020	% Δ	2010	2020	% Δ
Eden Gardens	5,286	3,293	-37.7	1,483	1,047	-29.4	3.56	3.09	-13.2
Wade/Ravendale	5,475	3,508	-35.9	1,627	1,216	-25.3	3.33	2.92	-12.3
Mapleridge	8,086	5,262	-34.9	2,592	2,084	-19.6	3.16	2.51	-20.6
Outer Drive-Hayes	11,112	8,031	-27.7	3,474	2,933	-15.6	3.32	2.74	-17.5
City of Detroit	759,340	672,351	-11.5	271,050	270,446	-0.2	2.76	2.44	-11.6

Table 1-2: U.S. Census Bureau, 2010 & 2020 ACS 5-Year Estimates – Tables DP04 & DP05

Community Engagement Summary

The planning team distributed 500 flyers throughout the Eden Gardens neighborhood and at local institutions to invite local stakeholders to a community meeting. The meeting consisted of a brief presentation and Q&A session at the nearest Matrix Human Services, followed by smaller group discussions divided by focus topic (capacity building, housing, economic development, open space and recreation, and transportation).



Figures 1-6 a-d: Community engagement by WSU Capstone students.

Community Engagement Summary

Simultaneously, a community survey was launched and shared for three weeks to gather feedback from community members who could not attend the meeting. Additionally, for accessibility, the options to provide feedback via phone and email were provided. Below is some commentary from residents during the community engagement process based upon categories of the plan, as well as general thoughts and comments.

Capacity Building

- What kind of funding is available for low income residents?

Housing

- We should reach out to nonprofits to receive funds for affordable housing
- Are we thinking about housing for seniors, single women, or low income residents?

Transportation

- Shuttle service for the elderly

Economic Development

- Landbank on the northeast corner of the neighborhood
- We need to figure out what to do with the lots
- It's expensive to own a business and maintain overhead

Open Space & Recreation

- Building a recreation center is needed
- Recycled products for sidewalks, buildings and playgrounds
- A composting center in the gardens or throughout the neighborhood would help

General Comments and thoughts from residents during engagement

"Back in 1962, people brought things to your door who were representatives. They would send gifts to the new people moving in."

In relation to a neighbor who's been needing funding to repair their home, Dorothy, a resident who's lived in the area for over 60 years said they're, "needing a loan to fix it up but banks are saying they need to fix it up to get the loan."

A comment regarding an abandoned commercial building in the area: [The owner] started working on the building 6 months ago but nothing has been done. I'm unsure if they're opening that gas station."

"I hope the dumping issue is one you can address."

CAPACITY BUILDING

Introduction

Many of the strategies developed to address capacity building, climate resilience, and emergency preparedness heavily overlap and inform the strategies for other focus areas in the plan. Capacity building is an investment in the effectiveness of the current state and future social sustainability of the community.

As defined by Community Development Advocates of Detroit (CDAD) [4], "Neighborhood capacity building can be described as the process of developing existing strengths, and/or introducing new resources that help build the knowledge, skills, relationships, influence, and power of neighborhood stakeholders."



Figure 2-1: Gathering of Eden Gardens neighborhood stakeholders.

Existing Conditions

Organizational Capacity

Community plans provide plenty of big ideas and goals that can at first seem daunting but could be accomplished through improved organizational capacity. Neighborhood organizations are important for neighbor communication and building up the community's ability to accomplish goals. Building a neighborhood's organizational capacity will strengthen their ability to put strategies into action. By building a network of strong community organizations, the community can pool resources to work collaboratively toward aligned projects.

Neighborhood Block Clubs

Block clubs are found throughout the Eden Gardens community. Rosemary, Kilbourne, and Loretto streets all have active block clubs while the Eden Gardens Block Club grew into the Eden Gardens Community Association. The Eden Gardens Community Association (EGCA) was formed in July 2010 by two long-term homeowners. Their mission is to assess and address the neighborhood's well-being and to impede further devastation and abandonment of houses in the area. Block clubs can be registered and recognized by the city. They can be used as a platform for sharing information, networking with neighbors, and coming together to host events. Local events can include block parties and volunteer opportunities.

Existing Conditions

Emergency Preparedness Capacity

In January 2022, the City of Detroit adopted an update to its [Hazard Mitigation and Emergency Response Plan \[5\]](#). This update builds on the 2015 plan's efforts to identify community hazards, form mitigation strategies and an action plan, and identify critical facilities for public safety in the event of an emergency. Detroit has experienced four significant flood events in the last 7 years, but Eden Gardens is less prone to mass flooding compared to other Detroit neighborhoods. The community is more prone to structural fires, energy infrastructure failures, extreme summer and winter weather, public health emergencies, and potential releases of materials from nearby industrial sites. The risk of flooding and power outages, specifically related to cooling an area with urban heat island exposure, is discussed further in the environmental sustainability section.



Figure 2-2: Downed power lines caused by unstable trees in Detroit.

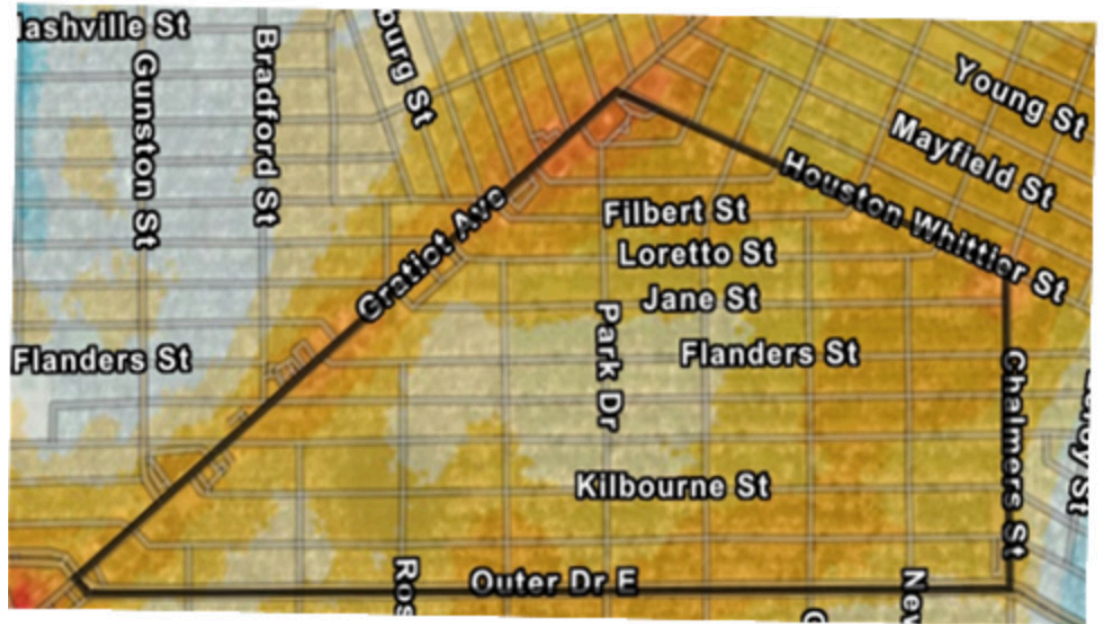
Existing Conditions

Environmental Sustainability Capacity

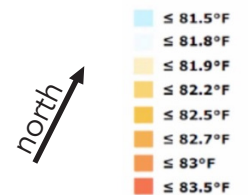
The importance of trees as municipal infrastructure is often overlooked. Therefore, it is important to address how well a community sustains its tree growth and diversity. Tree Equity Score is defined as “a metric that helps cities assess how well they are delivering equitable tree canopy cover to all residents. The score combines measures of tree canopy cover need and priority for trees in urban neighborhoods (defined as Census Block Groups). It is derived from tree canopy cover, climate, demographic, and socioeconomic data” [6].

Focused tree-planting efforts in Eden Gardens could sustain this exceptional tree canopy for future generations, which may reduce cooling costs, increase property values, reduce stormwater runoff and flooding, and sequester carbon. The CAPA Heat Index Map shows the afternoon heat distribution in Eden Gardens, which could also guide tree-planting locations. Further, trees and vegetation could be used to create a noise and pollution buffer for sounds and emissions from the nearby Coleman A. Young Airport. Residents have also expressed concerns about personal safety, threats to power lines and homes, and dumping in overgrown, forested areas. Tree removal and maintenance is just as important as putting new trees into the ground.

Eden Garden’s Tree Canopy Cover: 26%-32%
Tree Canopy Cover Goal: 30% communitywide



Map 2-1: Afternoon Heat Index Model. CAPA Strategies.



Heat Index Footnote

A unique tool, provided by CAPA Strategies, is the Detroit Heat Watch map [8]. This tool maps the distribution of heat at three different points throughout the day (morning, afternoon, and evening). This is provided through a Heat Index rating, which combines measurements of temperature and relative humidity to capture more accurately what the temperature feels like in a certain area.

Existing Conditions

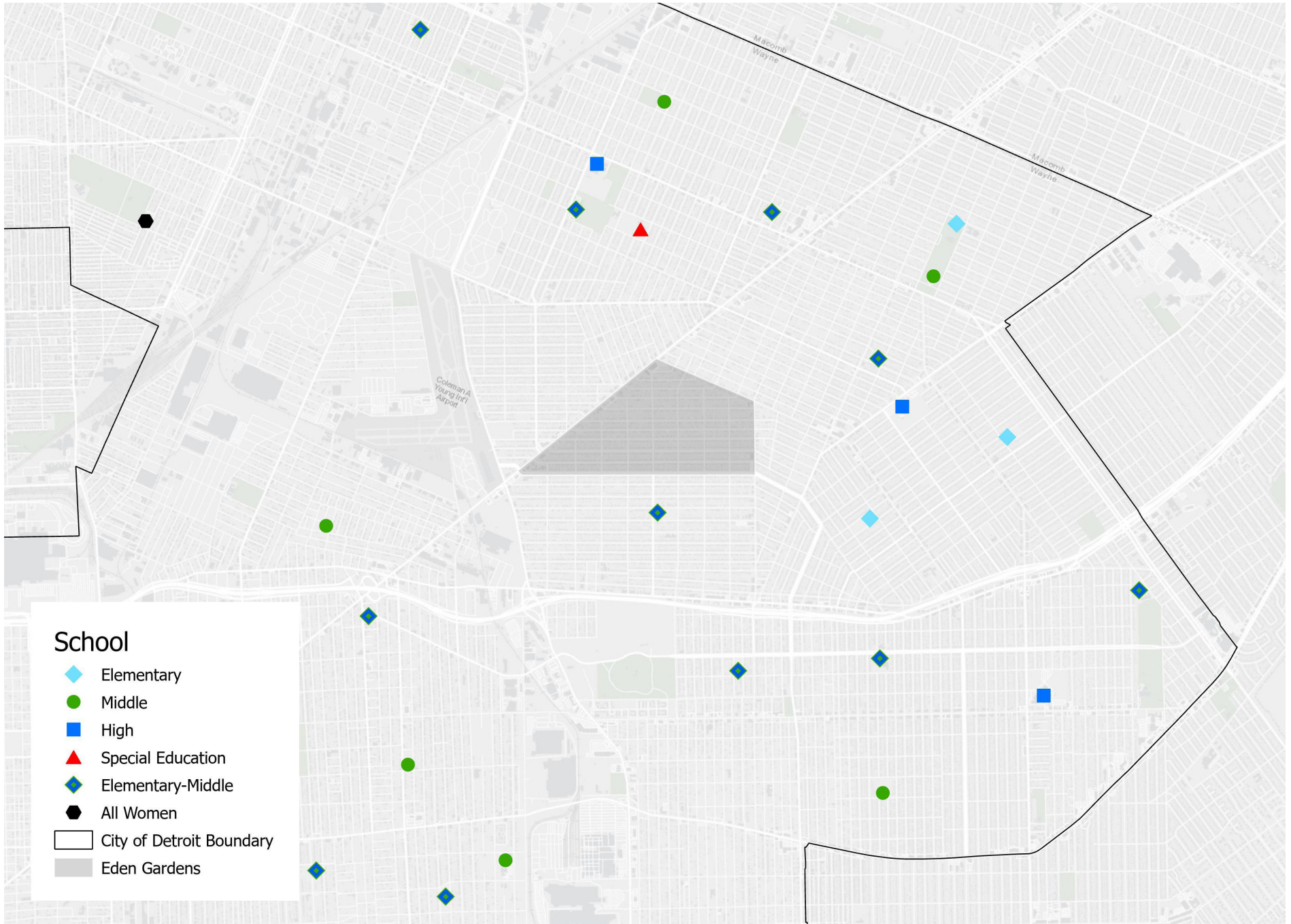
Human Capacity

While the trajectory from birth to childcare [8] to education to workforce development proves to be a challenge throughout Detroit, we have identified characteristics within the Eden Gardens neighborhood to display its current state of human capacity.

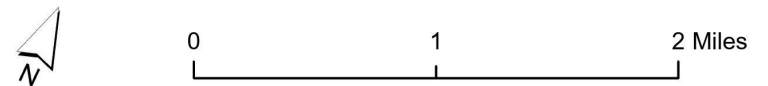
The Eden Gardens neighborhood consists of approximately 4% of the total population of District 4 with 56% of the occupied homes in the area consisting of families with children. Though there are no schools within the Eden Gardens neighborhood, their nearest accommodating schools [9] for grades K-12 are Edward Duke Ellington at Beckam and Denby High School.

The neighborhood currently contains 2 registered headstart facilities [10] as of 2017 with additional facilities in nearby neighborhoods. Although the neighborhood has a smaller population compared to neighboring census tracts, residents have identified lack of childcare as a barrier to capacity. There is currently a shortage [9] of childcare providers in Wayne County with childcare costs and lack of facilities creating challenges.

With a median income of \$25,275 and 30.5% of households in poverty, most residents aged 16 and older in the area work within the manufacturing, arts, general service, or social service sectors while a smaller percentage work in construction, retail trade, transportation and utilities, or management services. According to ESRI Business Analyst [11], 40% of the neighborhood population works within the blue- and white-collar industry respectively, with the remaining 19% of the population working within the service industry. Growing skills through workforce training could sustain the future of the Eden Gardens neighborhood [12].



Map 2-2: Detroit schools around the Eden Gardens Neighborhood.



Opportunities & Challenges



A challenge for organizational capacity has been the ability for block clubs to continue their existence while maintaining the network that once existed. Community leaders have expressed lack of capacity for volunteering because of this and general lack of neighborhood participation.



Low-hanging power lines and lack of tree maintenance weave through the neighborhood causing concern for safety for pedestrians though there are workforce development programs available which could aid in mitigating the problem.



Eden Gardens contains a population of aging residents who have resided there for decades. The lack of nearby facilities for aging and disabled residents creates an opportunity for development or innovation.



The gaps between lack of recreational options, minimal capacity within block clubs and local organizations, and hazardous open space areas creates opportunities for youth to become connected to workforce and personal development opportunities through local organizations offering services to improve their neighborhood while gaining new skills.



Lack of connectivity to city resources and nearby organizations creates an opportunity to enhance the sense of interconnectedness for Eden Gardens.

Goals

- 1 Identify and engage with solutions to climate change through climate adaptation and emergency preparedness.**

Achieve natural feature resiliency by increasing tree canopy cover where vegetation is lacking and removing overgrown or dead vegetation. Be prepared for hazards that arise from environmental conditions.
- 2 Strengthen links between local non-profit, governmental, and business organizations.**

Create stronger bonds between private and public organizations to reach the neighborhood's full potential for growth in all sectors.
- 3 Build an adaptable community that effectively provides services while maintaining interconnectedness and involvement among residents and stakeholders.**

Foster an environment in which neighborhood stakeholders work together to enhance connectivity and infrastructure. Seek methods to improve the community that do not alienate other members. Enhance a sense of community.
- 4 Create and maintain social programs that centralize leadership and mobilization to aid in the improved quality of life for residents.**

Utilize strategies to bridge the gap in access to recreational options, block club capacity, safety, and more.

Recommendations

Add to and enhance tree canopy

- Target tree-planting efforts to streets with low canopy cover or high heat index
- Remove dead or dying trees and excess vegetation, especially where it is negatively impacting utilities
- Set a healthy Tree Canopy Cover goal of 30% or higher communitywide

Coordinate with existing emergency preparedness organizations

- Market the Detroit Alerts 365 system and the Community Emergency Response Team (CERT) to support communication networks about emergency preparedness within the community and training locals in urban search and humanitarian aid

Establish relationships between government and residents

- Coordinate between the district manager, block club leaders, and Eden Gardens Community Association to bridge local block clubs to form an inter-block club council [13]
- Connect the developed inter-block club with funding and resources for neighborhood revitalization projects

Research emergency preparedness options

- Investigate and establish heating and cooling centers for the community in the case of power outage, high heat or other climate emergencies that endanger vulnerable residents, especially shut-in seniors or others with medical conditions that limit their mobility

Create and Expand Upon Career Building Programs

Develop a Community Land Trust (CLT)

Community Land Trusts

Residential Community Land Trusts

Many Eden Garden residents express an urgent need to address housing affordability. Housing affordability is a difficult and complex problem and calls for solutions usually get pushed to the state and national government, but Eden Gardens can take the lead and develop their own affordable housing by forming a Community Land Trust—a bottom-up approach to local development that can keep housing permanently affordable.

A Community Land Trust (CLT) is a nonprofit organization that is established and controlled by the community. The community uses the trust to acquire, own, and control real estate for the community's benefit. The trust maintains ownership and removes it from the general market. This way the CLT can better provide basic community needs like affordable housing, commercial space, community parks, community centers, and meet other community demands through a flexible and creative non-profit institution.

Steps to build affordability through a CLT:

- Incorporate a CLT as a not-for-profit 501c3
- Develop a board structure that includes three organizational elements:
 - Lease holders
 - Community members
 - Technical experts, funders, other stakeholders
- Create an organizational and governance structure for your community land trust
- Find grants, forgivable loan, deferred loans and other subsidies to purchase, build, and remodel affordable housing.
- The subsidy stays with the real estate and only one subsidy is needed to keep the house affordable.
- The CLT owns the land and provides a ground lease—usually for 99 years.
- A qualified homeowner purchases the home at an affordable discounted rate lower than the market value.
- Homeowners can sell their home and get the value back. However, the home is not sold at the market price, but at a discounted rate determined by the CLT.
- All new homeowners will purchase the home at a discounted rate and sell at a lower rate—creating perpetual affordability

Goal:

Create housing and commercial affordability

Strategies:

Start an official Eden Gardens Neighborhood Association community land trust with a community board of directors.

Put Eden Gardens Neighborhood Association's real estate assets into the community land trust.

Find resources like grants to help subsidize real estate acquisitions

Work to develop new real estate assets to develop affordable new and existing housing.

Community Land Trusts

Commercial Community Land Trusts

Commercial community land trusts combine elements of both lease and shared equity ownership structures to ensure long-term affordability and find the best fit for the local community and context.

How can a commercial community land trust benefit the community?

- Conserve affordability of commercial properties
- Stabilize the surrounding neighborhood
- Build community wealth

The commercial CLT can take several different forms including lease models and ownership models. CLTs can be designed to be creative and flexible, so other models are possible.

Ownership models: The CLT provides long term leases — like owning the building. The owner can gain back their equity after selling the property. This is like a residential CLT, but for a business.

Lease models: The CLT negotiates short term lease options—like a traditional commercial lease model, where the CLT plays the role of building owner and leases to a tenant. The CLT retains any equity and rent gained from the lease.

Provide Building Cost Assistance

Community land trusts may also cover or split utility and other building maintenance costs with tenants.

Considerations when starting a commercial CLT

Commercial property development is complex and unpredictable. Owning and operating a business comes with the inherent risk of failure, so commercial community land trusts should take flexibility into mind. Commercial CLT comes with more risks and may take more labor to community land trust may take more human resources to make successful. Due to these risk factors, commercial real estate financing may be more complex than residential loans.

Goal:

Provide the community with affordable and predictable commercial lease and ownership options by starting a commercial community land trust.

Strategies:

Commercial community land trusts can be flexible and creatively fill the community's commercial needs:

Use the CLT to spearhead new developments that fit the community's unique needs.

Partner with local developers to develop on-the-job training to build CLT structures.

Use the commercial CLT to build commercial "white box" spaces.

ECONOMIC DEVELOPMENT

Introduction

Much like the City of Detroit in its entirety, the Eden Gardens Neighborhood has faced complex, multifaceted challenges over the course of several decades. A steady loss of population, deteriorating commercial corridors and a decrease of housing stock around its periphery has led to an overall decline of the neighborhood's tax base. The increase in vacancy rates for both residential and commercial property over the years has made neighborhood stabilization efforts an uphill battle for community organizations.

The Economic Development section of the Eden Gardens Community Plan aims to provide an analysis of existing conditions within the community, highlight challenges and opportunities, and deliver recommendations and resources to combat these current issues.



Figure 3-1: View of Gratiot Avenue in Eden Gardens.

Existing Conditions

To provide an understanding of the Eden Gardens neighborhood and a benchmark for future economic development decisions aimed at revitalizing the area, a summary analysis of existing conditions has been prepared.

Economy

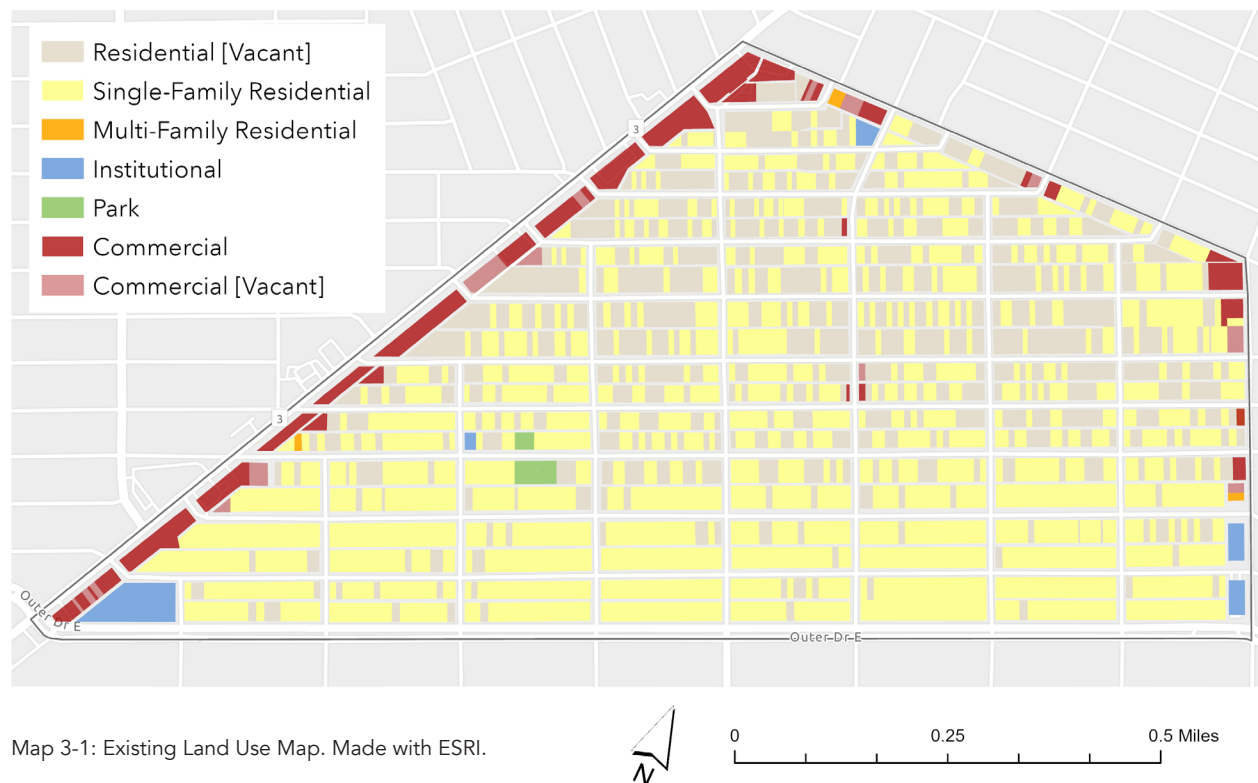
The median household income in Eden Gardens is approximately \$7,000 less than the median household income for the City of Detroit. The total income of the area (calculated at median household income per capita) is about \$83 million. Poverty rates in the neighborhood are 8% lower than compared to the city, with rates hovering around 25%. With 1,175 of the 3,293 people in the community employed, the U.S. Census states that the unemployment rate is at 24.4 percent.

A breakdown of employment type by occupation is shown below:

<i>Eden Gardens Population by Occupation</i>	
Occupation	Estimate
Public Administration	23
Wholesale Trade	34
Finance/Real Estate	48
Transportation	53
Management	67
Construction	68
Other	110
Arts, Entertainment	148
Retail	172
Manufacturing	191
Education	261
Total	1,175

Table 3-1: Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

Existing Conditions



RESIDENTIAL AND COMMERCIAL PROPERTY

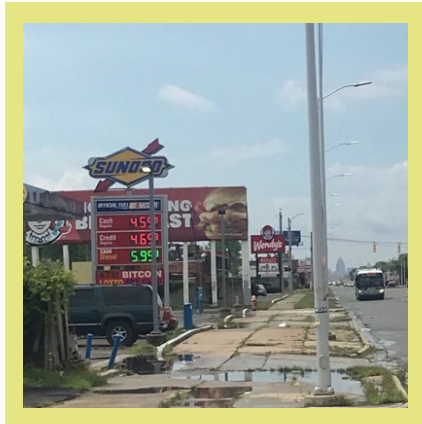
As shown above in the existing land use map, residential vacant land is mostly allocated toward the middle and northern section of Eden Gardens. Overall, there are 2,155 parcels of residential land, with 1,344 that are occupied and 811 of which are vacant.

The overall condition of Eden Gardens' commercial corridors is desolate, with inconsistent patterns of vacant land along the periphery of the neighborhood. The neighborhood has a total of 98 commercial properties, with 55 occupied and 43 left vacant. Beginning with the neighborhood's main Gratiot corridor, to the west, there are 32 occupied parcels and 18 vacant. Houston-Whittier, to the north, has 8 occupied and 8 vacant commercial parcels, while Chalmers to the east has 3 occupied and 8 vacant parcels. The Dickerson corridor, which runs north to south through the middle of Eden Gardens, has 8 occupied and 8 vacant parcels, while Outer Drive, to the south, has 2 occupied parcels.

Existing Conditions

Images of each commercial corridor are shown below:

Gratiot Avenue (Figures 3-2 through 3-4):



In its current condition, Gratiot contains six lanes of traffic, hosting businesses ranging from auto-mechanics to grocery stores. Storefront setbacks in the neighborhood tend to be directly on the lot line, however newer developments shown above utilize parking at the frontage. Pictures taken of Gratiot Ave July 2022.

Dickerson Street (Figures 3-5 through 3-7):



Once home to several small businesses, Dickerson currently has several commercial structures along its corridor, most of which are vacant. Pictures taken of Dickerson July 2022.

Existing Conditions

Chalmers Street (Figures 3-8 through 3-11):



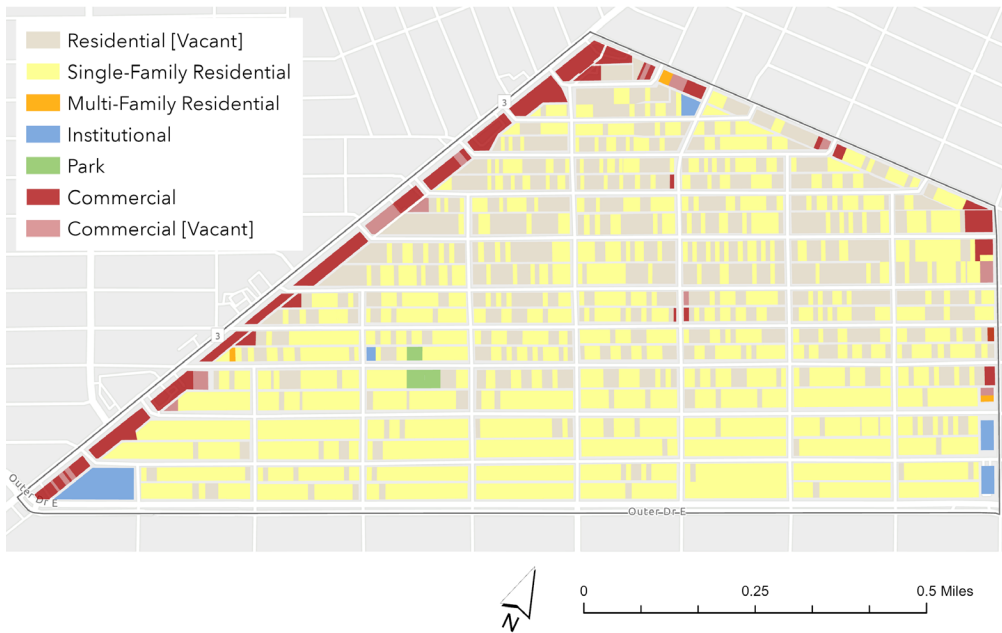
Though Chalmers currently has three occupied structures, large swaths of land are consumed by vacant gas stations and commercial buildings. Pictures taken of Chalmers July 2022.

Houston Whittier Street (Figures 3-12 through 3-15):



With a 50% commercial occupancy rate, most of the commercial lots located in Houston-Whittier are characterized by industrial buildings. Pictures taken of Houston-Whittier July 2022.

Existing Land Use



Map 3-2: Existing Land Use Map. Made with ESRI.



Map 3-3: Future Land Use Map. Made with ESRI.

The neighborhood's existing land use map above shows that most of the neighborhood's businesses are office and retail, primarily along the Gratiot, Houston Whittier, and Chalmers commercial corridors. There are a few, but limited institutional buildings, of which all six are religious or civic institutions. All four leisure and hospitality businesses in the neighborhood are located along the Gratiot corridor, which are primarily used for restaurants. Lastly, there are three manufacturing businesses that are located along Gratiot and Houston Whittier.

The map on the right-hand side is the future land use map which details the changes that are proposed in this report. Form-based commercial zoning on Dickerson and Houston-Whittier to allow for more economic development in the neighborhood to cater to the increase in population as shown by the increase in residents. An increase in parks in the area along with a path carved from existing DLBA properties has also been implemented to allow for biking, walking, and other leisurely activities.

Existing Zoning Map



The neighborhood utilizes three zoning classifications for residential properties, which are R1, R2 and R5 [14]. Single-Family Residential Districts (R1) are designed to preserve low-density, single-family homes, and are primarily located in the first 8 blocks south of Houston Whittier and the first 6 blocks north of Outer Drive. Two-Family Residential Districts (R2) are designed to support areas developed with single or two-family dwellings, which are located between both R1 districts. Finally, the single Medium Density Residential District (R5) provides a range of opportunities for development, from single-family to multiple-family housing. The only R5 zone is located at the corner of Outer Drive and Gratiot.

Though Eden Gardens does have zoning classifications for commercial properties in the neighborhood, they are undiversified. The only zoning classes administered to the neighborhood by the city are General Business Districts (B4), which are located along the Gratiot, Houston Whittier, and Chalmers commercial corridors. General Business Districts are zoned for commercial uses along major thoroughfares with heavy vehicular traffic.

Opportunities & Challenges



High vacancy rates. Overall, there are 2,155 parcels of residential land, with 1,344 that are occupied and 811 of which are vacant. Gratiot, Houston Whittier, Chalmers, and Dickerson have many vacant lots which have the potential to be developed with residential and commercial uses. The Economic Development Team sees vast potential in promoting mixed-use spaces with low intensity commercial and multi-family residential uses.



Poor infrastructure along existing commercial corridors that limit walkability and commerce. The photo below shows the sidewalk along Gratiot Avenue. The sidewalks are littered with large cracks, vegetation, and standing water. Upgrading the sidewalks via tree canopies, flower beds, rain gardens, lighting, etc. can promote non-motorized transportation for commerce, and spark commercial and residential development.



High Traffic Volume along Gratiot, Houston Whittier, Dickerson, and Chalmers.

Annual Average Daily Traffic for Eden Gardens [15]:

- Gratiot Avenue: 31,500
- Houston Whittier: 5,200
- Dickerson: 8,500
- Chalmers: 7,700
- Outer Drive: 5,500

Focusing on commercial and residential corridors with high annual daily traffic counts opens the door for increased development and higher levels of commerce. The Economic Development Team wants to focus its attention on corridors such as Gratiot, Houston Whittier, Dickerson, and Chalmers for economic development.

Gratiot Avenue sees the highest annual average daily traffic for predictable reasons. It is a state trunkline which connects the City of Detroit to the suburbs of Macomb County. High traffic volume creates opportunities for business growth and development, especially if street parking is provided and the sidewalks are expanded for pedestrian foot traffic. Gratiot Avenue is a commercial corridor which could benefit from a zoning amendment that allows for a mixture of neighborhood friendly commercial and residential mixed-use developments. In addition, both Houston Whittier and Dickerson see a high annual average daily traffic count and have existing commercial spaces in need of revitalization.



High interest from residents for entrepreneurial spaces. Dickerson Street provides the neighborhood with ample space, and existing commercial businesses. Providing space for white box spaces / entrepreneurial incubators and allowing for more mixed-use commercial and residential uses would be beneficial, and potentially establish a centralized neighborhood business corridor.

Goals

1

Expand opportunities for residents of Eden Gardens to establish new businesses and to stabilize existing businesses.

Provide residents with resources to get funding for renovating or expanding their existing businesses. Establish zoning amendment recommendations along commercial corridors for more neighborhood friendly land uses.

2

Identify commercial corridors in need of increased economic development and zoning amendments.

Streets identified in need of zoning amendments and new permitted land uses are Gratiot, Chalmers, Dickerson, and Houston Whittier. Land uses will include mix-use developments with new commercial and multiple-family residential uses.

3

Identify resources for entrepreneurs and business owners. Identify a space within the borders of Eden Gardens where residents can start a business with low start-up costs.

Dickerson Street has open space and existing commercial properties. It is a prime location to allow for mixed use developments, and entrepreneurial white-box spaces.

4

Establish land uses compatible with the neighborhood.

The neighborhood has many intensive land uses such as drive-through restaurant businesses, gas stations, and automotive shops. These uses do not align with the development residents want to see in the future. Zoning amendments can re-create what can and cannot be built within the neighborhood.

Recommendations

Establish a central Neighborhood Business Corridor

Dickerson's centralized location in the neighborhood allows for a wide range of commercial and residential uses. By promoting low intensity uses along the street, Dickerson has the potential to be a walkable and equitable business corridor.

Promote Incubator Spaces

Low-cost and low risk incubator spaces provide residents with the opportunity to be entrepreneurs. While overhead and other startup costs can be intimidating and discouraging to budding entrepreneurs, we recommend incubator spaces for their presentation as buildings providing space for new businesses with a requirement of low-startup costs.

- Shipping containers have seen success in promoting economic development. A local example would be the Detroit Shipping Company. Through stacking and design of Whitebox spaces, they were able to create a food hall and beer garden with multiple small businesses and six individually operated restaurants, each offering their own unique take on classic street foods from around the world.
- Another local example is Byrd's Cigar Lounge opening soon in the North End Neighborhood. This two-story brick and mortar space on John R has shipping containers attached to the neighboring lot. These shipping containers will serve as additional economic activation embedded in the block of businesses. There are plans to host concerts and other social events and allow for local small businesses to pop up and provide food, beverage, and retail products.
- A national example is available in Phoenix, Arizona where 10 local businesses are situated within a repurposed shipping container [16].

Recommendations

North End – Byrds Cigar Lounge and Neighborhood Commercial Corridor (only 5 brick and mortar businesses and shipping containers allowing for rotational additional economic development)



Figure 3-16

Midtown – Detroit Shipping Company

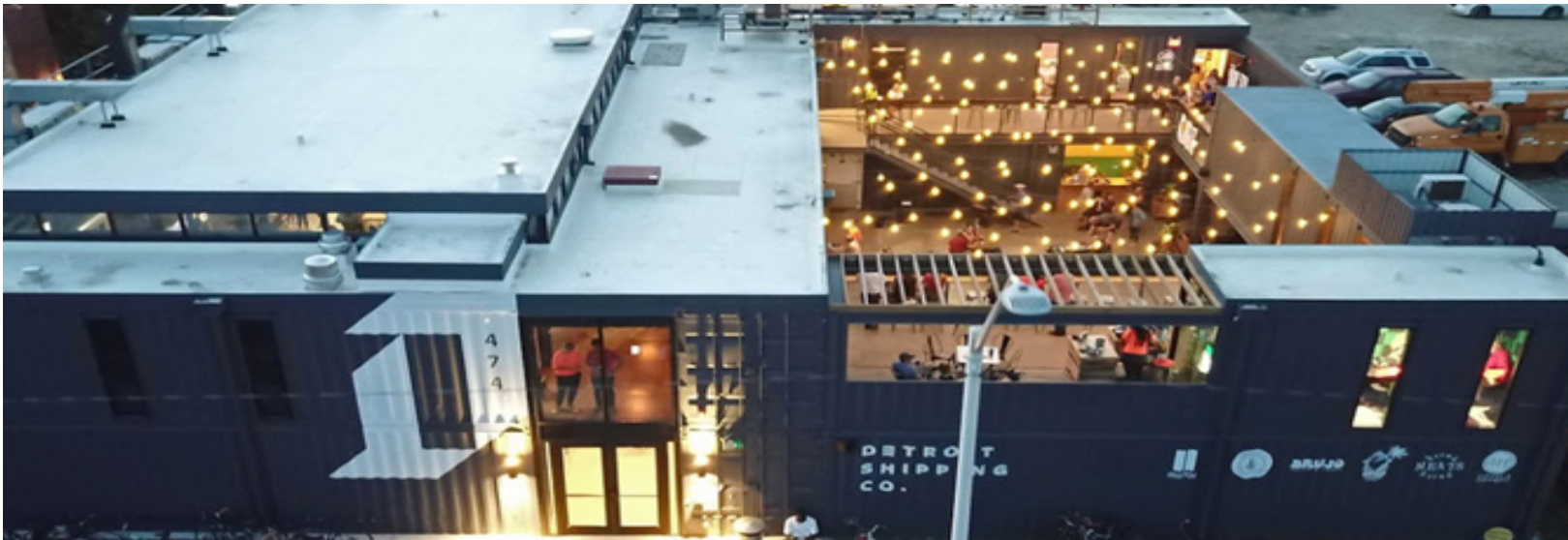


Figure 3-17

Recommendations

Create a Sense of Place

Creating a sense of place for residents along their commercial corridors would allow the opportunity for more pedestrian activity while sustaining a welcoming corridor. We define a sense of place as the healthy relationship between people and their environment.

Stabilize the Gratiot Regional Corridor

Utilizing the zoning amendments we have proposed could potentially create new investment and development in the corridor.

Proposed Zoning Changes

Eden Gardens has multiple areas that would benefit from regulation of urban form and character of development. This approach encourages new development with a mix of uses for the purpose of transforming corridors into a vibrant area through placemaking and the attraction of new investment. Rezoning of commercial and residential corridors within Eden Gardens will limit the continuation of incompatible land uses and promote less intensive and neighborhood centric land uses.

The parcels along Gratiot are a perfect candidate for Form-Based Code Zoning. All future developments can include residential, retail, office, and service uses. With the implementation of a form-based code, the redevelopment of Gratiot will help diversify Eden Gardens' housing and commercial stock.

Residents have identified the need for additional housing and businesses within the neighborhood. Along Dickerson from Jane Street to Glenfield, the Economic Development Team has identified three blocks of parcels with existing commercial uses, vacant commercial lots, and vacant lots, yet these properties are all zoned for residential uses. Rezoning these properties to allow for low-intensity neighborhood business, and low-density mixed-use developments could spark development in a centrally located area of the neighborhood.

Recommendations

Gratiot Form-Based Code [17]

The area identified is experiencing economic distress and in need of a regulating urban form and character of development. Form-based code will permit development with a range of uses to transform the Gratiot Corridor into a vibrant, architecturally appealing commercial and residential strip. Widening the sidewalks along Gratiot and using the right lane for parking will increase commerce from the neighborhood and surrounding areas.

Strategies

- Promote new investment by allowing a variety of potential uses
- Ensure that development is designed to create attractive pedestrian spaces
- Promote mixed-use developments
- Provide developers and residents with a predictable development process



Figure 3-18

Example 1: Corner of Van Dyke and Kercheval.

This street has less lanes and traffic than Gratiot due to on street parking and a designated two-lane bike path, but this type of Zoning / Street design could someday work along Gratiot. As you can also see, commercial buildings, multi-family residential buildings, and historic single-family homes are all compatible along this road.



Figure 3-19
Example 2: Corner of Philip and E. Jefferson

Four lanes with designated bike lanes. Median with trees and flowers. Designated turning lanes at intersections. Jefferson matches the traffic volume of Gratiot, yet it is safer for pedestrians to visit shops and go to the bus stops. This area has multiple mixed-use developments, restaurants, and residential buildings with historic neighborhoods on both sides. There are some more car-based uses such as an old car wash. It also had many vacant buildings. The streetscape draws in development and a variety of uses and building design requirements has worked for this area.

Recommendations

Gratiot Form-Based Code

Building Type	
Setback	<ul style="list-style-type: none"> No minimum side yard setbacks At least 10-foot rear yard setback 5-10-foot required build-to line
Building Height	<ul style="list-style-type: none"> Minimum 1 story, 14-foot height Maximum 3 stories, 38-foot height
Parking Location/ Standards	<ul style="list-style-type: none"> Parking shall be in the side or rear yard. Parking lots must be screened with a masonry wall when abutting residential uses Parking minimum based on use
Architectural Standards	<ul style="list-style-type: none"> Façade: High quality materials (Brick, metal, large windows, etc.) All principal entrances to a building or structure must be in the front façade of the building or structure. Access to any principal entrance for residential use must be proved by way of a stoop, portico, porch, dooryard, or lobby entrance.

Use Group Table [18]: Gratiot Regional Corridor	
Use Group 1 – Residential Uses:	<ul style="list-style-type: none"> Townhomes Two-Family Dwellings Multiple-Family Dwellings
Use Group 2 – Residential / Related Uses:	<ul style="list-style-type: none"> Mixed-use: Any Combination of uses found in group 1 (except townhomes), 2, 3, and 4 mixed vertically or horizontally in a building Child Care Centers
Use Group 3 – Office / Institutional:	<ul style="list-style-type: none"> Civic Buildings Medical / Professional Offices Schools Place of Worship Veterinary Clinics
Use Group 4 – Retail, Entertainment, and Service Uses:	<ul style="list-style-type: none"> Financial Institutions without a drive-through General Retail Restaurants without a drive-through Personal Services Business Services Small Exercise and art studios

Table 3-2 and 3-3

Recommendations

Dickerson Neighborhood Business Corridor

Intent: The area has been identified as economically distressed and in need of additional commercial and residential uses. The Economic Development Team wants to encourage development with a mix of uses and to transform the Dickerson Corridor into a vibrant neighborhood commercial and residential strip. This area has the potential to be a neighborhood center with low intensity commercial uses and new residential infill opportunities.

Purpose:

- Promote new investment by allowing a variety of potential uses
- Ensure that development is designed to create attractive pedestrian friendly spaces
- Promote mixed-use and neighborhood centric developments
- Infill vacant lots within the neighborhood

Building Type	
Setback	<ul style="list-style-type: none"> • No minimum side yard setbacks • At least 10-foot rear yard setback • 5-10-foot required build-to line
Building Height	<ul style="list-style-type: none"> • Minimum 1 story, 14-foot height • Maximum 2 stories, 28-foot height
Parking Location/ Standards	<ul style="list-style-type: none"> • Parking shall be in the side or rear yard. Parking lots must be screened with a masonry wall when abutting residential uses • Parking minimum based on use
Architectural Standards	<ul style="list-style-type: none"> • Façade: High quality materials (Brick, metal, large windows, etc.) • All principal entrances to a building or structure must be in the front façade of the building or structure. • Access to any principal entrance for residential use must be proved by way of a stoop, portico, porch, dooryard, or lobby entrance.

Table 3-4 and 3-5

Use Group Table: Dickerson Corridor	
Use Group 1 – Residential Uses:	<ul style="list-style-type: none"> • Townhomes • Two-Family Dwellings • Multiple-Family Dwellings
Use Group 2 – Residential / Related Uses:	<ul style="list-style-type: none"> • Mixed-use: Any Combination of uses found in group 1 (except townhomes), 2, 3, and 4 mixed vertically or horizontally in a building • Child Care Centers
Use Group 3 – Neighborhood Business	<ul style="list-style-type: none"> • Entrepreneurial incubators / white box spaces • General Retail • Restaurants without a drive-through • Personal Services • Open Air Business • Institutional / Community Based Organizations <ul style="list-style-type: none"> • Food Banks • Houses of Worship • Community Agriculture • Farmers Market

HOUSING

Introduction

The term housing is loosely defined as any shelter, lodging or dwelling place. Some definitions state that the term “housing” is a collective of living dwellings or the providing of houses or shelter. For this report, we will be referring to housing as the state of collective dwellings. Also, for the purpose of this report we will refer to the term “affordable housing” as housing that is available at 30 percent or below area Median Income [19].



Figure 4-1

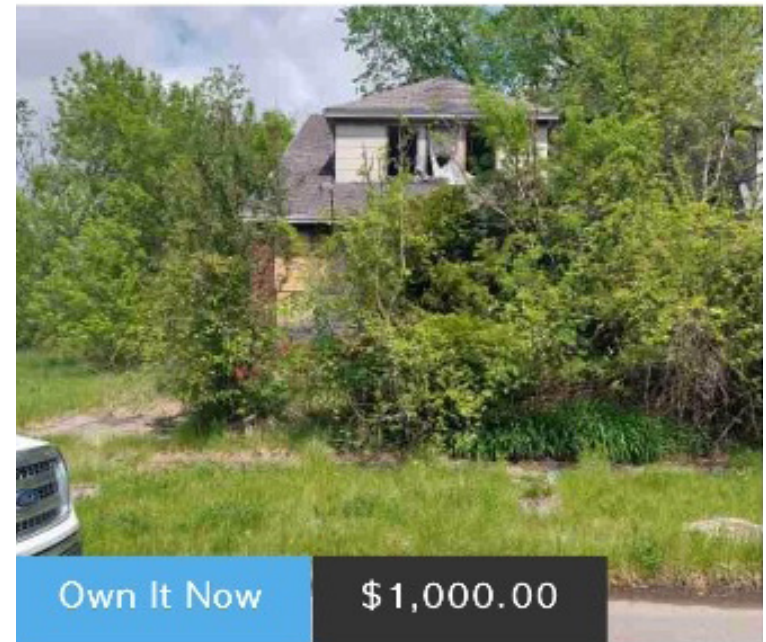
Existing Conditions

According to the Detroit Journalism Cooperative, this neighborhood has lost 50 percent of its population in a twenty-year period (2000-2015) [20]. Furthermore, Eden Gardens has a lower median age than the entire District 4 (Table 1-1) while holding a greater concentration of citizens older than the retirement age [21]. With the vast discrepancies in the age of the population Eden Gardens also holds a median household income of around \$9,000 less than the entire District 4 (Table 1-1). Eden Gardens is home to 2,253 properties [22], while the Detroit Land Bank Authority owns 40.7 percent of the total properties in the neighborhood.

Opportunities & Challenges

The median income being lower than the rest of District 4 and the City of Detroit presents a conundrum. How do we increase the property tax base while minimizing the risk of tenured members of the community being pushed out of the neighborhood because of newly created affordability issues?

The vast amount of blight and Detroit Land Bank property that has not been maintained opens avenues for new construction or investment. However, these areas also provide ample space for parks and recreation that can also raise the property value of the surrounding houses. The neighborhood's location between Gratiot, Outer Drive, and Houston-Whitter also provides means to public transportation. And the biggest opportunity of all, the growth of some of the surrounding neighborhoods such as Maple Ridge and the growth of the lower east side.



13061 Loretto

Eden Gardens, 48205, District 4

Figure 4-2: Current home listed on Detroit Land Bank in need of rehab.

Existing Conditions



Figures 4-3 through 4-5: Examples above show current housing structures in the Eden Gardens Neighborhood that should be targeted for internal and external repairs to aid in stabilization.



Figures 4-6 through 4-8: Examples above illustrate the condition of most Detroit Land Bank owned homes in the Eden Gardens Neighborhood.

Goals

1

Provide better quality housing options for residents using the Rehabbed and Ready program [23]

Due to the decrease in population, the current housing stock consists of a large number of homes that are inhabitable, and almost half of the properties are owned by the Detroit Land Bank. Rehab and Ready programs will further stabilize the housing stock and promote residential growth.

2

Create a grant or loan program to promote homeownership

To increase homeownership in the short term, the community would benefit from utilizing the existing programs to purchase homes in the neighborhood.

3

Implement land use rezoning for residential areas

In addition to stabilizing single family housing, there is opportunity for new development for multi-family housing as the neighborhood does not have many options. Rezoning the corridor along Houston Whitter for mix use would support the goals of economic development as well as provide further housing options.

4

Improve home retention

Most of the residents in the area have been long term homeowners but may have not been able to keep up with the repairs of the home. The community would benefit from programming that prevents foreclosure and provides support for residents to stay in their homes to prevent further decrease in population.

5

Expose the community to opportunities for home investment and new construction

Upon implementing the housing plans suggested, the neighborhood housing stock should be stabilized and provide opportunities to partner with local developers for additional growth.

Recommendations

Vacant property inspection. Conduct an inspection of every vacant property within the neighborhood by the end of 2023. Housing structures that are stable enough to be rehabbed shall go on the market as part of the Rehab and Ready program through the Detroit Land Bank with rehab period extended to eighteen months. The properties that are deemed unsalvageable shall be placed on the list for demolition. Homeowners in the community should have first priority for homes in auction. Vacant property inventory should be conducted on a yearly basis.

Targeting existing programs for opportunity. Currently, the Michigan Down Payment Assistance [24] program exists as an opportunity for potential homebuyers. The city of Warren also has the Direct Homebuyer Assistance Program [25] that could serve as a model for a similar program in the Eden Gardens Neighborhood. The Eden Gardens Community Association can apply for existing non-profit grants to provide funding to long term homeowners through an exterior home repair program. A weatherization program that targets interior health and safety repairs would aid in stabilization of the existing housing stock.

The zip codes for all of District 4 fall within the areas designated to allow up to \$10,000 under the Michigan Down Payment Assistance Grant. Residents can complete the Housing Education Class required by the program at Matrix Human Services center on E. McNichols. To promote the assistance program, an ad that explains the loan program should consistently be included in community newsletters for the next three calendar years. Placing flyers and pamphlets at places where perspective homeowners may frequent would assist in spreading awareness to homeowners.

In nearby Warren, the city operates a Direct Homebuyer Assistance Program that provides half of the initial down payment and up to \$2,500 in closing costs (if the loan does not exceed \$14,000). If the homeowner stays within the home for 5 years, maintains the structure and pays their property taxes, the city of Warren will forgive the entire loan.

If the city of Detroit adopts a similar policy with a loan not exceeding \$12,000 in the Eden Gardens area, it will provide more opportunities to reduce home vacancies. This policy can be implemented in Eden Gardens, District 4, and Citywide by the end of fiscal year of 2024 and be administered by the Detroit Planning & Development Department.

Recommendations

Rezone for more multi-family homes. Rezoning a portion of the Northern area of Census Tract 5039 to multi-family housing to create low-income apartment units along Houston-Whittier would provide more housing opportunities in the community. As the Eden Gardens neighborhood and the rest of District 4 has a higher aging population, the community would benefit from partnering with a developer to create contiguous housing of at least twelve units specific to the Senior population.

There is a potential space for new development along the northern corridor of Eden Gardens. Furthermore, the area's proximity to bus transit on both Houston-Whittier and Gratiot allows for recommendation of proposed housing residing along the west side of Dickerson St. and north of Jane St. Development similar to Houston Whittier homes would be beneficial to the area.

The goal is to identify areas for future development without changing the character of the neighborhood. Placing requirements within the request for proposal that would allow developers who are dedicated to maintaining the integrity and character of the neighborhood, while addressing the need for low-income housing would allow for multi-family homes that meet the requirements of the current demographics.

Implementation of programs against home foreclosure and other asset seizures. Identifying people who are vulnerable to and currently facing home foreclosure would be a necessary first step to understand how to best address their needs. At the discretion of the staff of Councilperson Latisha Johnson, resources such as the Make it Home [26] grant would allow for opportunities to address residents' homeownership challenges.

Rental properties that have been foreclosed will be set up for auction allowing the current tenants priority to obtain ownership through the Detroit Land Bank. There are existing plans within city administration created to address crises faced by current tenants, including maintaining ownership. We believe that implementing a uniform program for people working within the Planning & Development Department to aid this group of people can be accomplished by the end of 2022.

Implement and encourage tax forgiveness programs. To alleviate the tax burden on homeowners within the census tract that are identified on the list as needing assistance, implementation of tax forgiveness could be encouraged. This program of housing assistance can be implemented on a timeline that can be operatable by the end of the calendar year of 2023.

Create opportunity for new development. Prior investment has already taken place along the northern part of the neighborhood with the creation of Homes at Houston-Whittier (HHW), a development company. HHW has quickly become the second largest equity holder in the neighborhood, with 41 properties in their name [27]. Further investment from HHW or competition from other real estate developers may help provide ample amount of affordable housing that will look to take advantage of the neighborhood's proximity to Gratiot and the old airport.

Recommendations



Figure 4-9: Homes at Houston-Whittier.

Once the neighborhood is stabilized, additional units like shown above should be added along the northern part of the neighborhood between Houston Whittier and Jane St.

Elite Property Management may be contacted to ascertain if the development company plans to expand Homes At Houston Whittier from its current 40 properties [27].



Figure 4-10: Rehabbed and Ready before



Figure 4-11: Rehabbed and Ready after

OPEN SPACE AND RECREATION

Introduction

“Open Space” can have many contrasting functions and defining the term itself may depend on geographical and social context. The EPA (Environmental Protection Agency) provides a useful, wide-ranging definition:

“Open space is any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space/green space can include parks, community gardens, cemeteries, schoolyards, playgrounds, public seating areas, public plazas, and vacant lots [28].”

Open space, in its various forms, provides opportunities for formal and informal social interaction as well as active and passive recreation. Resident-led beautification efforts and urban agriculture projects improve quality of life and build a more cohesive community. Effective management of open space as a resource in Eden Gardens can have beneficial impacts on the physical and mental health of residents and create a safe and welcoming environment to attract newcomers.



Figure 5-1: Eden Gardens Community Association park on Glenfield.

Existing Conditions

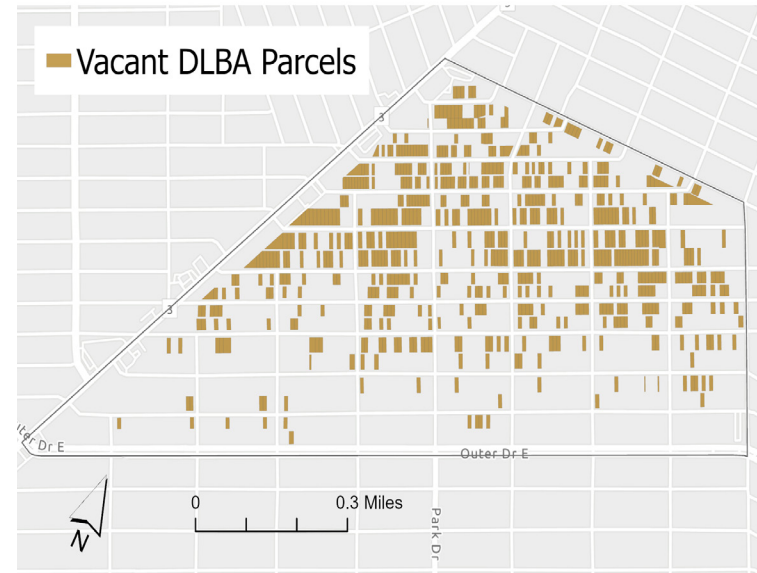
Vacancy & Blight

Neighborhoods across Detroit have experienced decades of disinvestment and abandonment, leaving behind considerable areas of residential vacancy and vacant land. Eden Gardens is no exception. According to City of Detroit data, 38% of all parcels within neighborhood boundaries are currently vacant.

City of Detroit data indicates that the Detroit Land Bank Authority (DLBA) owns 927 total parcels in Eden Gardens, amounting to 37 percent of the total developable acreage in the neighborhood. DLBA currently has 12 homes for sale, but many of the DLBA-owned parcels are vacant land available for purchase through their Neighborhood Lots and Side Lots [29] programs. Still, most of the DLBA-owned land is unlisted, suggesting that many existing structures are under evaluation for rehab or slated for future demolition. This is also evidenced by numerous homes still standing with significant fire and structural damage.

	Parcels	Acres
ALL Eden Gardens	2253	275
ALL Commercial	98	24
ALL Residential	2155	251
ALL DLBA	927	102
Commercial [Occupied]	55	17
Commercial [Vacant]	43	7
Commercial [DLBA]	9	1
Residential [Occupied]	1344	162
Residential [Vacant]	811	90
Residential [DLBA]	918	100
% of Residential Land [Vacant]	38	36
% of Commercial Land [Vacant]	44	28
% of ALL Land [Vacant]	38	35
% of Residential Land [DLBA]	43	40
% of ALL Land [DLBA]	41	37

Table 5-1: "Parcels", City of Detroit Open Data.



Map 5-1: Vacant Detroit Land Bank-owned parcels. Made in ESRI.

Existing Conditions

Vacancy & Blight

Abandoned, unmaintained lots, with or without blighted structures, can invite illegal dumping, vandalism, and other serious criminal activity. Residents also identified that blight, including neglected lots with overgrown vegetation, poses major public safety risks. Residents expressed concerns about the visibility of children as they move throughout the neighborhood, as well as the urban habitats created for coyotes, stray dogs, and pheasants, among other pests.

“A 2016 study by the University of Pennsylvania’s Urban Health Lab showed that fixing up vacant lots reduced nearby gun violence by 5 percent, and putting functioning windows and doors in abandoned houses, instead of boarding them up, cut nearby gun violence by 39 percent. The study also found that every dollar Philadelphia spends on fixing up vacant lots saves taxpayers \$26 in reduced costs from gun violence [30].”



Figure 5-2: Example of dumping in Eden Gardens.



Figure 5-3: Example of vacancy in Eden Gardens.

Existing Conditions

Nearby Park Access

The City of Detroit Parks & Recreation Strategic Plan [31] highlights an “equity first approach” to parks planning. The 2022-23 plan calls for community engagement, city investments, and strategic partnerships to ensure as many Detroiters as possible, especially the most vulnerable, live within a 10-minute walk of a park.

The city aims to increase this equitable park access from 80 percent to 95% percent of the population, but unfortunately, the northern section of Eden Gardens is still identified as a future gap area even after the plan is implemented. This is especially concerning for Eden Gardens, a neighborhood with a sizeable senior population and low vehicle ownership relative to the city. Our Eden Gardens Park access map shows a ¼ mile radius around nearby city parks to simulate 10-minute walkability for all age groups.

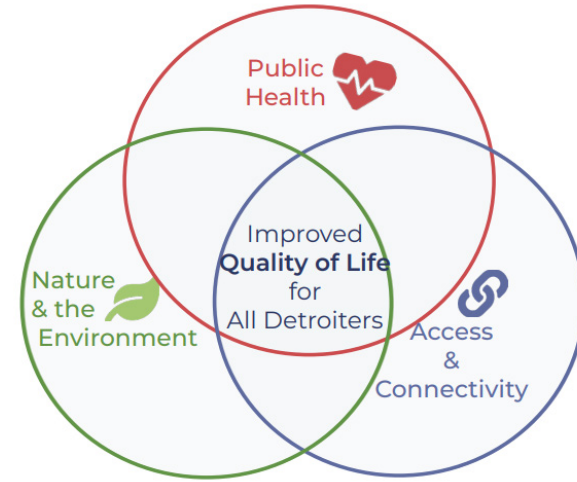


Figure 5-4: City of Detroit Parks & Recreation Strategic Plan.

Households With No Vehicle Available

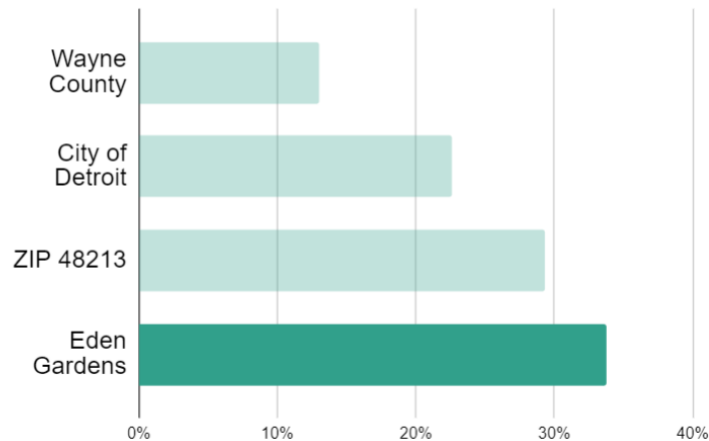
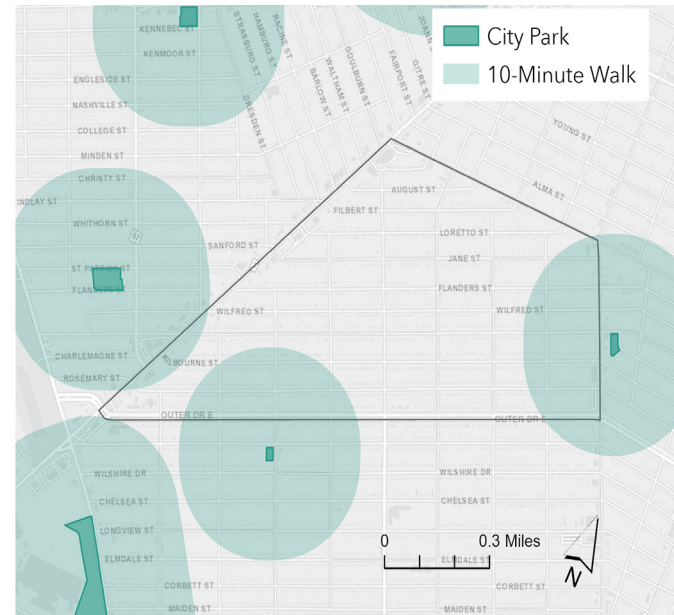


Table 5-2: Source: U.S. Census Bureau 2020 ACS 5-Year Estimates - Table DP04



Map 5-2: Nearest parks within a 10-minute walking distance. Made in ESRI.

Existing Conditions

Nearby Park Access

Roseberry-Promenade Playlot south of E. Outer Drive offers a small play structure, shade trees, and several picnic tables. Roseberry-Promenade is walkable for very few residents of Eden Gardens, but it serves as a model for a compact green space that could be replicated in Eden Gardens.

Martz Park, across Gratiot Ave. from Eden Gardens, features a sizeable playground area and a large sports field with a walking track along the outside. Because of its distance from the neighborhood and the potentially hazardous Gratiot Ave. crossing, we do not consider Martz Park a walkable amenity for residents of Eden Gardens.

Glenfield-Lannett Playground, across Chalmers St. from Eden Gardens, is a neglected basketball court with additional open space on its southern side. A November 2018 D4 newsletter suggested that the city would replace broken fencing with upgraded boulders at 99 parks, including Glenfield-Lannett Playground. It does not appear that this occurred. Nevertheless, this open space amenity would not be walkable for many Eden Gardens residents.



Figure 5-5: Roseberry-Promenade Playlot.



Figure 5-6: Glenfield-Lannett Playground.

Existing Conditions

Nearby Park Access

In recent years, Eden Gardens Community Association (EGCA) transformed vacant DLBA land into a community garden and playground. This is a major public asset in the neighborhood, and we hope to support EGCA's momentum. The large amount of open space in Eden Gardens poses many challenges yet presents opportunities for residents to guide the future development of their neighborhood.



Figure 5-7: Eden Gardens community garden.



Figure 5-8: den Gardens community garden.

Opportunities & Challenges

To appropriately provide the necessary recommendations for “Open Space and Recreation” in the Eden Gardens neighborhood, it is imperative we take stock of the current Challenges and Opportunities related to the current state of the neighborhood. By identifying challenges, recommendations can be formulated to help remedy or reverse the apparent issues. By identifying opportunities, recommendations can be formulated to further expand or promote already existing features or amenities and build on the positive attributes currently within the neighborhood.

To determine these Challenges and Opportunities, the study group conducted the following:

- Visual survey
- Community outreach
- Review of nearby neighborhood plans
- Analysis of nearby City Parks
- Review of neighborhood ownership data



Limited parks and recreation opportunities. There are currently no City of Detroit Parks in the Eden Gardens Neighborhood. The only recreation amenity nearby is the Eden Gardens community park that is operated by Eden Gardens Community Association, and unfortunately due to resource constraints, further development and expansion of the park is a challenge.



Limited connectivity across the neighborhood. Connectivity throughout the Eden Gardens Neighborhood is certainly a liability currently. The sidewalks are sporadically placed throughout the neighborhood and in disrepair, the roads are in poor condition, there are no recreational linkages, there are no bike lanes or multi-purpose trails, and there is limited signage directing residents to the existing Eden Gardens community park.



Safety is a concern for nighttime recreation. There are safety concerns throughout the neighborhood due to the lack of street lighting, and a lack of lighting at the Eden Gardens community park. This limits the ability for residents and especially children to take full advantage of recreational amenities. By adding lighting to the existing and any proposed recreational amenities, residents and children will feel safer using them in the evening hours. More affordable solar lighting opportunities may provide a more financially feasible option as well.

Opportunities & Challenges



Raising funds needed to make Open Space and Recreation improvements. The major challenge facing the Eden Gardens community is the lack of funds required to execute some of the potential remedies and improvements discussed.



Eden Gardens and the existing play equipment/recreation area. With respect to the Eden Gardens Neighborhood, the crown jewel is certainly the existing Eden Gardens Community Park and Garden. Although there are no city parks in the neighborhood, the Eden Gardens Community Park offers residents their only recreation amenities.



Hundreds of DLBA owned property in the neighborhood which can be converted to open space/parkland/recreation opportunities. There are hundreds of adjacent vacant and underutilized lands within the Eden Gardens neighborhood that have the potential to be converted into recreational or open spaces.



There are active children in the neighborhood. Based on observation there is a healthy population of active young children in the Eden Gardens Neighborhood. An emphasis should be made on providing these children with safe, quality, and desired recreational amenities so that they have healthy active outlets to pursue within their neighborhoods.



Vacant DLBA parcels adjacent to commercial properties. In addition to having hundreds of vacant DLBA parcels located in the neighborhood, there are a number of these parcels strategically located adjacent to existing occupied commercial properties along Gratiot Avenue, and vacant commercial properties along Dickerson Avenue.

Goals

1

Promote healthy active living for the youth in the community

Increase the number of recreation amenities in the neighborhood, specifically a sports field (soccer, football), basketball court, additional play equipment, and bike lanes.

2

Activate commercial pockets within the neighborhood with adjacent passive open space areas

Create open space areas next to existing and proposed neighborhood commercial properties. These spaces should promote activation of the surrounding area and provide an area for commercial patrons and neighborhood residents to interact and connect.

3

Connect the entire Eden Gardens Community through linkages and connections

Create a linkage that connects the community while also providing an additional recreational and open space amenity.

4

Support neighborhood stabilization by attracting and retaining residents with great open space and recreational amenities

Create attractive open space and recreational amenities for all residents and prospective residents of all ages.

5

Repurpose vacant and underutilized DLBA owned properties throughout the neighborhood

Convert vacant DLBA properties to open space and recreational amenities.

Recommendations

Improvement and enhancement of recreation amenities

Eden Gardens Community Park has a current recreational presence, and we recommend expanding on that effort through the following actions:

- Add walking track to the boundaries of the southern park lot;
- Add a sports field on the open field portion of the parcel (soccer field/football field or basketball court);
- Add additional play equipment to the existing amenities; and
- Add additional planting area for community gardening or trees.



Figures 5-9a-c: Eden Gardens Community Park improvements (renderings).

Recommendations

Create a commercial parkette

A commercial parkette could be created near the existing occupied commercial buildings at Gratiot Avenue and Houston-Whittier Street (Mazen Foods):

- Assemble vacant DLBA parcels to create a passive park near Gratiot/Houston Whittier;
- Create an inviting space that promotes investment and growth in the surrounding area; and
- Provide a place for patrons, employees, and pedestrians to use when in that part of the neighborhood.



Figure 5-10: Proposed location encompasses six parcels to the north of Fournier behind Mazen Foods' parking lot. Here we've provided shaded seating and a walking area on the western half, and a dog park on the eastern half.

Recommendations

Create a north to south greenway linkage

This linkage would allow connectivity within the neighborhood while providing additional green space:

- Assemble vacant DLBA parcels to create the north south linkage;
- Provide a connection from the commercial businesses in the north to the rest of the neighborhood; and
- Provide benches and seating for residents to stop off and enjoy the Green Link



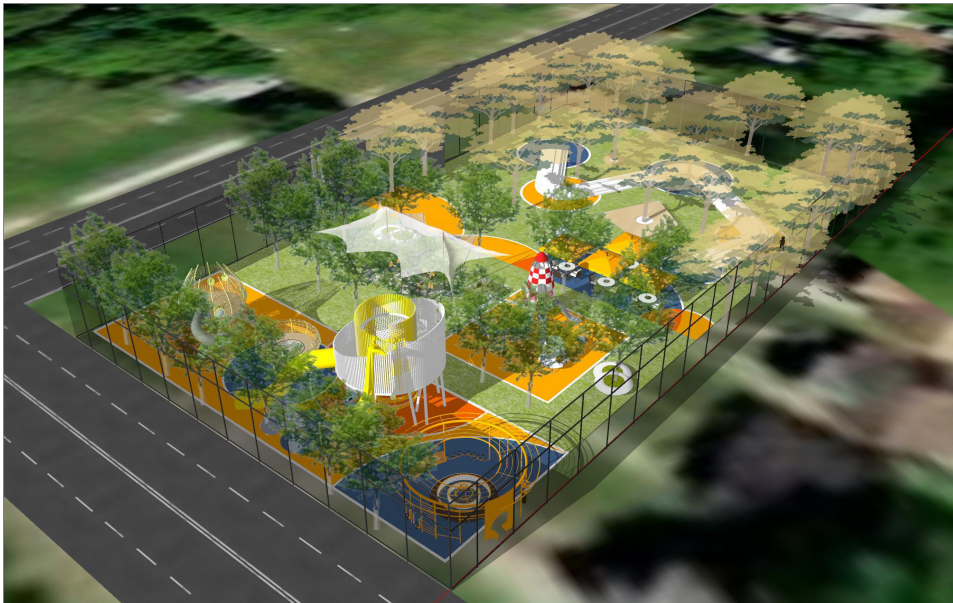
Figure 5-11: Fitzgerald Neighborhood Revitalization Plan.

Recommendations

Create recreational space along the Dickerson commercial area

Creating a park, green space, or basketball court within the Dickerson commercial area could be implemented with the following suggestions:

- Create a compatible recreation space adjacent to the proposed commercial pocket;
- Support residents and commercial businesses green space needs in the eastern half of the neighborhood;
- Create a space where people can congregate and connect; and
- Allow high visibility to the space along a main neighborhood corridor.



Figures 5-12a and b: Dickerson recreation area.

Recommendations

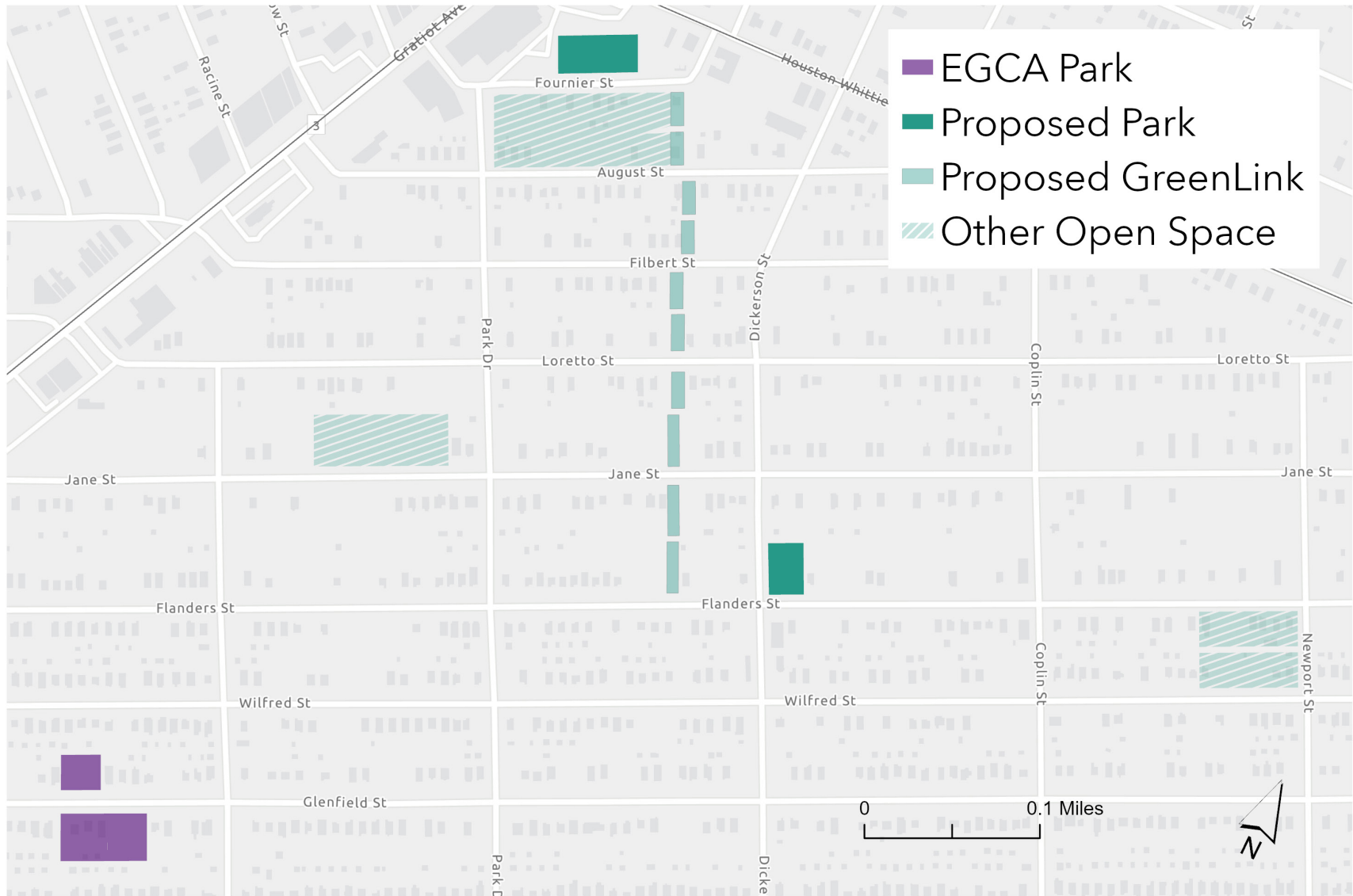
Target land ownership and stewardship resources

Such resources would benefit the residents of Eden Gardens, allowing them to have control over land use, further increasing the sense of pride and integrity of their neighborhood

- DLBA: Side Lots, Neighborhood Lots, and Create-A-Project programs for land acquisition
- Neighborhood Beautification Grant Program, administered through Wayne Metropolitan Community Action Agency, can fund some improvements. Block groups and community organizations can apply for up to \$15k across 4 total lots and re-apply annually.
- Detroit Future City offers grant opportunities through their Working with Lots [32] program. Their Working with Lots Field Guide also outlines Detroit-specific best practices.
- Explore workforce training program for vacant lot maintenance



Figure 5-13: Detroit Neighborhood Beautification Grant awardee.



Map 5-3: Proposed park and recreation improvements.

TRANSPORTATION & MOBILITY ACCESS

Introduction

The freedom to move within and between neighborhoods is an integral part of quality of life and the way this is done impacts more than just the person moving from point A to point B. The residents of Eden Gardens rely heavily on other parts of the city for work, services, and entertainment, so access to and from these is important. It is also necessary that those visiting the neighborhood travel safely and with respect to those within Eden Gardens.

This chapter focuses first on roads and driving as this is the most dominant form of transportation while also creating the most risk to the safety and wellbeing of residents. Bus service and accessibility, walking, and biking are also covered as points of focus within this chapter.



Figure 6-1: DDOT electric bus.

Existing Conditions

Rights-of-Way [33]

The existing transportation network that serves Eden Garden consists of an established street and sidewalk network, as well as some on street bicycle facilities. Gratiot Avenue is the primary commercial corridor and bounds the neighborhood to the west. This state-controlled road has an annual average daily traffic (AADT) count of over 30,000 trips, which has been steadily increasing over the past decade when the corridor saw an AADT of 24,000 trips in 2009. This is well above the 5,800 and 7,141 AADT for Houston Whittier and Outer Drive (respectively) and highlights the importance of this area as a key commercial corridor on the east side of the city. However, with higher traffic counts and higher speeds than local roads, there are inherently more safety risks, as the section of Gratiot Ave between Outer Drive and Houston Whittier reported 352 crashes from 2016-2020, compared to 103 for Outer Drive, 30 on Houston Whittier and 20 on Chalmers. Notably, of the six fatal accidents on Gratiot from 2016-2020, four of those incidents involved pedestrians or bicyclists. The major rights of way are detailed to the right:

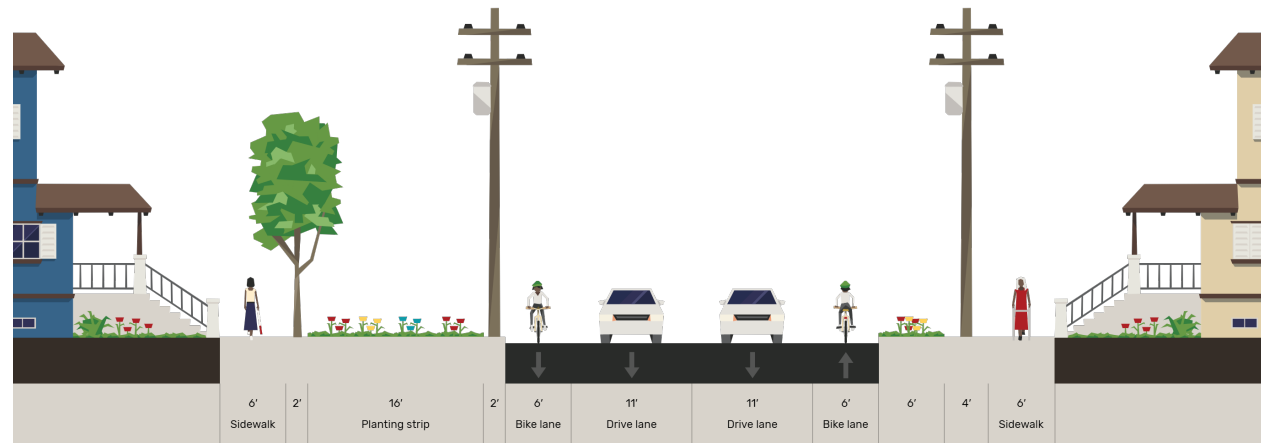


Figure 6-2a: Houston-Whittier Existing Streetscape

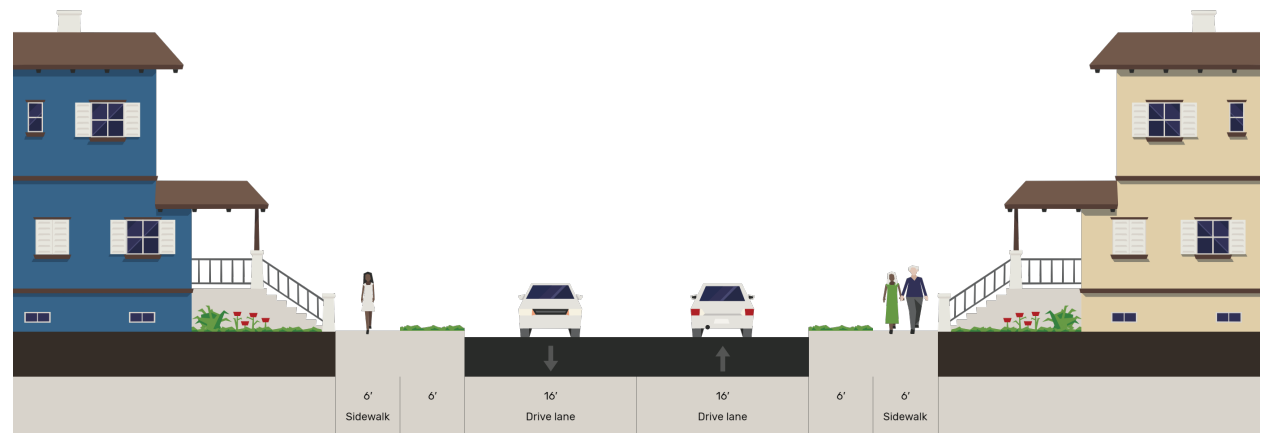


Figure 6-2b: Dickerson Existing Streetscape

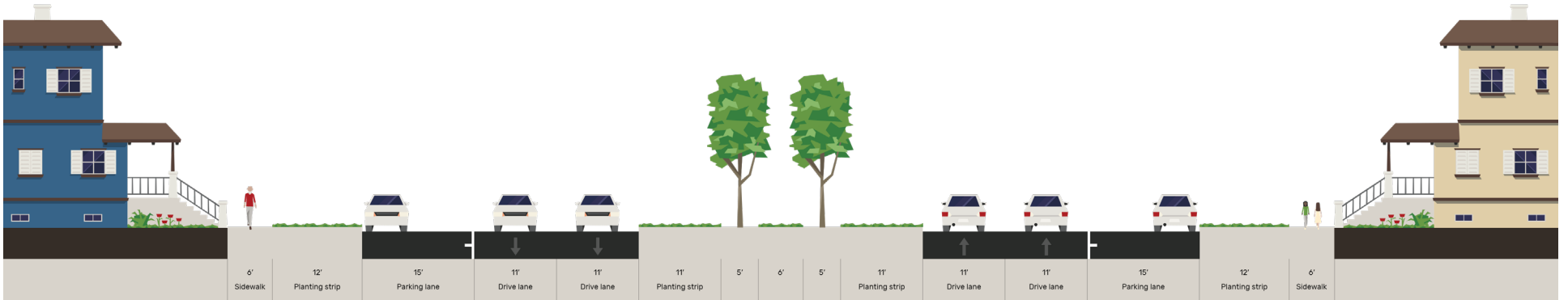


Figure 6-2c: Outer Drive Existing Streetscape

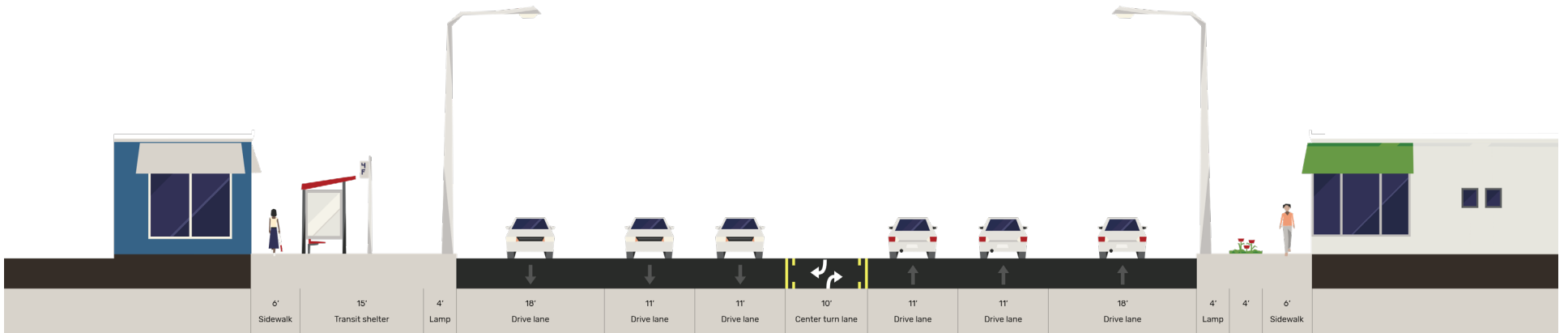


Figure 6-2d: Gratiot Ave Existing Streetscape

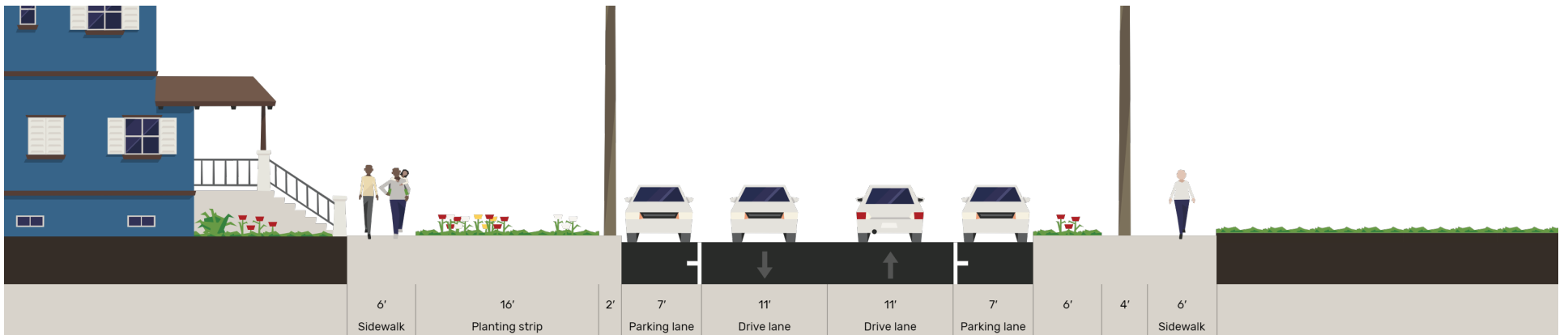


Figure 6-2e: Chalmers St. Existing Streetscape

Existing Conditions

Alleys

The alleys within the neighborhood vary in condition but are mostly overgrown, dangerous, or impassable. Many have returned to nature while others are intentionally blocked off from one or both ends. There does not appear to be any attempt to clean or maintain the alleys and many are also full of trash as they are discrete places to dump refuse.

In a few sections, alleys do not exist due to vacations [34] that have occurred sparsely over the last several decades. There also appear to be some de facto alley vacations in which owners have taken part of the alley as their own land in lieu of having blighted and dangerous land behind their property.

The below image shows the varying conditions in which alleys are overgrown or are bound by vacant parcels and have completely reverted to a natural state. In most cases, the alleys are not functional in any way, and they threaten any electrical distribution within them.

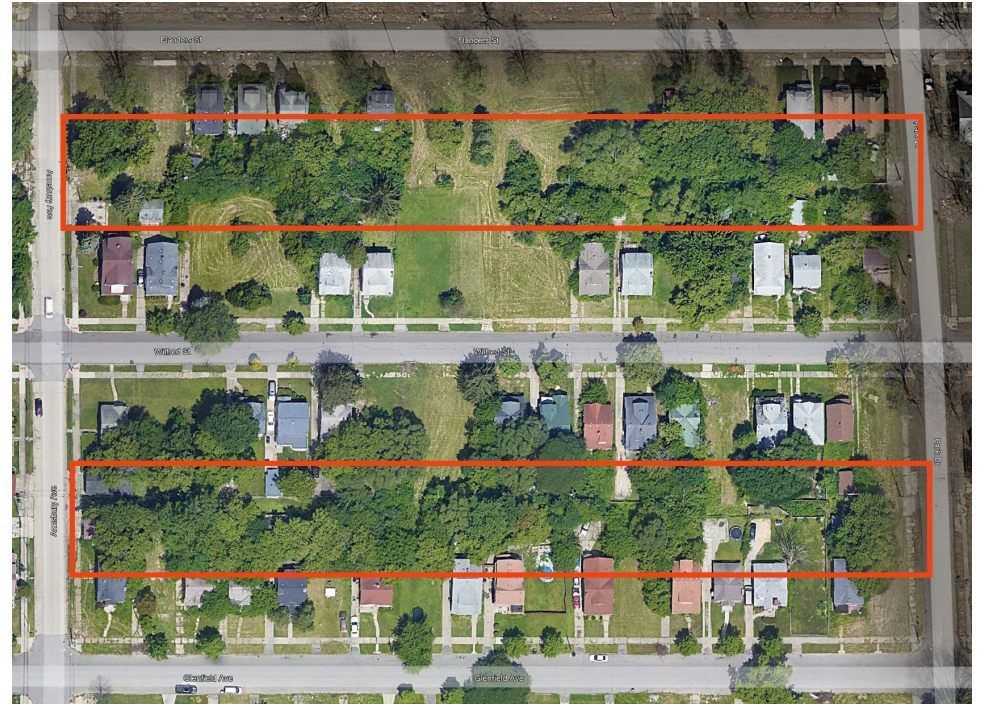


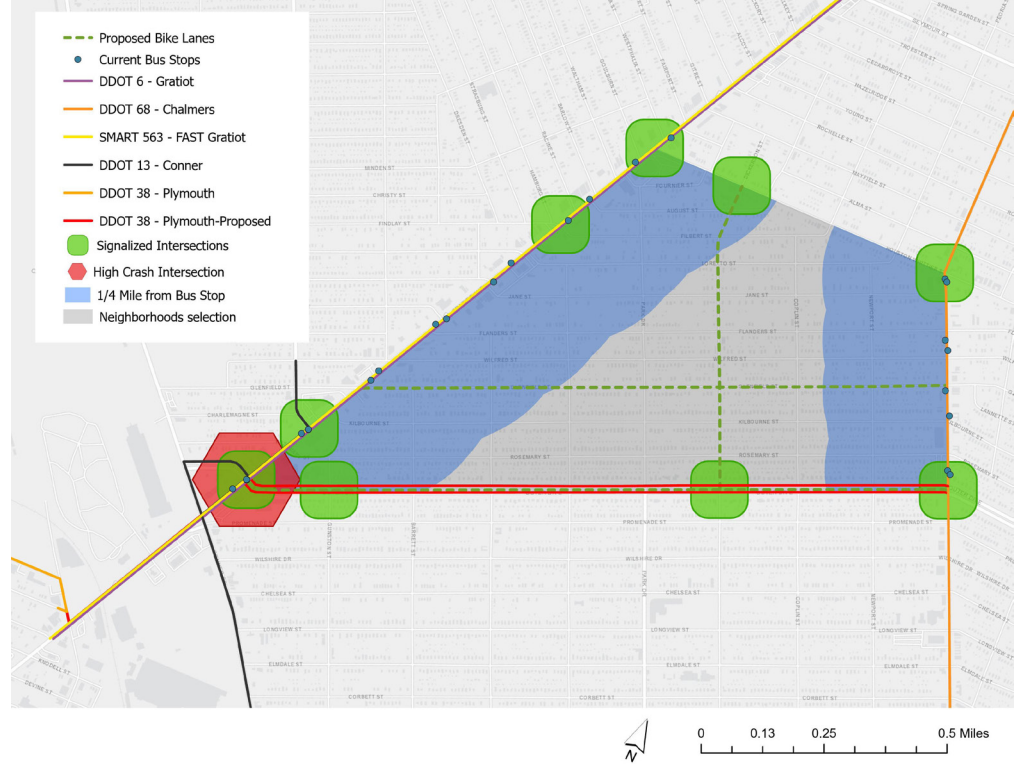
Figure 6-3: Current Alley Example, Google Earth.

Existing Conditions

Public Transportation

The neighborhood is serviced by four DDOT (Detroit Department of Transportation) routes and one SMART route. The two DDOT stops have shelters, both on Gratiot near Conner, and one SMART stop has a shelter. In total, there are currently 22 bus stops, 14 on Gratiot, and 8 on Chalmers. Many stops on Chalmers are surrounded by tall grass or trees and are hard to see, making it more likely for riders to be passed by drivers. Stops on Gratiot are in the parking lane, causing drivers to pull to the side, and re-enter the fast Gratiot traffic to continue.

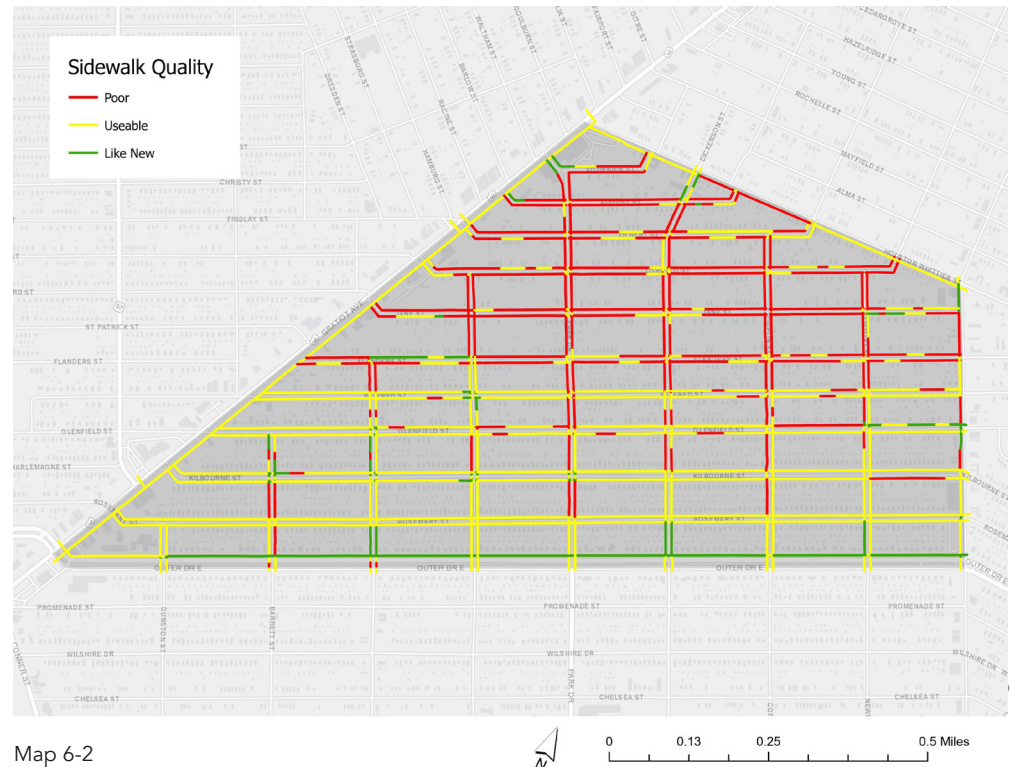
Overall, Eden Gardens has moderate connectivity via bus compared to the rest of Detroit. Because it lies between several routes, the ability for residents to commute via bus is favorable, dependent upon efficient service.



Map 6-1

Non-motorized Transportation

The non-motorized network within the Eden Gardens neighborhood includes an established sidewalk network along both sides of all roads, in addition to some shared street bicycle lanes along the north side of the neighborhood on Houston Whittier. These facilities currently serve the local area; however, they do not currently provide any direct regional connections. There are plans to connect the area to a larger, established network that may provide opportunities for residents to access more areas of the city once completed. See table below for a list of the existing and planned non-motorized network within the area. There is currently one bike parking station within the neighborhood in the southwest corner at the intersection of Gratiot Ave and Outer Drive.



Map 6-2

Opportunities & Challenges



Road conditions

- Poor road condition may lead to more erratic driving and less safe on-street bicycle travel
- Roads that allow for high speed in their design reduce safety and make biking less attractive as a mode of travel



Road safety rankings (per SEMCOG)

- Several sections of Gratiot rank in top 1% for danger related to dangerous urban three-leg intersections, danger to pedestrians, and biking (out of 3882 road segments)
- Several other sections of Gratiot rank in top 7% for danger related to fatal and severe injury, danger to motorcyclists, and dangers related to impaired drivers (out of 3882 road segments)
- Outer Dr ranked in top 8% for most dangerous urban multilane divided road (per SEMCOG, out of 3004 roads)



Design of rights-of-way

- Width
 - Streets and sidewalks (rights-of-way) with wide designs and no center-refuge island make crossing the street difficult and unsafe, especially for those with mobility challenges.
 - Wide roads leads to dangerous roads and less space for residents
 - Examples: Gratiot Ave and Outer Dr (see Figures 6-1c & 6-1d)
 - Opportunity: wide rights-of-way allow for many safer, community focused designs
- Length
- Long and straight streets allow for racing, engine revving, and loud vehicle usage



Sidewalk conditions

- Poor sidewalk conditions hold back populations with mobility challenges from a vital connections to their community

Goals

1

Make Street Rights-of-Way Slower and Safer

Drivers sometimes speed through the neighborhood and straight roads and sporadically parked cars do not discourage dangerous driving. Residents have expressed concerns about street safety and speed within the neighborhood and crash data reflects safety issues on bounding streets.

2

Improve Pedestrian Access and Safety

Pedestrians often walk in the street or limit walking trips altogether due to the condition of sidewalks. Residents state they cannot walk along their block in front of their own homes due to missing sections of sidewalk that were removed during home demolitions. Many residents also have ADA needs and cannot effectively move through the neighborhood.

3

Strengthen Connections to Other Neighborhoods

The neighborhood is mostly residential parcels, so most residents leave the neighborhood to access jobs, entertainment, and services—such as schools, hospitals, and government offices. Many residents drive, which provides solid connectivity, but the ability to connect to other parts of the city via other modes of transportation needs to be improved.

4

Build Intra-Neighborhood [35] Micro-Transit

A major aspect of improving the quality of life within Eden Gardens involves spending time in and around the neighborhood. This can be accomplished by allowing easier, more equitable, and healthier modes of moving between neighborhood amenities.

Recommendations

Implement Complete Streets

Complete Streets is a transportation policy that aims to provide safe and effective transportation for all. It focuses on design elements that improve pedestrian visibility and micro transit [36], separation from passenger vehicles, and traffic calming measures. Detroit has adopted complete streets as a goal, and it should be implemented along each of the streets that bound the neighborhood. Some internal streets should also include elements of complete streets. Specific aspects of to focus on are as follows:

Gratiot Ave – There are several intersections that do not allow left turns along Gratiot Avenue where a refuge island could be installed in the left turn lane to shorten the crossing distance and provide an area for this who cannot walk fast enough to cross. These intersections, located along the north end at Houston Whittier and the south end at Outer Drive, would be some of the first along Gratiot Ave and could demonstrate how more intersections along Gratiot could be modified to improve safety.

Outer Drive has the widest right-of-way of any of the bounding streets, although much of the center area is dedicated to the median, which provides a de facto refuge island (recommended above). However, this street could be modified via a lane reconfiguration that could provide a bike lane protected by on street parking, as well as areas for public transportation drop off and pick up.

Houston Whittier and Chalmers, which bound the neighborhood to the north and east (respectively), are currently designed to handle two-way traffic with wide shoulders more than 5'. While Houston Whittier does have some painted shoulder areas, both streets should be re-painted and equipped with protected bike lane barriers to provide safety for non-motorized travel and to slow vehicular traffic.

The internal streets within the neighborhood should be improved through installing street trees if missing; trees should be replaced when destroyed or removed. This will add to the aesthetic appeal, provide shade, improve stormwater runoff and slow traffic along streets which will all contribute to a safer and more pedestrian friendly streetscape.

Recommendations

Install Speed Bumps

One of the most common complaints from residents is the noise from revving engines and the high speeds that people travel. Often, these are the same groups of people, using the long, empty streets as a place to blow off steam. Unfortunately, a neighborhood is not the place for this type of activity, and it is a nuisance to residents.

The best way to handle this is to continue and enhance the speed bump request program for the city and expedite adding speed bumps to more heavily populated areas.

Introduce Traffic Calming

There are several intersections that do not allow left turns along Gratiot Avenue where a refuge island could be installed in the left turn lane to shorten the crossing distance and provide an area for this who cannot walk fast enough to cross an area to safely wait for the next light cycle. These intersections, located along the north end at Houston Whittier and the south end at Outer Drive, would be some of the first along Gratiot Ave and could demonstrate how more intersections along Gratiot could be modified to improve safety. These Islands have been Installed along other streets In Detroit like Woodward Ave and have had the effect of slowing traffic and shortening crossing distances.



Figure 6-4: Example streetscape

Another method of traffic calming are chicanes, which are “jogs” in the road that force people to slow down to navigate through them. These can be added by flipping the parking lane on a road from one side to the other at specific intervals. These can also be implemented by constructing roundabouts or purpose-built chicanes. However, roundabouts are more confusing, invasive, and potentially costly than other methods.

A final mechanism to calm traffic is the use of roadblocks. They can be moveable and spaced out enough to allow bikes and pedestrians through but not cars. These are common in many cities as they shorten roads, making them less desirable for speeding, racing, and general showing off. At the same time, these roads are well known by residents who can easily navigate around these blocks.

Recommendations

Repair Damaged Sidewalks

The condition of neighborhood sidewalks varies, even on a single block. While the City has replaced various sections of pavements over the years, sidewalks where structures have been demolished have been damaged or destroyed entirely. There should be an entirely usable sidewalk on at least one side of each street.



Figure 6-4: Sidewalk of poor quality.

Vacate Existing Alleys

At best, the alleys in Eden Gardens are neglected and overgrown and at worst they are dangerous and/or impassable. The most equitable—and economical—solution is to vacate all the remaining alleys in the neighborhood. This would return the alley to the parcel owners, increasing their property size, while also giving them control over a potential danger to their home. This also has the added benefit of reducing the city's expenditure on maintenance, potentially redirecting these funds elsewhere.

One consideration for the vacations is the need for DTE to have an easement [37] over the vacated land. Most alleys contain power distribution service, and any physical construction would need to be held back 10' from the back of the parcel (where the current parcels end). This would not have any cost or burden on the residents except for the limits to construction on the new land.

Alley vacations have proven to be effective, though they take time for a block to completely incorporate them into the parcels. The satellite image below shows a vacation from 2005 in which several residents have incorporated their share of the alley into their property, but most have not. Even though the alley is still not completely clear, the ends are now blocked which prevents dumping and unwanted people accessing the area is now trespassing. The second image is an alley that was vacated in 1979 which shows complete incorporation of the alley and no blight.

Recommendations

Extend 38-Plymouth Bus Route

Eden Gardens lacks an East/West connection, which could be restored with the 38–Plymouth. An East/West connection would grant residents a connection to many factories on the Westside during common hours for factory workers (reference map from existing conditions with buffers). Recommend designating community members/groups to address overgrown/dirty bus stops. (Reference pictures of overgrown bus stops). We did not receive information about the quality of bus stops in the winter.

Clean and Repair Chalmers Bus Stops

Inconveniences to accessing public transportation can deter residents from utilizing a vital resource in transportation. Along with repairing damaged sidewalks, ensuring they are clear and clean allows for better access to transit. Community groups and residents should be encouraged to assist in mowing grass near stops, as well as cleaning the areas.

Add Bus Shelters on Gratiot

There are only two shelters near Eden Gardens along Gratiot, and they are both on the south end of the neighborhood. Gratiot is a busy corridor and an uncomfortable environment to wait for a bus. Adding shelters at stops with more riders can limit negative impacts of weather and traffic to make riding the bus more enjoyable.



Figure 6-5: Bus stop on Chalmers St.

Recommendations

Add / Construct Dickerson Bike Lanes

Dickerson is the primary north / south thoroughfare through the middle of the Eden Gardens. It continues through Outer Drive at the south and curves slightly to connect to Houston-Whittier Street to the North. Dickerson passes through the middle of the new Neighborhood Business Corridor, so it is an ideal candidate to contain bike lanes. This will help protect residents using micro transit and allow better access to neighborhood amenities.

Along the majority of Dickerson, it is recommended to have single direction bike lanes on both sides of the street with plastic post barriers. This fits within the existing street width so no modifications to the curb or easement are needed.



Figure 6-6a: Proposed ROW for the majority of Dickerson Avenue

Between Jane St. and Glenfield Ave. there is a need for parking due to the new Neighborhood Business Corridor. To accomplish this, it is recommended to remove the grass easement between the sidewalk and the road and use that area as a parking lane. The parking lane would serve as the barrier for the bike lane, providing necessary protection.

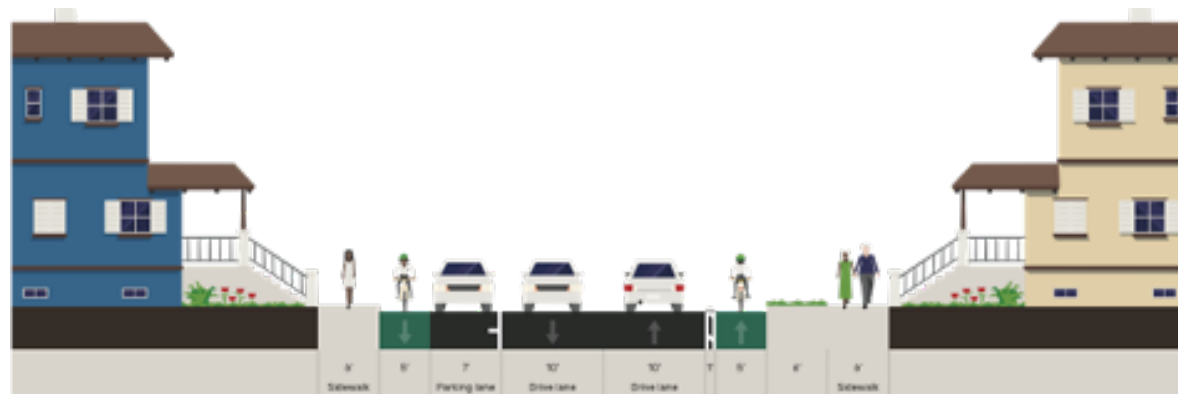


Figure 6-6b: Proposed ROW for Dickerson at Neighborhood Business Zone.

Recommendations

Add Outer Drive Protected Bike Lanes

Outer Drive is an extremely wide road that would require no modifications to add bike lanes. The roads themselves are 36' wide, which would allow for (2) 11' wide travel lanes, (1) 8' wide parking lane, and (1) 5' wide bike lane with a 1' buffer on each side of the road. This would also benefit the throughput of traffic due to clearer delineation of parking/traveling lanes while also providing a safe and healthy alternative to driving. The same number of lanes would be kept, the maintenance would stay the same, and all citizens would benefit.

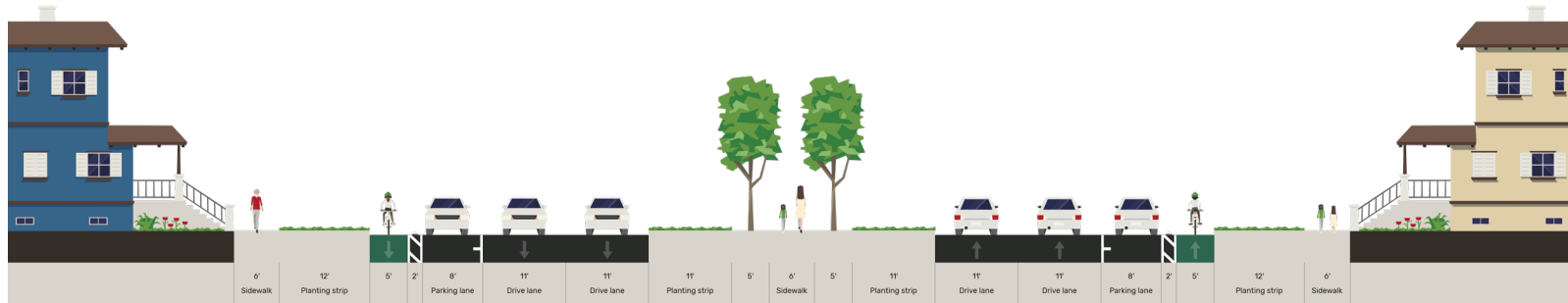


Figure 6-7: Proposed ROW for Outer Drive.

Add Glenfield Avenue Double Bike Lane

Glenfield Avenue is one of the widest East / West streets within Eden Gardens and it also is very central within the neighborhood. It travels along the south edge of the Neighborhood Business Zone and is a perfect route for neighborhood kids and older residents to use to get to the neighborhood's amenities. The right-of-way would not need any construction—except for road repair—and the bike lanes would be protected by parking. Parking would be removed from one side of the road to allow space for the bike lanes.

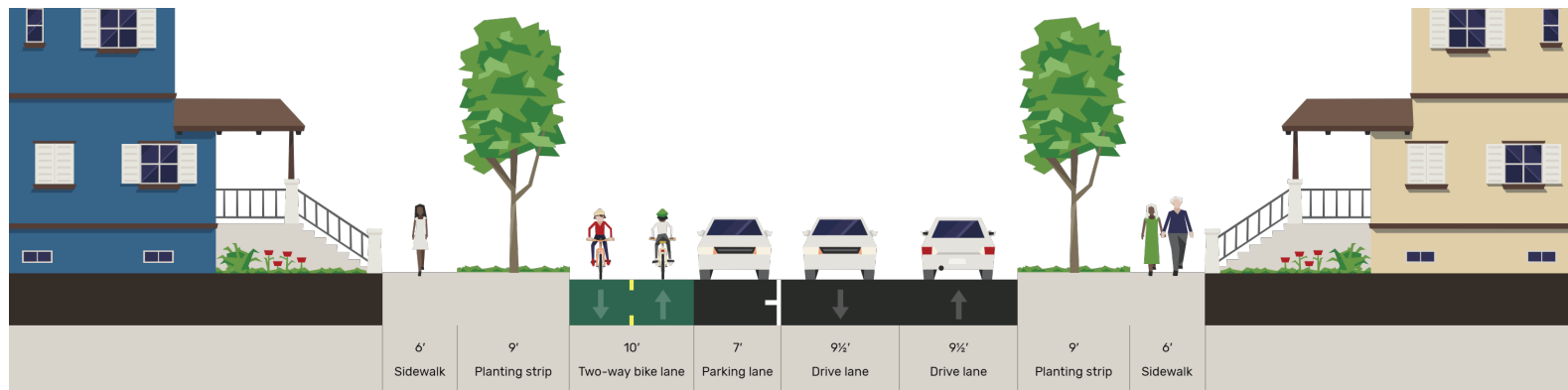


Figure 6-8: Proposed ROW for Glenfield.

Recommendations

Install Bike Repair Stations and Parking

Bike repair stations are a great way to make bike riders feel valued while also letting people know that biking can be practical without a ton of tools. The stations are relatively inexpensive, and one placed at each park and one in the Neighborhood Business Zone would be very impactful for the adoption and widespread use of bikes in the neighborhood.

Much like bike paths, bike parking is not only for bikes. It can be used by personal electric vehicles such as scooters, skateboards, or even powered wheelchairs. Bike racks near neighborhood amenities are simple, easy, and they aid the public welfare through peace of mind and the reduction of crime.



Figure 6-11: Proposed parking.



Figure 6-12: Example of bike repair station.

SUMMARY OF RECOMMENDATIONS

CAPACITY BUILDING RECOMMENDATIONS

Goals and recommendations	Duration	Overlap with other topics	Goals addressed
Target tree-planting efforts to streets with low canopy cover or high heat index.	Short-term	Open Space, Transportation	#1
Remove dead or dying trees and excess vegetation, especially where it is negatively impacting utilities.	Medium-term	Open Space	#1
Set a healthy Tree Canopy Cover goal of 30% or higher communitywide	Long-term	Open Space, Transportation	#1
Market the Detroit Alerts 365 system and the Community Emergency Response Team (CERT) to support communication networks about emergency preparedness within the community and training locals in urban search and humanitarian aid	Short-term		#1
Investigate and establish heating and cooling centers for the community in the case of power outage, high heat or other climate emergencies that endanger vulnerable residents, especially shut-in seniors or others with medical conditions that limit their mobility.	Medium-term	Economic Development, Open Space	#1

SUMMARY OF RECOMMENDATIONS

CAPACITY BUILDING RECOMMENDATIONS

Recommendations	Priority	Overlap with other topics	Goals addressed
Coordinate between the district manager, block club leaders, and Eden Gardens Community Association to bridge local block clubs to form an inter-block club council [15]	Short-term		#2, #3
Connect the developed inter-block club with funding and resources for neighborhood revitalization projects	Short-term	Open Space, Housing	#3, #4
Spur the capacity for community autonomy through communal ownership of residential and commercial properties (community land trust)	Long-term	Open Space, Housing, Economic Development	#4
Reach out to younger residents to discover what their passions are; invest in existing programs and create new career building programs that allow those passions to be shaped into a career path	Medium-term	Economic Development	#3, #4

SUMMARY OF RECOMMENDATIONS

ECONOMIC DEVELOPMENT RECOMMENDATIONS

Recommendations	Priority	Overlap with other topics	Goals addressed
Promote Incubator Spaces	Short-term	Capacity Building, Open Space	#3
Create a sense of place	Long-term	Capacity Building, Open Space	#2, #4
Establish a central Neighborhood Business Corridor on Dickerson	Short-term	Transportation	#3
Stabilize the Gratiot Regional Corridor	Long-term	Transportation	#3
Implement form-based code on Gratiot and Dickerson	Long-term	Housing, Open Space	#2, #3

SUMMARY OF RECOMMENDATIONS

HOUSING RECOMMENDATIONS

Recommendations	Priority	Overlap with other topics	Goals addressed
Conduct an inspection of every vacant property by the end of 2023	Short-term		#1
Target existing programs for homeownership opportunity	Short-term		#2, #5
Rezone for more multi-family homes	Medium-term	Open Space, Economic Development	#1, #3
Implementation of programs against home foreclosure and other asset seizures	Medium-term		#4,
Implement and encourage tax forgiveness programs	Long-term		#4
Create opportunity for new development	Long-term		#1, #3, #5

SUMMARY OF RECOMMENDATIONS

OPEN SPACE & RECREATION RECOMMENDATIONS

Recommendations	Priority	Overlap with other topics	Goals addressed
Improvement and enhancement of recreation amenities at Eden Gardens Community Park	Short-term	Capacity Building	#1, #4
Create a commercial parkette at Houston-Whittier and Gratiot Avenue	Mid-term	Economic Development	#1, #2, #3, #4, #5
Create a north to south greenway linkage	Long-term	Transportation	#1, #3, #4, #5
Create recreational space along the Dickerson commercial area	Mid-term	Economic Development	#1, #2, #4, #5
Target land ownership and stewardship resources	Short-term	Capacity Building, Economic Development	#4, #5

SUMMARY OF RECOMMENDATIONS

TRANSPORTATION & MOBILITY ACCESS RECOMMENDATIONS

Recommendations	Priority	Overlap with other topics	Goals addressed
Implement Complete Streets	Long	Open Space and Recreation	#1
Install Speed Bumps	Short		#1
Introduce Traffic Calming	Short		#1
Add Dedicated Parking on Gratiot	Medium	Economic Development	#2
Repair Damaged Sidewalks	Short	Open Space and Recreation	#1, #4
Vacate Existing Alleys	Long		#2
Extend 38-Plymouth Bus Route	Medium		#3
Clean and Repair Chalmers Bus Stops	Short		#1
Add Bus Shelters on Gratiot	Long		#2

APPENDIX 1: REFERENCES AND DEFINITIONS

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[33] The legal right, established by usage or grant, to pass along a specific route. This is the space between properties established for public movement and includes roads, sidewalks, and medians

[34] The act of taking something previously occupied and making it empty. For land uses, this would be removing ownership and/or boundaries from a given parcel

[35] Within a neighborhood boundary

[36] Small scale methods of transportation that use less space, require little to no energy, and create less noise and pollution. This can include bikes, skateboards, electric scooters, and other similarly sized means of transportation

[37] A right to cross or otherwise use someone else's land for a specified purpose. It is contractual and the usage and limitations are clearly defined

APPENDIX 2: EDEN GARDENS AGE ANALYSIS

Eden Gardens: Age Group & Cohort Changes 2010-2020

Age	2010	2020	% change in age group	% change in cohort	cohort retention ratio
Under 5	414	278	-32.9%	n/a	n/a
5 to 9	423	243	-42.6%	-41.3%	58.7%
10 to 14	591	320	-45.9%	-24.3%	75.7%
15 to 19	521	298	-42.8%	-49.6%	50.4%
20 to 24	537	125	-76.7%	-76.0%	24.0%
25 to 29	493	212	-57.0%	-60.5%	39.5%
30 to 34	176	281	59.7%	-43.0%	57.0%
35 to 39	441	142	-67.8%	-19.3%	80.7%
40 to 44	417	235	-43.6%	-46.7%	53.3%
45 to 49	194	100	-48.5%	-76.0%	24.0%
50 to 54	243	135	-44.4%	-30.4%	69.6%
55 to 59	405	148	-63.5%	-39.1%	60.9%
60 to 64	168	260	54.8%	-35.8%	64.2%
65 to 69	83	143	72.3%	-14.9%	85.1%
70 to 74	61	115	88.5%	38.6%	138.6%
75 to 79	43	135	214.0%	121.3%	221.3%
80 to 84	67	28	-58.2%	-34.9%	65.1%
85 +	9	95	955.6%	41.8%	141.8%

Source: U.S. Census Bureau, 2010 & 2020 American Community Survey 5-Year Estimates Subject Tables, Table S0101

APPENDIX 3: RESOURCE GUIDE

CAPACITY BUILDING RESOURCES & OPPORTUNITIES

	Organization	Description
Family Resources	Eastside Community Network	The organization's Stoudamire Hub, which is a community hub that provides holistic wellness activities and resources to eastside residents through multisector partnerships with fellow community stakeholders -- transportation to their services is offered
	Center for Working Families	Resources to help low-income families reach financial stability, access income support, develop educational and employment opportunities, build wealth, and move up the economic ladder
	Samaritan Center	Resources provided supporting areas of education, health and wellness, and job training
	Black Family Development	Family support resources
	Connect 4 Care	Online tool for parents and caregivers of children aged 5 and younger
Workforce & Personal Development Resources	Goodwill	A list of resources to support skill building and workforce development opportunities
	Emerging Industries Training Institute	Detroit's premier vocational school
	Payne-Pulliam School of Trade and Commerce (PSTC)	The school offers educational services, workforce development and personal development
	Detroit Employment Solutions Corporation	Workforce agency for the city of Detroit
	Industrial Sewing and Innovation Center	Skill development within the sewing and industrial industry
	DTE - Tree Trim Academy	DTE's Detroit-based Tree Trimming Academy provides training for those seeking a career in Line Clearance Tree Trimming

CAPACITY BUILDING RESOURCES & OPPORTUNITIES

Youth Resources	Eastside Community Network	Youth programming offered to residents within east side neighborhoods focused on the holistic development of young people
	Alkebulan Village	Offering of after school and cultural arts programs for youth aged 5-18 years old
	Central Detroit Christian CDC	Enrichment programs for youth in K-12th grade
	Southwest Solutions - YouthBuild	YouthBuild is a free, community-based pre-apprenticeship program that provides job training and educational opportunities for at-risk youth ages 16-24 who have previously dropped out of high school
Organizational Support	Community Development Advocates of Detroit (CDAD)	A membership organization supporting communities in the spaces of public policy, place-based initiatives, and community engagement
	Block Club Program	Resources to start a block club along with an interactive map of current block clubs
	Public Allies	A social justice organization committed to changing the face and practice of leadership by recruiting and training talented young leaders, with a passion for social impact, to create meaningful change in their community
	Neighborhood Beautification Program	Funding provided by the City of Detroit Housing and Revitalization Department to support beautification projects led by block clubs and neighborhood organizations
Emergency Preparedness	Detroit Emergency Preparedness Resources	City resources ranging from text alert services, pet safety, and evacuation planning
	Community Emergency Response Team (CERT) Program	The CERT program educates people about disaster preparedness for hazards that may impact their area and trains them in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations
	City of Detroit Cooling Centers	A list of recreation centers in Detroit that provide cooling services during extreme summer temperatures
	City of Detroit Warming Centers	A list of facilities that provide heat for residents who are in need during extremely cold temperatures in the winter
	Detroit Alerts 365	A new notification system which sends Detroit-specific emergency notifications through the CodeRED emergency notification system—a system used by emergency services teams and municipalities nationwide.

CAPACITY BUILDING RESOURCES & OPPORTUNITIES

Environmental Mitigation	Greening of Detroit	Resources regarding green infrastructure, providing leadership training and agricultural resources for a sustainable neighborhood
	LEAP Sustainability Fellowship Program (Eastside Community Network)	LEAP Sustainability Fellowship builds the capacity of resident leaders who are interested in developing their own climate sustainability projects for the community
	Detroit Ain't Violent It's Safe	Local nonprofit organization dedicated to the clearance of alleyways in Detroit

ECONOMIC DEVELOPMENT RESOURCES & OPPORTUNITIES

Organization		Description
Small Business Financial Resources	Detroit Means Business	A searchable list of grants, loans, investment, and crowdfunding options for small and medium-sized businesses.
	Community Development Financial Institutions	Find financing organizations and funding programs based on your project or business needs.
	Small Business Administration	The SBA has several funding programs available for businesses including 7(a) and 504 loans and disaster assistance. Visit sba.gov for a full list of funding and resources.
Building Redevelopment & Revitalization Program	Michigan Economic Development Corporation	Gap financing for construction, improvement, demolition, or rehab of historic, blighted, or obsolete buildings for qualifying Downtown projects.
Business Services Programming & Incentives	Detroit Economic Growth Corporation	Provides services for match funding, incentives, small business support and neighborhood business planning.

ECONOMIC DEVELOPMENT RESOURCES & OPPORTUNITIES

Business Planning & Operations	Main Street Online – Main Street America	Offers customized guidance for implementing online solutions and assesses the unique e-commerce needs of individual businesses.
	Uplift MI – Michigan Small Business Development Center	The SBDC provides consulting, business education, and market research to small businesses. Uplift Michigan focuses these resources on immigrant, women, and minority-owned businesses.
	10,000 Small Businesses – Goldman Sachs	Learn practical business skills in marketing, employee engagement, and positioning your business to access financing and capital.
	SCORE – Southeast Michigan	Facilitates mentor relationships by matching small businesses with volunteer business executive mentors for 1-on-1 counseling.
Business Planning & Operations	Michigan Works!	Connects local talent and job leaders with advocacy, training, and information tools for workforce and hiring needs. Post job openings through Michigan Talent Connect.
	University of Michigan –Free Accounting Services	Free consulting assistance for small business owners and entrepreneurs. Assistance with QuickBooks, preparing financial statements, calculating startup cost projections, and more.
	Minority Business Enterprise Certification with Michigan Minority Supplier Development Council	For minority-owned businesses interested in working as contractors or subcontractors for government projects.