



A healthy and beautiful Detroit,
built on inclusionary growth,
economic opportunity, and an
atmosphere of trust

CITY OF DETROIT
MAYOR MICHAEL DUGGAN
**PLANNING AND
DEVELOPMENT DEPARTMENT**
ANTOINE BRYANT, DIRECTOR



CODY ROUGE & WARRENDALE

2022



Cody Rouge & Warrendale YOUTH-CENTRIC Neighborhood Framework

Planning and Development Department
City of Detroit
July 2022



Cody Rouge & Warrendale Youth-Centric Neighborhood Framework

City of Detroit
Mayor Michael Duggan

**Planning and
Development Department**
Antoine Bryant, Director

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Every house had a porch, a big porch, too. And so there's adults on porches. Everywhere you walk, people are looking at you, they see you. So you're always being watched whether you know it or not, by the adults in the neighborhood. And all the adults know each other. We didn't know it then, but they really knew each other because of us. It was the children that connected the adults.

—Jamon Jordan, Detroit City Historian

Foreword

This Neighborhood Framework is the product of a three-year community planning process to direct future investment, guided by the citywide vision of “A healthy and beautiful Detroit built on inclusionary growth, economic opportunity, and an atmosphere of trust.” It is one of the first books to be published about this specific part of Detroit.

This area of our city has many strengths, including rich history, diverse population, resourceful residents, active community groups, unique businesses, and a ton of young people! In fact, the neighborhoods of Warrendale and Cody Rouge have the second highest percentage of people under the age of 18 in the city of Detroit. The recommendations in this plan build on these strengths, reinforcing positive things that are already happening while addressing the needs, desires, and visions of community members.

The plan includes near-term priority projects and long-term recommendations for creating safer streets, strengthening community open spaces, and stabilizing and revitalizing residential neighborhoods and commercial corridors. As projects are implemented, city government staff are dedicated to working with young people to develop the future of their neighborhoods.

The planning team is thankful to the dedicated, open, and creative residents of Warrendale, Joy Community, Warren Avenue Community, Gardenview, and Franklin Park. The Planning and Development Department thanks the sponsors of this study at The Skillman Foundation, General Motors, DTE, and Quicken Loans, as well as Huntington Bank for generously investing in projects proposed in this plan. Finally, we express special gratitude to the neighborhood groups of the Organizational Steering Committee and the young people who served as Neighborhood Framework Investigators, Detroit Youth Urbanism Summit organizers, and We Built This! Workshop designer/builders. You have created a neighborhood plan unlike anything yet seen in the history of our city.

—Detroit Planning and Development Department

Oftentimes when tuning in the news, we would see a segment talking about new things coming to Detroit, followed by a speech from a government chair, or even the mayor, about how grand it will be and how it will help Detroit. Afterwards, our parents would grumble about how it’s just a scheme to bring in new residents and doesn’t really help the existing ones.

With protests, written letters, phone calls, and meetings, older generations fought for a chance to have a real say in what they experience in their communities. This has instilled thoughts in our curious minds, wondering when we will be a part of making important decisions.

Growing up, most of us have had dreams of being heroes and making a difference. Being a part of the Neighborhood Framework and working with the Planning and Development Department has been the start of achieving those dreams for us. Usually it’s hard to get adults to listen, but we think we tried and succeeded anyway.

So now, some of the community’s young residents are getting a say, the chance to manifest the future of our neighborhoods for young people and the overall community. Though going into the process, we saw everything through rose-tinted lenses, it has been a journey of discovery, joy, frustration, imagination, and connection since then. Now we have a good basis in experience for discussing how well the city government does in being a democracy, and how it might be different for future generations of young people.

Please receive our work with sincere love of Detroit and its Residents.

—Neighborhood Framework Investigators

The eleven member organizations of the Cody Rouge & Warrendale Organizational Steering Committee form a broad representation of the dedicated residents and neighborhood groups in the neighborhoods of Warrendale, Franklin Park, Joy Community, and Warren Avenue Community.

We are a diverse community and a unified one. We are many resident organizations that are working hard to build the life we want. We are home of the majestic Rouge Park, the legacy of Herman Gardens and Ford Motor Company, and neighbors who care for each other through mutual aid, food distribution, vacant lot mowing, radio patrols, community gardens, and more. This is a part of the city where people work it out and do for themselves.

We have been pleased to work regularly with City of Detroit to create the Cody Rouge & Warrendale Neighborhood Framework over three years of good faith and energy, We remain proudly dedicated to the health and prosperity of our neighborhoods for the long haul.

We were happy that young people reported that the process has been a good experience overall. Having the ability to witness public expression was fulfilling for many of the teens. They were pleased to see that many of the recommendations from the teen summit were considered. Several youth witnessed a lot of positive changes so far like sidewalks repair, abandoned buildings and houses demolished, the installation of speed bumps, and signage. Many are now interested in exploring careers in planning and community development.

As the first Organizational Steering Committee to be invited to collaborate with the City of Detroit on a neighborhood framework, we are grateful for all the work put in by all the public workers.

—Kenyetta Campbell & Barb Matney, Organizational Steering Committee Co-Chairs

Acknowledgments

THE CITY OF DETROIT

Planning & Development Department (PDD)

Housing & Revitalization Department (HRD)

Buildings, Safety, Engineering, and Environmental Department (BSEED)

Department of Neighborhoods (DON)

Department of Public Works (DPW)

Detroit Building Authority (DBA)

Detroit City Council At-Large

Detroit City Council District 7

Detroit Department of Transportation (DDOT)

Detroit Economic Growth Corporation (DEGC)

Detroit Employment Solutions Corporation (DESC)

Detroit Land Bank Authority (DLBA)

Detroit Public School Community District (DPSCD)

Detroit Water and Sewerage Department (DWSD)

General Services Department (GSD)

NEIGHBORHOOD FRAMEWORK INVESTIGATORS

Nine teenagers worked as Neighborhood Framework Investigators two days a week for three months analyzing and documenting what a Neighborhood Framework is all about.

Alexcia Stoner, Khadijah Harris, LaKendra Reynolds-Smith, Lillie Reynolds-Smith, Marnesha Davenport, Skylah Pounds, Rodney Bridges, Taylin Hodges, and Yusef Sabour

ORGANIZATIONAL STEERING COMMITTEE

ACCESS

City of Detroit Department of Neighborhoods District 7

Cody Rouge Community Action Alliance*

Cody Rouge Faith Alliance

Cody Rouge Youth Council

Franklin Park Neighborhood Association*

Friends of Rouge Park

Joy Community Association*

Joy-Southfield CDC*

Islamic Center of Detroit

Warren Avenue Community Organization*

Warrendale Community Organization*

* Outreach Partners / Public Conversation Hosts

PROJECT SPONSORS

City of Detroit Planning & Development Department

The Cody Rouge Project (DTE Energy, General Motors, Huntington Bank Quicken Loans, and The Skillman Foundation)

CONSULTANT TEAM

HECTOR urban design, project lead

with Centric Design Studio, Hinge Collective, Marc Norman/Ideas

& Action, Michael Marshall Design, Tiny WPA aka Public Workshop,

The Work Department, and University of Orange

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PARKS & COMMUNITY PLACES

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EXECUTIVE SUMMARY

Introduction

The Cody Rouge & Warrendale Youth-Centric Neighborhood Framework is a broad community-driven vision that includes both near-term and long-term strategies for enhancing: this area's physical environments and the everyday life of residents. It is organized to address four main neighborhood ingredients:

- Streets & Getting Around
- Parks & Community Places
- Business & Shopping
- Houses & Apartments

Overall and working together, these strategies and projects aim to increase and improve places for young people, support people's health, education, and safety, and strengthen resident organizations.

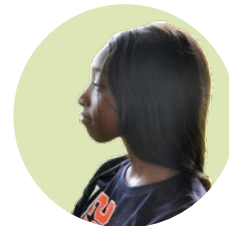
The Cody Rouge & Warrendale has strong local institutions, vibrant and diverse communities, active neighborhood organizations, and innovative initiatives already taking place. The purpose of this framework is to nurture these opportunities by encouraging positive things that are already happening, and by directing future resources toward projects that will have the greatest positive impact on surrounding communities. This is an action-oriented plan that recommends actionable projects that can be realized in the near future.

Creating a successful framework plan requires bringing together residents, community organizations, and city government to shape a vision for a youth-centric neighborhood over the next century, and identifying specific short-term projects for taking steps to get there.

The Detroit Planning and Development Department, Project Sponsors, and Organizational Steering Committee of resident organizations set these project goals:

- Focus on Young People
- Implement Already Identified Priorities
- Coordinate Neighborhood Groups
- Foster Resident Participation: Recruit for Neighborhood Organizations & Establish Block Clubs
- Identify Tweaks & Synergies Between City Agencies, Nonprofits & Neighborhood Organizations
- Organize Community Events
- Be Prepared for Future Funding & Implementation
- Earn Positive Attention

Use the power that you have to make your community the way you want it, how you thought it could only happen in your dreams. -Alexcia

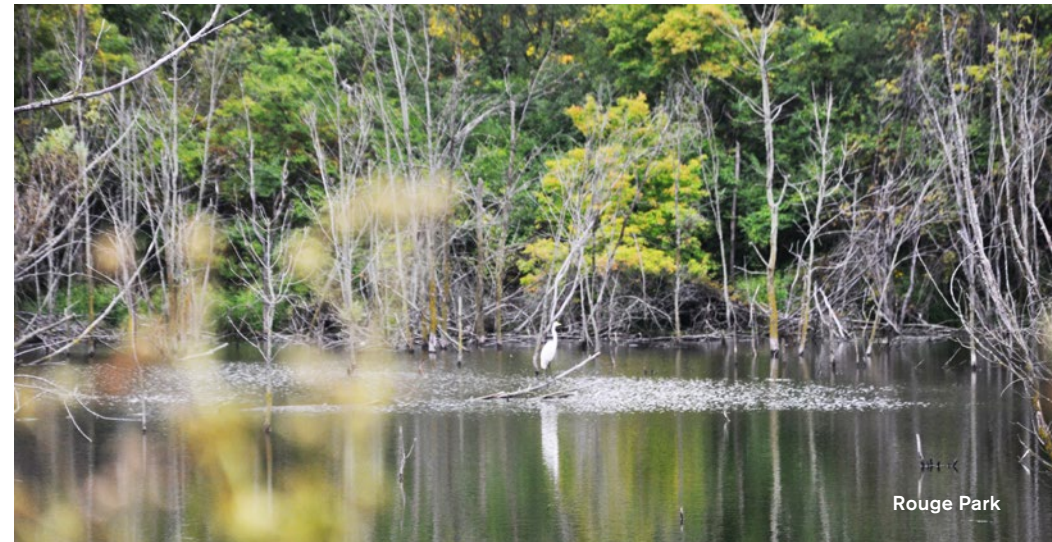


June 2019 Community Picnic Table Factory at Joy Road & Artesian St

Five Neighborhoods

The Cody Rouge & Warrendale Youth-Centric Neighborhood Framework addresses just over five square miles of predominantly residential property located on the far west side of the City of Detroit, along the boundary with Dearborn and Dearborn Heights. This area of the neighborhoods of **Franklin Park, Gardenview, Joy Community, Warrendale, and Warren Avenue Community (WACO)** centers on Joy Road and Warren Avenue between Greenfield Road and Rouge Park, and includes all land within a half-mile of these main shopping streets, north to West Chicago and south to the city line with Dearborn. The study focuses on the area within these boundaries, while aiming to include and benefit all nearby residents throughout these neighborhoods.

This area is home to around 36,000 Detroiters, almost one in twenty city residents, with one third of residents under age eighteen. A classic mid-20th-century Detroit neighborhood, most land is used for single-family homes built in brick and wood-frames, on lots 35 feet wide by 130 feet deep, along with some larger apartment buildings and senior developments. Even still, these neighborhoods support 2.5 times the residential density of nearby suburbs like Livonia, and 8.5 times that of Bloomfield Hills.



Here you can find 1184-acre riverfront Rouge Park, Detroit's largest open space featuring a mountain bike trail, archery range, Buffalo Soldiers Heritage Association, Model Airplane Field, Prairie and Sorensen Nature Trails, Scout Hollow Campground, D-Town Farms, Brennan Pools, Greening of Detroit Nursery, along with a half dozen other parks from local playgrounds like Mansfield-Diversey Park (1.8 acres) and Lloyd Ryan Playground (3 acres) to the wide fields of Cody Park (25 acres) and Henderson Park (36 acres).

Community institutions include eight Detroit Public Schools Community District locations, three charter schools, Detroit Public Library's Edison Branch, the Boys and Girls Club of Southeastern Michigan Sandy Dauch Campus, St Suzanne Cody Rouge Community Resource Center, and many community yards, gardens, and places of worship. Nearby are Ford Motors Headquarters, Henry Ford College, University of Michigan Dearborn, the Rouge River, Fairlane Mall, and all of Dearborn and Dearborn Heights.

The main commercial corridors of the area are Joy Road, West Warren Avenue, and Greenfield Road, where stores reflect one of Detroit's most diverse populations, offering products of Iraqi, Lebanese, African American, Italian, Polish and other heritages.



Community Goals

Based upon the ten Public Conversations hosted by neighborhood organizations, three large neighborhood presentations, fourteen meetings of the Organizational Steering Committee, evaluation of past plans, and other input and feedback received through the project's website and staff, the Organizational Steering Committee ratified the following Community Goals for each of the ingredients of the Neighborhood Framework.

Community Goals for Streets & Getting Around

1. Make All Streets Safer For Young People, Seniors, & All People Who Walk
2. Make It Easier For Young People To Get Around
3. Improve Road Conditions
4. Better Bus Experiences
5. Neighborhood Signs

Community Goals for Parks & Community Places

1. Community Uses For Vacant Land
2. Improve Existing Parks
3. Build Up & Connect Existing Community Centers, Then Explore New Ones

If you have talented young people who are around you in your household or on your block, please get them involved. We need a lot more young people to do what these young people are doing today. I mean you guys are making us so incredibly proud and I want more young people to experience it. Thank you.

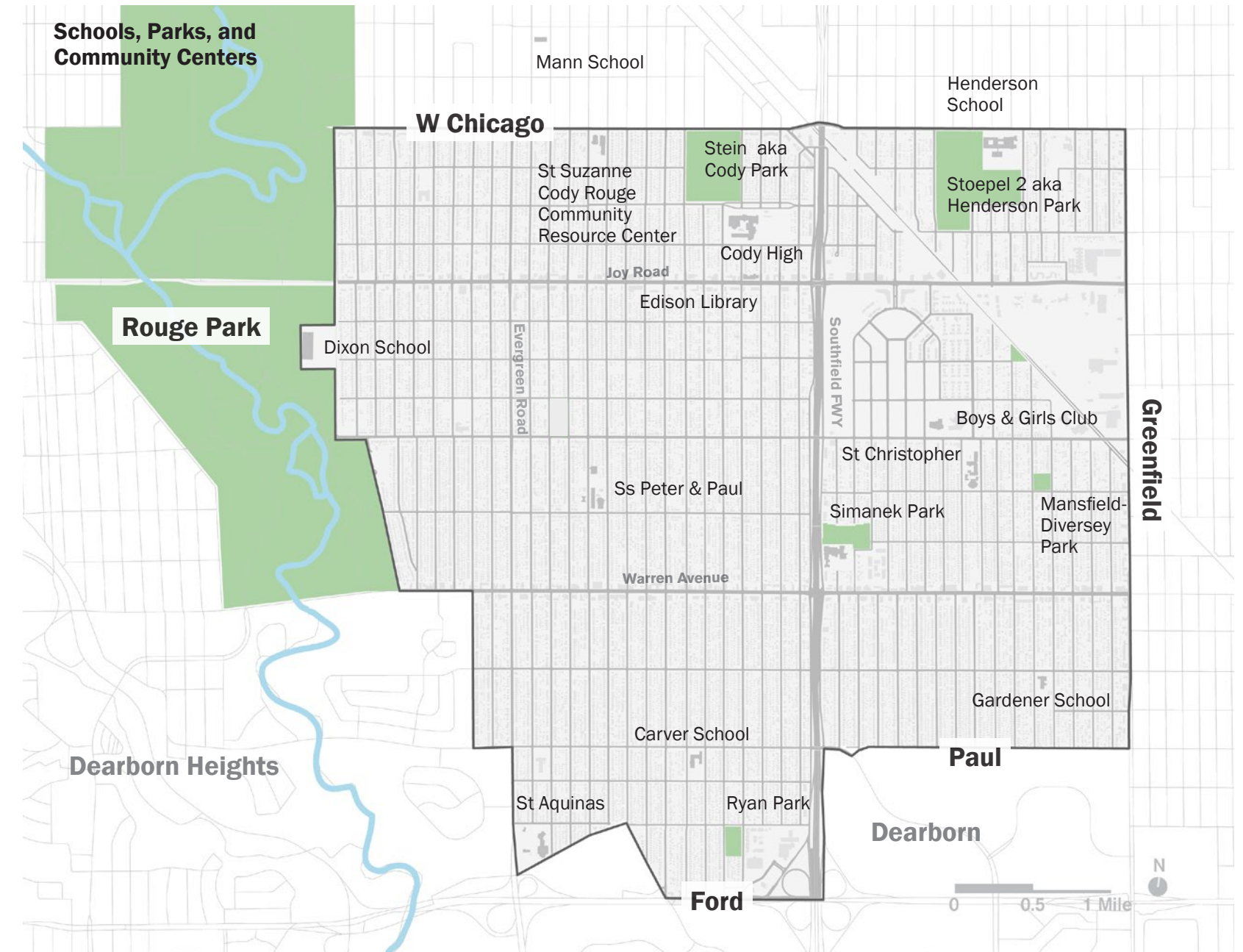
Resident response to young people's public presentation of their Neighborhood Framework Investigation, April 2019

Community Goals for Businesses & Shopping

1. Safer & More Beautiful West Warren Ave & Joy Road Shopping Areas
2. Support Small Businesses
3. Attract New Businesses & Jobs
4. Less Unwanted Businesses

Community Goals for Houses & Apartments

1. Support Current Resident Homeowners
2. Support Tenants
3. Support Nonprofit Organizations
4. Deal With Vacant Properties, Alleys, & Illegal Dumping



Projects & Recommendations

Near-term Projects are quick-win projects that have secured funding and/or City approval and can be completed in the next 3-5 years. Some of these projects are already underway.

Streets & Getting Around

- Six New DDOT Bus Shelters
- West Warren Ave Streetscape Southfield to Mettetal with “light touch” restriping to Greenfield (DPW)

Parks & Community Places

- Old Dixon School Site Park Improvements (GSD)

Businesses & Shopping

- Support Small Businesses & Entrepreneurs (DEGC)
- Attract New Businesses (DEGC)

Houses & Apartments

- Single-Family House Rehab Focus Areas (HRD + DLBA)
- Land Bank Focus Area & Side Lot Sales (DLBA)
- Monitor Multifamily Developments to Preserve Affordable Rental Housing (HRD)

Long-term Visions include recommendations for future projects which may be catalyzed by earlier developments in the neighborhood. These recommendations have not been approved for funding and do not yet have a clear timeline for completion at the time of this report.

Streets & Getting Around

- West Warren Ave Street Safety Retrofits (Greenfield to Rouge Park)
- Joy Road Street Safety Retrofits (Greenfield to Rouge Park)
- Residential Block Street Safety Retrofits
- 20 Do-It-Ourselfs Bus Stop Upgrades
- Tireman Ave Protected Youth Lane
- West Chicago Ave Protected Youth Lane
- Gardenview Path
- Cathedral Street Cut-Thru
- West Side Nonprofit Bike Shop & Programs
- Neighborhood Learning & Wayfinding

Parks & Community Places

- Community Yards & Rain Gardens
- Cody AKA Stein Park Spoken Word Stage
- Simanek Park Improvements
- Strengthen & Connect Existing Community Centers: Edison Library, Boys & Girls Club, St Suzanne
- Edison Library Porch
- Teen-Operated Day Club

Businesses & Shopping

- West Warren Ave Street Safety Retrofits (Greenfield to Rouge Park)
- Joy Road Street Safety Retrofits (Greenfield to Rouge Park)
- Improve West Warren Ave Shopping Environment, including mural projects and facade improvements facilitated by a community organization
- Improve Joy Road Shopping Environment
- West Warren Ave Zoning Changes to Prohibit Automotive Businesses, etc.
- Joy Road Zoning Changes to Prohibit Automotive Businesses, etc.

Houses & Apartments

- Support Nonprofit Organizations that Provide Home Repair, Foreclosure Prevention & Tenant Services



Artist's representation of potential Residential Street Safety Retrofits leading to a Community Yard with learning & play area across the street from Tomica's Place, a Warrendale day care



2

PLANNING PROCESS

← 2' → 30"
- ROAD BOND
- EXISTING MDOT PROJECT
- FTA \$ (Existing)
(Apply for Moe)
Tie-ins to
Other Projects...

JOY ROUGE
YOUTH
COUNCIL

DETROIT
Employee Appreciation Week
DETROIT

Planning Process

These are the steps we took to reflect on the past, analyze the present, and imagine the future of Cody Rouge and Warrendale. We anchored Neighborhood Framework activities in the work of active resident organizations and concretely productive tasks, sparking conversations and building relationships within and beyond the planning process.

Organizational Steering Committee

The Organizational Steering Committee, including eleven neighborhood associations and organizations, along with City of Detroit staff, held sixteen meetings from February 2019 through July 2021 to discuss potential projects, share knowledge, coordinate plans, and steer work with residents. Member organizations ensured the Neighborhood Framework built on recent and ongoing plans and projects without reinventing wheels, and received stipends for their work.

Committee responsibilities included:

- Steer the Project & Set the Table for Broader Resident Participation
- Share Ongoing Work & Make Connections
- Focus Attention on Agendas of Residents & Community Organizations
- Offer Feedback & Guidance to Project Team
- Support Outreach & Public Events
- Nominate & Make Selections for Quick Action Projects

School Rep Workshops & Convening

In late 2018 and early 2019, students at eight nearby public schools took part in workshops with Detroit Planning and Development Department staff about good and bad things in their neighborhoods. In February 2019, over one hundred School Reps convened at St Suzanne Cody Rouge Community Resource Center to share their experiences across the area and create a huge drawing of how they imagine it in the year 3000.

Students made some of the drawings you see in this book, as well as in the appendix *Young Views of Cody Rouge & Warrendale*.



Neighborhood Framework Investigators

In February, March, and April 2019, nine teenagers worked in paid positions as Neighborhood Framework Investigators for two days per week, and then continued as members of the Organizational Steering Committee. The group analyzed and documented “what a Neighborhood Framework is all about,” including building their urban design and planning skills; scripting and conducting interviews and site visits across Detroit with city officials, real estate developers, and organizers; and preparing and delivering a 45-minute presentation to their families and neighbors.



Public Kick-Off / World Debut

To commence the planning process for all residents, on April 30, 2019, the Organizational Steering Committee and Neighborhood Framework Investigators hosted a public kick-off at the Boys & Girls Club on Tireman to introduce themselves, share findings to date, and recruit residents to attend upcoming Public Discussions. Young people used photographs, maps, and videos from their interviews to share their perspective on the area’s needs and possibilities, which are available at CodyRougeAndWarrendalePlan.org.



Public Discussions

Ten Public Discussions were hosted by existing organizations at locations including Ss Peter & Paul, St Suzanne Cody Rouge Community Resource Center, the Polish Legion of American Veterans, and Grace Community Church. In each two-hour discussion, residents shared perspectives on priority issues and projects, and responded to Public Discussion Workbooks of information gathered by the planning team. The results of these conversations are summarized later in this chapter and may be viewed in full in the appendix.



Community Picnic Table Factory

After learning that many neighborhood groups and block clubs needed seating and tables for community gardens and other shared outdoor spaces, the Organizational Steering Committee hosted a five-hour building event in June 2019 where 30 resident organization members spent a hot Saturday building eight brightly painted picnic tables, later distributed to five community-run spaces in Franklin Park, Joy Community, and Warrendale.



Detroit Youth Urbanism Summit & We Built This! Workshop

In July and August 2019, 13 teenagers worked in paid positions with professional builders from Sit On It Detroit and Tiny WPA to design a workshop and variety of domestic and neighborhood objects. Another 18 teenagers worked with University of Orange to research, organize, and host a Detroit Youth Urbanism Summit on creating positive safe and healthy places for young people.



Potential Projects Open House

In August 2019, the planning team released its first concepts and sketches for potential neighborhood projects, which were displayed at an Open House in the Brennan Pools Bathhouse, designed by Detroit architect Albert Kahn. Residents reviewed, discussed, and graded potential projects. We also published a *Potential Projects Guide* and the *Public Discussion Notes* so people could compare resident priorities with projects proposed to address them.



Interdepartmental Deliberations

With potential projects and community feedback in hand, the planning team and young people began regular meetings with city government departments and partner nonprofits that would be responsible for getting projects done. The first success was agreement from the Detroit Department of Transportation to install six new bus shelters at the most active locations.



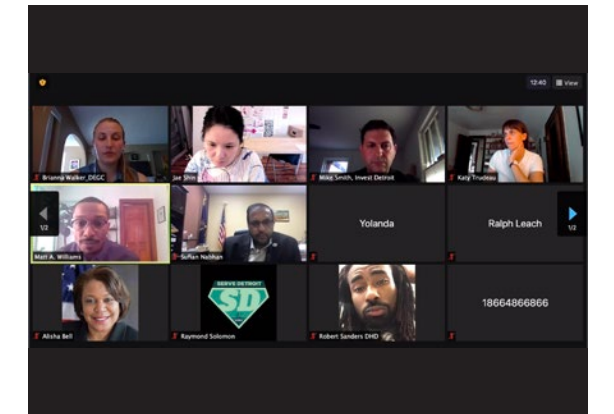
Draft Framework Presentation

In November 2019, the Organizational Steering Committee, young people, and the planning team presented a full draft Neighborhood Framework for resident feedback and additional project grading, and published it on the project website.



Final Presentations

Due to the COVID-19 pandemic, final presentations were delayed until May 2021, when the various city departments shared updates on implementing their Neighborhood Framework-related projects.



Planning With Young People

Neighborhood Framework Investigation

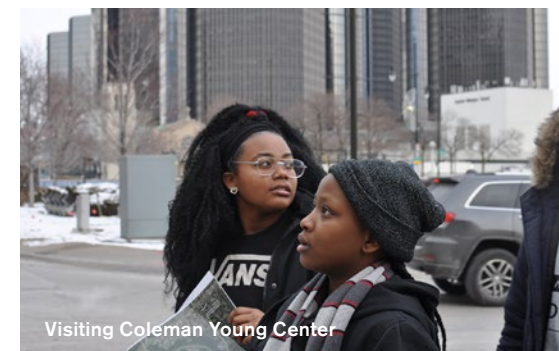
Who runs Cody Rouge & Warrendale?
Who has power here, and what roles does the government play?
Who decides about the design and maintenance of the streets, houses, stores, and parks?
How have these areas of Detroit come to be the way they are, and what will they be like in 3000?

To lay a foundation for the Neighborhood Framework, nine members of the Cody Rouge Community Action Alliance Youth Council, Detroit Planning and Development Department and HECTOR educators collaborated on a civic investigation and design project about how these neighborhoods are planned, developed, maintained, and governed; the people and places that deserve special celebration; and how residents and government can work to make it the best version of Cody Rouge and Warrendale.

Together, the group documented the neighborhood, interviewed city government and neighborhood decision-makers, and used art and design to share their findings and start discussions with the broader community at the Public Kick-Off.



Interview with Linda Campbell at Detroit People's Platform



Visiting Coleman Young Center



Interview with Skillman Foundation



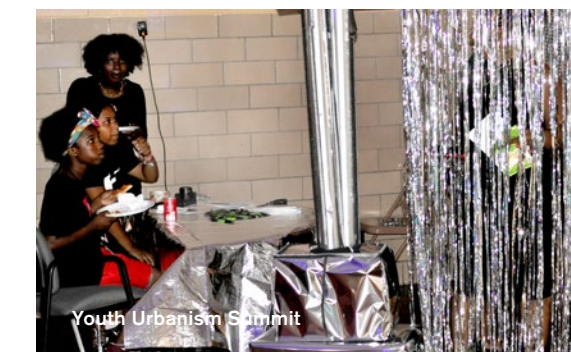
Interview with Department of Public Works



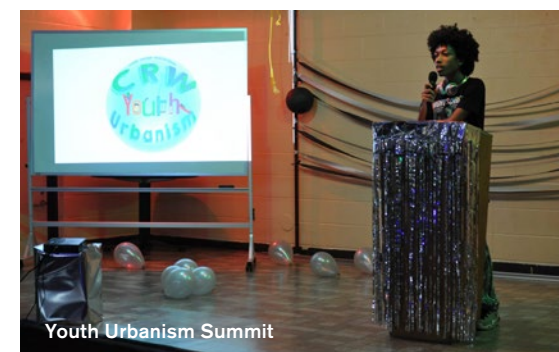
In Memory of Garden



Signing programs at the World Debut



Youth Urbanism Summit



Youth Urbanism Summit



We Built This! Workshop



We Built This! Workshop

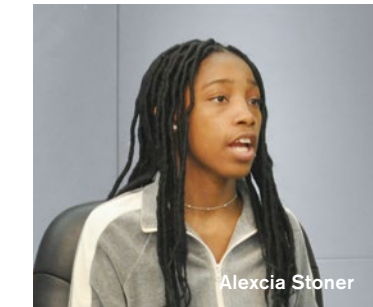


Neighborhood Framework Investigators interview Detroit's planning director in April 2019.

Neighborhood Framework Investigators

This book includes many contributions from young people who participated in the initial Neighborhood Investigation and throughout the planning process. Their writing is printed on gray pages, and their photographs, drawings, and quotations appear throughout. All participants

contributed to the effort with drawings, writing, designs, and presentations. Taylin Hodges, Khadijah Harris, and LaKendra Reynolds-Smith selected and edited materials for this book, in order to represent the group's diverse thoughts at different moments in the process.



Alexcia Stoner



Khadijah Harris



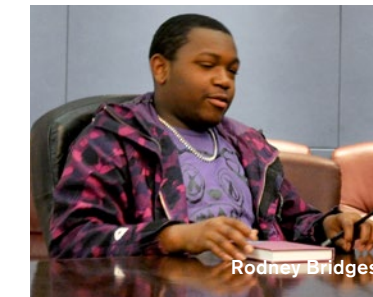
LaKendra Reynolds-Smith



Lillie Reynolds-Smith



Marnesha Davenport



Rodney Bridges



Skyjah Pounds



Taylin Hodges

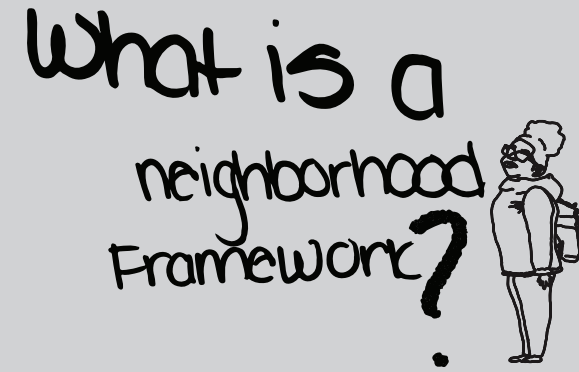


Yusef Sabour

What's a Neighborhood Framework Investigation?

It all started on Valentine's Day 2019. We nine teens met with some serious folks who worked for the city government. We would soon be known as the Neighborhood Framework Investigators, or NFI for short. Most of us had no experience working with government officials, but we all quickly stepped into our roles.

Through interviews, planning, and design, public meetings, and volunteer work, we prepared to not only showcase what we had learned and what the neighborhood could expect, but also had our own voices heard and ideas seen.



What's a Neighborhood Framework?

This phrase can sound confusing. One young person we met said it sounds like they're framing things on the neighborhood. So here's my breakdown:

- 1.** It is a years-long process. Neighborhood Framework Investigators worked together for just a few months in 2019, but we are in this for a longer time.
- 2.** It looks at the physical environments of the neighborhood, such as streets, houses, businesses, and parks.

- 3.** It is focused on the specific area from West Chicago down to Paul Rd and Ford Rd, and Greenfield over to Rouge Park.

- 4.** It's a chance for neighborhood groups and city government to sit at the same table.

For example, we young people are a part of the Organizational Steering Committee that meets every month, along with organizations like Franklin Park Community Association, ACCESS, Joy Community Association, and Warren Community Organization.

- 5.** It will end with a final report that puts forward real projects, in other words, this book you are reading right now.

- 6.** It's an opportunity to make the neighborhood safer, more fun, and just an all-around good place for people to live.

It's a big negotiation, between city government and all its parts on one side of the table, and the neighborhood and all its parts on the other. If things go right, the government can learn how to do its job and spend everyone's money better to make it a better neighborhood. But that takes lots of talking, learning, and deciding.

So what is our role here?

Basically, we ask tough questions to learn how everything works with the Neighborhood Framework.

We spread knowledge & explain the facts, and try build up the neighborhood by providing information.

We brainstorm to find ideas, opinions, and solutions, and bring our ideas to the table.

Being hired to join the Neighborhood Framework Investigation, we played a big role and got the chance to bring youth perspectives to the table, and put ideas out for other young people.

Usually it's hard to get an adult to listen but we tried and succeeded anyway. Not only are we helping the youth but we are also helping the community.

We know you've seen on the news many people though the city government working on different areas in the neighborhood, trying to set up and make it look good and you may be wondering when it is our time? We're glad to say that our time is now.



Public Discussions

Here are the summarized goals that were elevated by residents in the ten Public Discussions hosted by community organizations, each offering two hours of conversation about neighborhood issues and how the Neighborhood Framework might be useful for addressing them.

Cody Rouge Community Action Coalition

- Deal With Vacant Properties!
- Better Bus Experiences!
- Make All Streets Safer for People Who Walk!
- More Stuff For Kids & Community Uses for Vacant Land!
- Neighborhood Signs!
- Build Up Existing Community Centers & Explore New Ones!

Joy Community Association

- Support Resident Homeowners with Needed Repairs!
- Support Tenants!
- Support Nonprofits Doing the Work!
- Deal with Vacant Properties!
- Make Joy Road Safer for Seniors & Young People Who Walk!
- Make It Easier to Get Around!
- Attract New Businesses & Jobs!
- Support Small Businesses!
- Less Unwanted Businesses!
- Design Friendlier Buildings!

- Focus Investment on Joy Road Blocks Near Henderson School!
- Communicate More About Park Planning!
- Improve Henderson & Rouge Parks!
- Community Uses for Vacant Land!

Joy-Southfield CDC

- Improve Road Conditions!
- Make All Streets Safer for People Who Walk!
- Support Tenants!
- Deal With Vacant Properties!
- Support Resident Homeowners!
- Preserve Affordable Housing!
- Community Uses for Vacant Land!
- Improve Existing Parks!
- Build Up Existing Community Centers & Explore New Ones!
- More Green Lights!
- Safer & More Beautiful Shopping Areas On Warren Ave!
- Organize Businesses!
- Connect With Dearborn Efforts!

Warren Avenue Community Organization

- Make All Streets Safer For People Who Walk!
- Improve Road Conditions!
- Assist with Alleys!
- Support Resident Homeowners!
- Down With Illegal Dumping!

- Deal with Vacant Properties!
- Support Tenants!
- Safer & More Beautiful Shopping Areas on Warren Ave!
- Provide Parking!
- Support Small Businesses!
- Less Unwanted Businesses!
- Build Up Existing Community Centers & Explore New Ones!
- Improve Existing Parks!

Warrendale Community Organization

- Support Resident Homeowners!
- Take Care of Flooding & Mold!
- Destroy Dumping & Assist Alleys!
- Support Tenants!
- Deal With Vacant Properties!
- Improve Road Conditions!
- Make All Streets Safer for People Who Walk!
- Better Bus Experiences!
- Safer & More Beautiful Shopping Areas on Warren Ave!
- Less Unwanted Businesses!
- Attract New Businesses & Jobs!
- Organize & Support Local Businesses!
- Improve Existing Parks!
- Build Up Existing Community Centers & Explore New Ones!
- Community Uses for Vacant Land!
- Re-Use Vacant School Properties!



Public Discussion with Warrendale Community Organization at Ss Peter & Paul

Engagement in numbers

Over the course of the planning process, over 3000 residents (not including website visitors), with nearly 400 young people, contributed to this project through workshops, meetings, hands-on activities, internet surveys, and more. As specific projects were developed and reviewed, 249 individuals provided grades on potential projects and shared priorities for a youth-centric neighborhood.



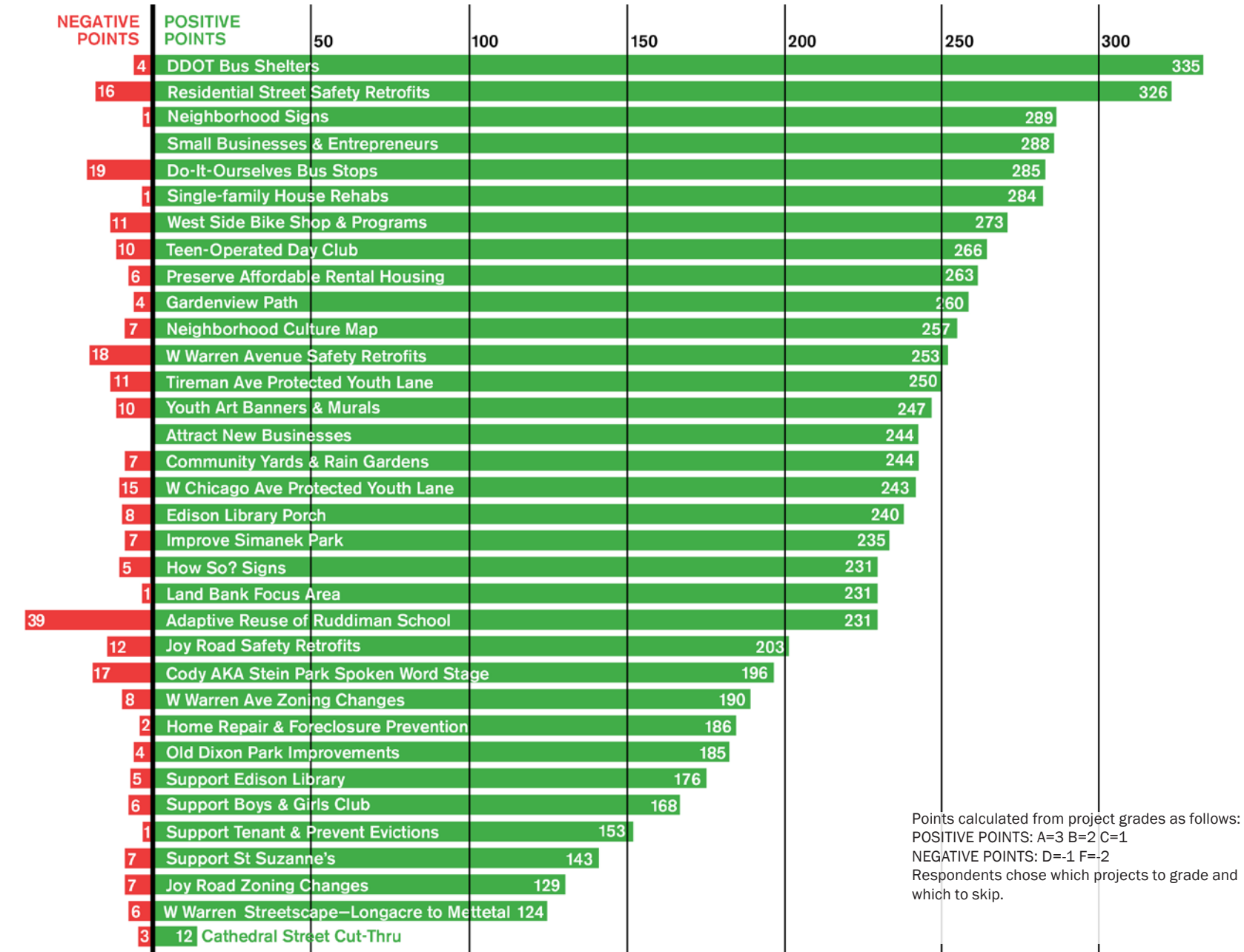
Potential Projects Open House



Organizational Steering Committee hosted by ACCESS

EVENT	DETROITERS	YOUNG DETROITERS
School Rep Workshops Round 1 & Convening	123	123
Organizational Steering Committee	33	13
Public Kick-Off	162	9
Neighborhood Framework Investigation video	207	
Public Discussions	117	9
Community Picnic Table Factory	32	9
We Built This Workshop	15	13
Youth Urbanism Summit	20	18
Potential Projects Open House & Online Survey	102	
November meeting & Online Survey	79	
School Rep Workshops Round 2	176	176
Unique visitors CodyRougeAndWarrendalePlan.org	3396	
IG & FB followers	1133	
TOTAL	6728	393

“Detroiters” indicates total number of participants
 “Young Detroiters” indicate the number of young people among them.



A wide-angle photograph of a residential street during autumn. On the left, a large, vibrant red tree stands prominently. The street is lined with brick houses and parked cars. The sky is overcast, and the overall atmosphere is calm and scenic. A large white number '3' is overlaid on the left side of the image.

3

People & Places

People

Around 36,000 Detroiters live here, almost one in twenty city residents

Median household income of the planning area is \$28,046

The neighborhoods between Rouge Park and Greenfield Road, from West Chicago to Paul & Ford Road are home to around 36,000 Detroiters, almost one in twenty city residents.

Showing signs of recovery from impacts of the 2008 financial and foreclosure crises, resident numbers have increased in some areas from 2010 to 2020, like Gardenview and southern Warrendale. Other areas lost population, though did so much more slowly than was happening last decade. Most importantly, these neighborhoods all remain more densely populated than Detroit overall, and far more densely populated than nearby suburbs.

The 2020 US Census estimates the median household income here at \$28,046, 13% below Detroit’s citywide median of \$32,357. Over 34% of households earn below the federal poverty

Notes
 – Each figure is labeled by source and date.
 – This section primarily draws upon most recent data available during early phases of the planning process, the 2013-2017 US Census American Community Survey and 2010 US Census, while incorporating additional updated numbers from the recently released 2020 US Census where helpful.

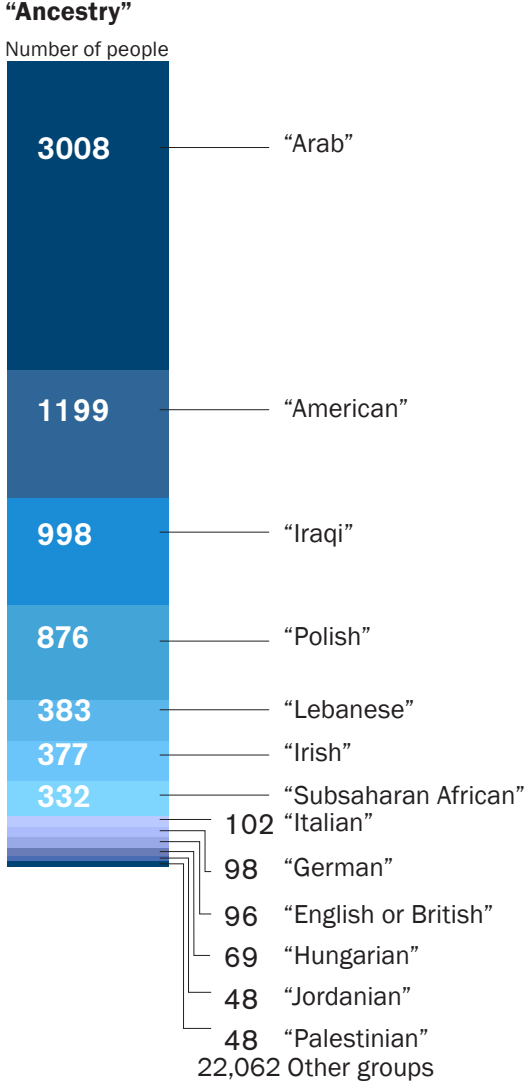
level of \$1919 per month for a family of three. Most working residents have nearby jobs in health care, retail, and other services, as well as manufacturing, transportation, and warehousing. 22% of households do not own a vehicle.

With roots in the United States and across the globe, residents here form one of Detroit’s most diverse neighborhoods by race and ethnicity.

The presence of significant numbers of residents identifying as Black, White, and Latin makes this area stand out from most areas in Detroit, where only one or two groups form an overwhelming majority. Within this diversity, some patterns are visible: Black and African-American residents are mainly in the north portion of the area. White residents are mainly in the south portion of the area. Latin residents are also mainly in the southern portions of the area. Residents who identify themselves as other races are also mainly in the southern portions of the area.

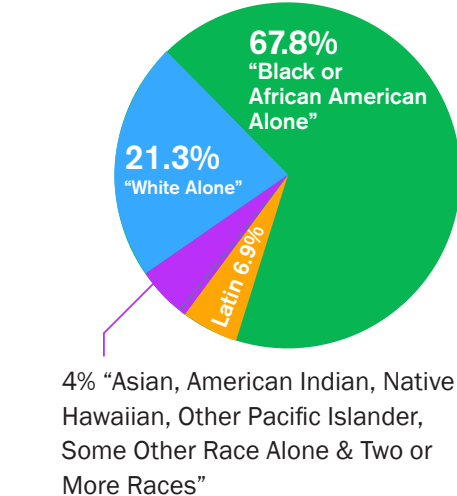
Residents are primarily English-speaking US citizens, while nearly one in five households speaks a different primary language at home.

– Most data and labels for groups of people in this chapter come from the US Census. While an indispensable source of information, it is less reliable in urban areas with large numbers of immigrant residents like this one, and relies on questionable categories of race and ethnicity.

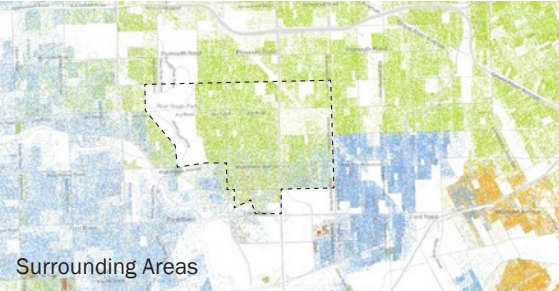


2013-2017 US Census American Community Survey

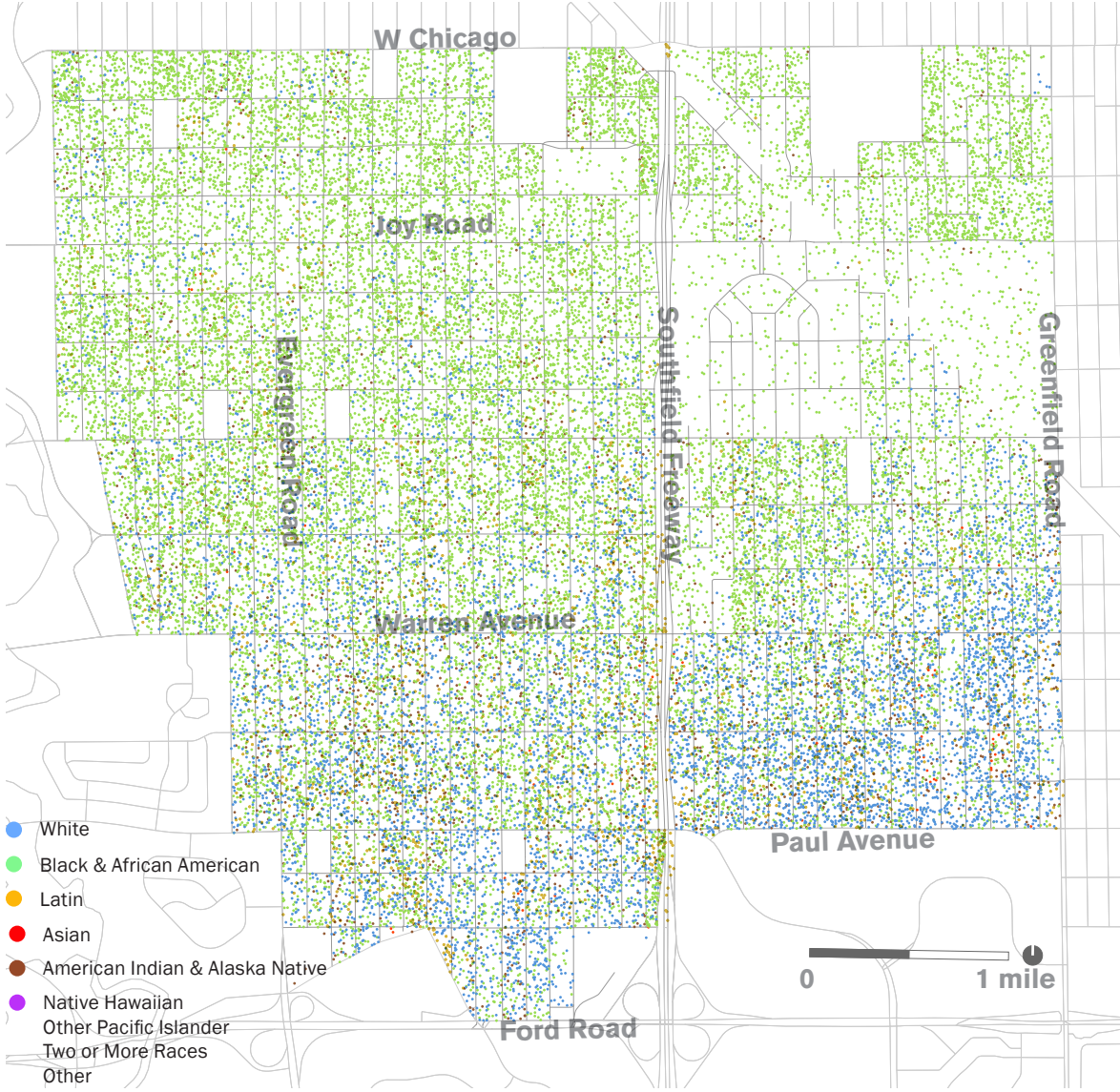
“Race” & “ethnicity”



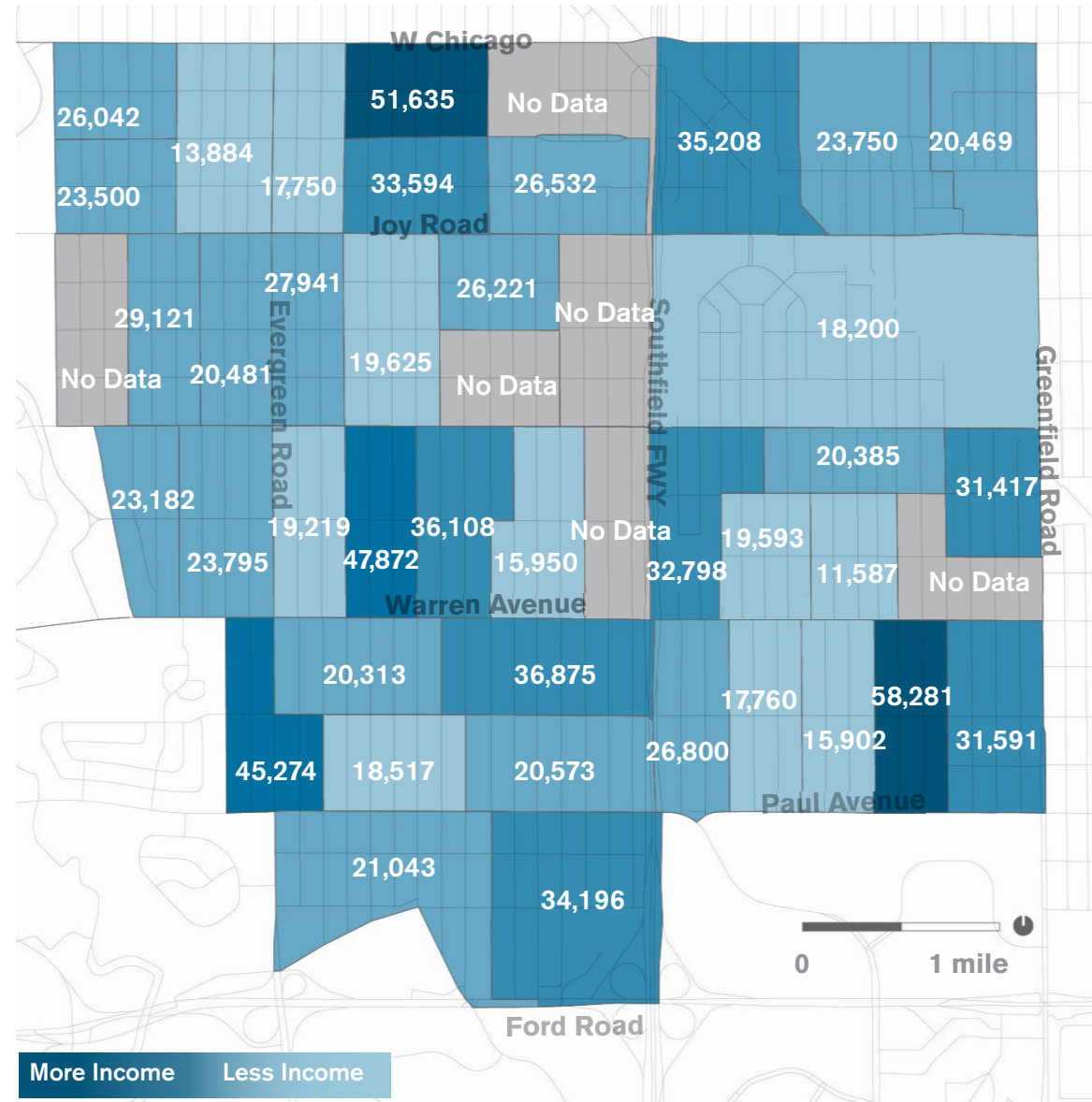
2010 US Census



2010 US Census

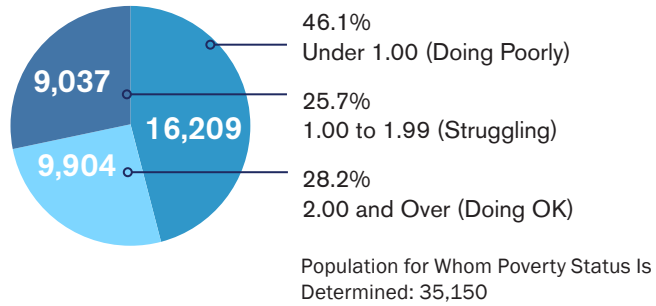


Median Annual House Income by Block Group

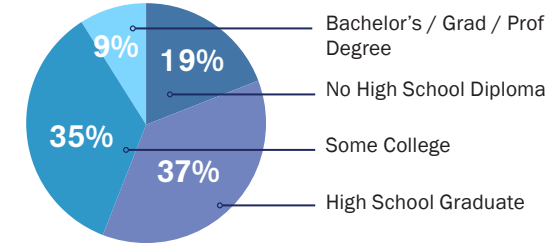


2013-2017 US Census American Community Survey

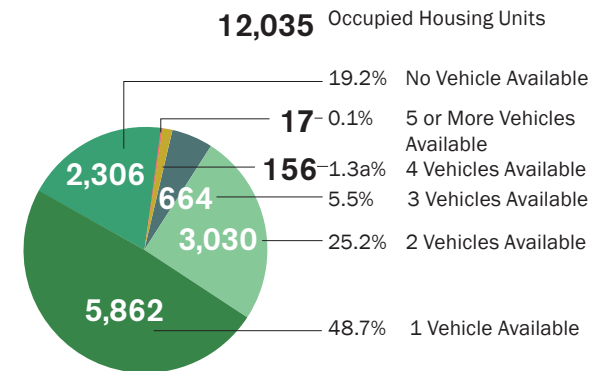
Ratio of Income to Poverty Level (Summarized)



Education 2017

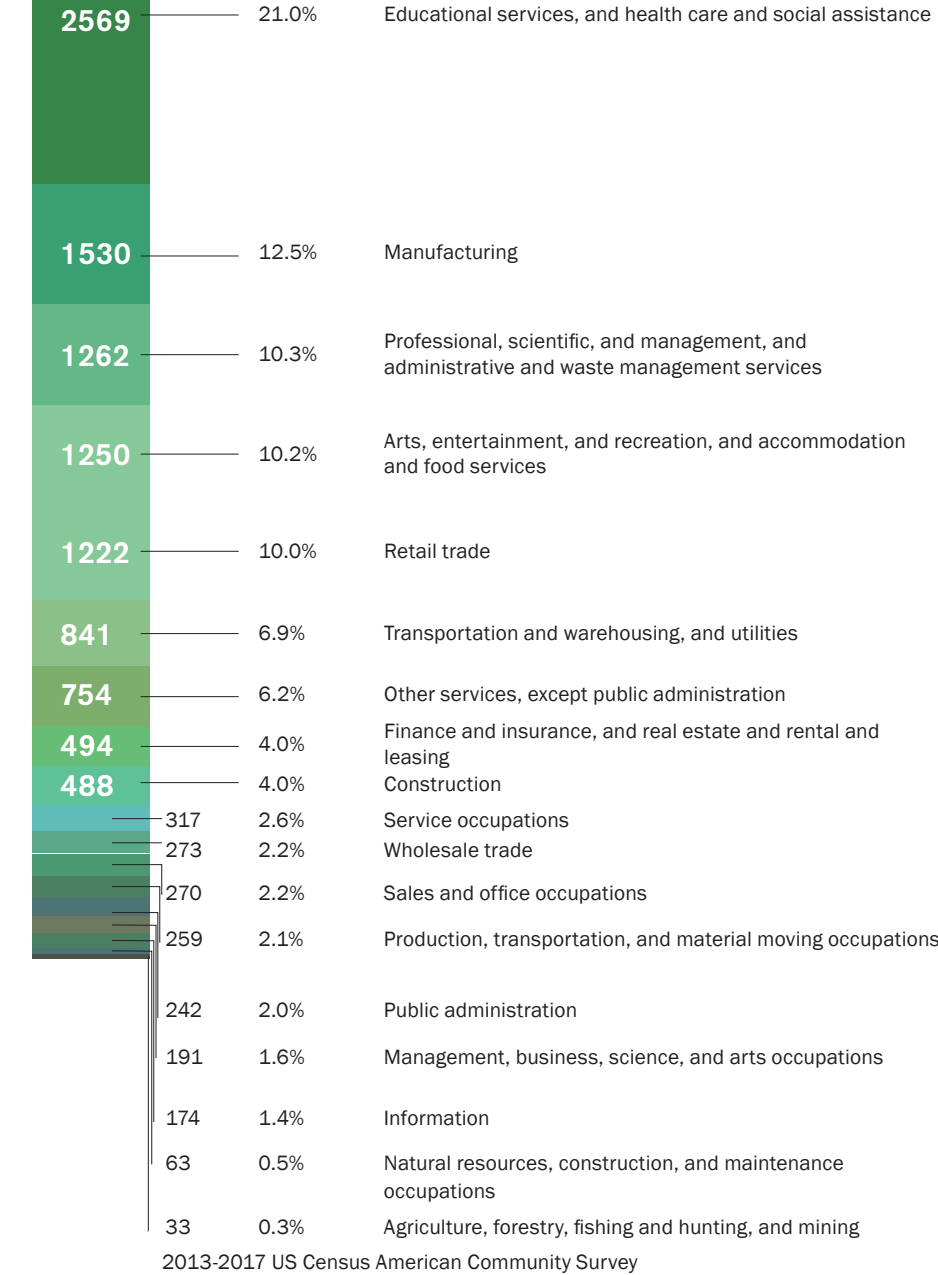


Housing Units by Vehicles Available



2013-2017 US Census American Community Survey

Number of Jobs



2013-2017 US Census American Community Survey

Population density comparison to Detroit overall and nearby suburbs

Cody Rouge & Warrendale	6807 people per square mile
Detroit	5144 people per square mile
Dearborn	3941 people per square mile
Livonia	2657 people per square mile
Bloomfield Hills	804 people per square mile

Working & Commuting

2599 people live elsewhere commute into the neighborhood for work

8,831 people live in the neighborhood commute to elsewhere for work

168 people live in the neighborhood and work in the neighborhood

2013-2017 US Census American Community Survey

Histories

1920s

“The problem of serving outlying areas remained acute through the 1920s...” –Sidney Glazer, historian of Detroit

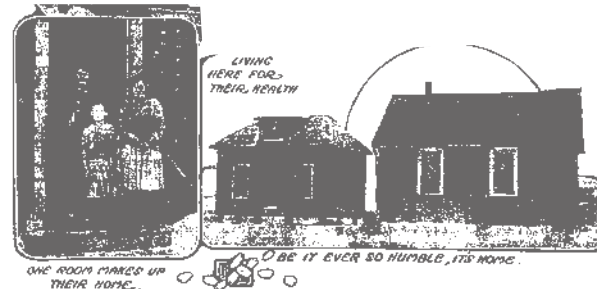
In 1925 and 1926, the City of Detroit annexes large amounts of new land to the west, its final growth spurt. The city government begins to install infrastructure like roads and sewers

needed to transform the land from a sparse farming area into a city.

Just as things are getting underway, the Great Depression brings work to a halt. Most of Cody Rouge and Warrendale are not developed until after World War 2, twenty years after they become part of the city. 2025 will mark the centennial of this area joining Detroit.

THE DREARY WASTE THAT SOME CALL HOME. WHEN ICY BLASTS HOWL DWELLERS IN TINY HOMES ON THE CITY'S OUTSKIRTS ENJOY LIFE, THOUGH STEAM HEAT IS UNKNOWN AND ACCOMMODATIONS ARE PRIMITIVE.

Detroit Free Press, March 1, 1914



Warren Avenue near Miller Road, October 1919 (“I Grew Up In Warrendale!” Facebook page)



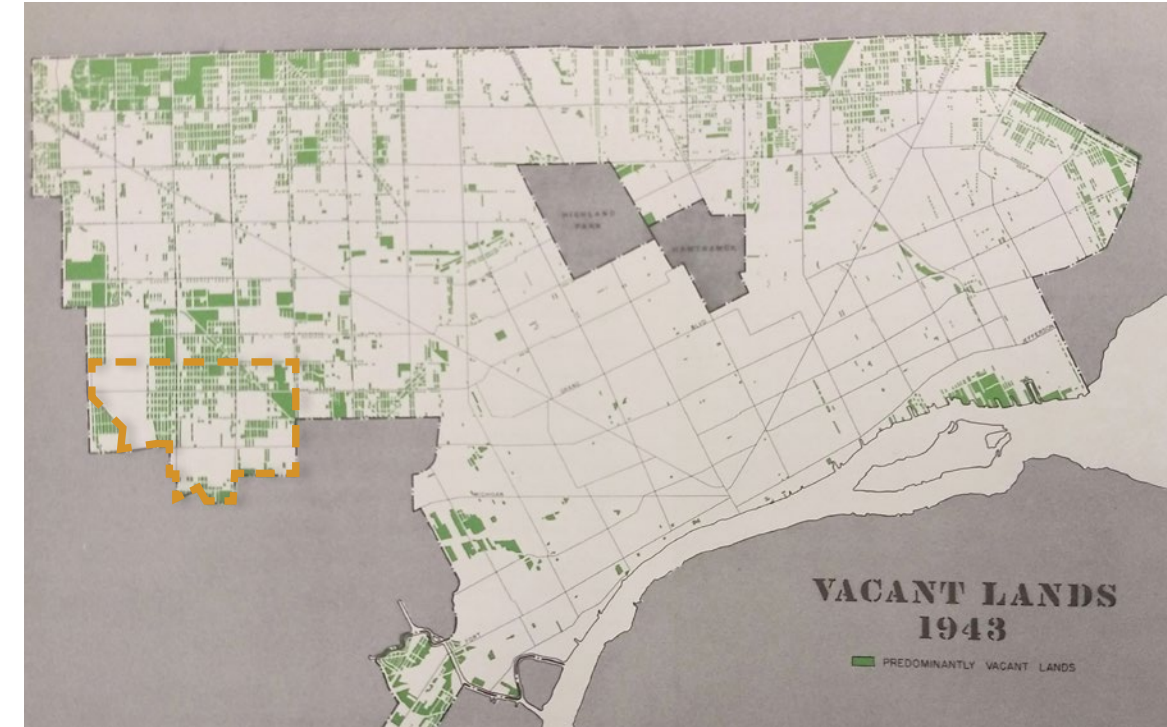
Tireman Ave just east of Division Road (today known as Greenfield), 10/20/1927 (detroittransithistory.info)



The red X marks the intersection of Tireman & Evergreen, 1940 (“I Grew Up In Warrendale!” Facebook page)



Herman Gardens at Joy Road circa late 1940s (Wayne State University)



From “Proposed Generalized Land Use Plan,” by Detroit City Plan Commission, May 1947



Racialized segregation is visible in this 1947 image of the public Brennan Pools in Rouge Park



Abington St looking north toward Tireman & Herman Gardens, and looking south toward Diversey, 1950

1930s-1940s

Into the 1940s, large areas of Cody Rouge and Warrendale remain undeveloped, though planners worry that building is happening in “a haphazard and often short-sighted way, which, if allowed to continue, is certain to cause serious and irreparable injury to its future development.” (Michigan Planning Commission)

Herman Gardens opens in 1943 with 2144 apartments as a segregated public housing development reserved for people who had come to be known as “white.” Even though the segregation policy of the Detroit Housing Commission is struck down in 1955 by the US Court of Appeals, in 1960 only 6% of Herman Gardens residents are Black Detroiters.

1950s

The area further develops in the 1950s. Community institutions like Cody High School and Ss Peter & Paul Church are designed and built.

With its long blocks of single-family houses and grid of wide streets, the planning and building of the west side neighborhoods of Cody Rouge and Warrendale is the *mass production of Detroit*, home of mass production.

The Detroit Housing Commission begins efforts to desegregate Herman Gardens by moving in small numbers of Black families.

1960s-1970s

New cultural mixes begin to develop, bringing together skating at the RollerDrome, Polish paczki pastries at Chene's Modern Bakery & Sisters Cakery, automobile expertise held by legends like James "Hammer" Mason, instrumental in building the Ford Thunderbolt & many NASCAR vehicles, and R&B by the Spinners, some of whom spent time growing up in Herman Gardens.

The Islamic Center of America, started by a group of young Lebanese Americans working with Imam Mohammad Jawad Chirri, establish Michigan's first, purpose-built Shi'a mosque on Joy Road in 1963.

The de facto racialized segregation of the area begins to break down with increasing numbers of Black residents.



Original Islamic Center of America building on Joy Road



Mitch Ryder and the Detroit Wheels



NASCAR on trailer parked on Auburn Street



Rouge Park RollerDrome stood at the corner of West Warren and Outer Drive until burning in the 1990s



After forming in Ferndale, several members of the Spinners lived in Herman Gardens for a time before their 1973 debut



1974 Detroit Free Press

1980s

The Warrendale Festival, a "mile-long street festival," is held for the last time July 28-30, 1987, and captured on video by Mark Gray and Denny Jordan.



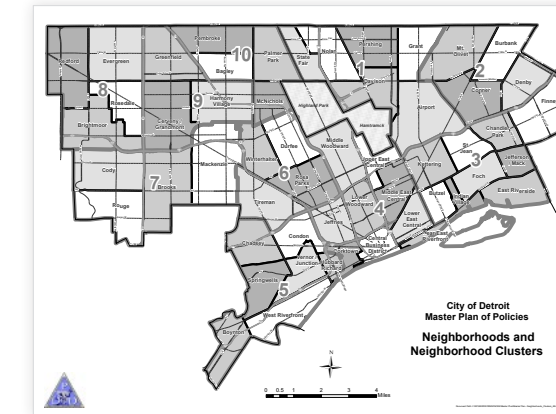
Bands play on the roof of Ruggers Pub at the 1987 Warrendale Festival



1980s Easter lawn display on Mettetal St

1990s

The 1992 Detroit Master Plan of Policies Neighborhood Map refers for the first time to this area as "Cody" north of Joy Road, and "Rouge" south of it, while labeling the area east of Southfield Freeway as "Brooks."



City of Detroit Master Plan of Policies Neighborhoods and Neighborhood Clusters Map, 1992

FIXING UP A PARK IS CHILD'S PLAY DETROIT BOY IS CARETAKER FOR HIS LOCAL PLAYGROUND

TRACY VAN MOORLEHEM . Detroit Free Press ; Detroit, Mich. [Detroit, Mich]05 May 1999: B.1. Please don't litter. Since he was 9 years old, Kristopher has made an almost daily habit of packing his bike or wagon with spray paint, potting soil, grease or garbage bags, and pedaling to tend the park in his Warrendale neighborhood.

1999 Detroit Free Press

Hostility Greets Students at Black School in White Area of Detroit

Neighbors complain that the Malcolm X Academy violates the Constitution.

1992 New York Times

2000s-2010s

The Juanita Reaves Free Clinic, financed largely by the United Methodist Church, opens in 2006 on Joy Road. In conjunction with the 2006 Superbowl, the National Football League constructs the Boys & Girls Club on Tireman Avenue, a 30,000-square-foot youth center on five acres. The Skillman Foundation selects "Cody/Rouge" for its Good Neighborhoods Initiative, and supports the founding of Cody Rouge Community Action Alliance. In 2009, the first residents move into Gardenview Estates on the old site of Herman Gardens, now demolished. Brennan Pools are restored and reopened in 2010, and St Suzanne Cody Rouge CRC opens in 2018.

Detroit church school opens as community center



How Cody Rouge is becoming Detroit's leading neighborhood for green infrastructure



Organized Residents

Cody Rouge and Warrendale are home to strong resident and community organizations who have been busy generating visions for their future. Recent neighborhood plans include:

Community Vision: Cody Rouge, Cody Rouge Community Action Alliance, 2017

Detroit Retail Opportunity Study, Streetsense & Detroit Economic Growth Corporation, 2018

Revitalizing the Corridor: An Analysis of Neighborhood Commercial Markets in Detroit, ProsperUS & Michigan Community Resources, 2015

Going Green for Growth: Economic Development Strategies for Joy-Southfield Community Development Corporation, Wayne State University, 2013

Warren Avenue Vision Plan & Economic Development Strategy, Wayne State University, 2016

Downtowns of Promise, Joy-Southfield CDC, 2010

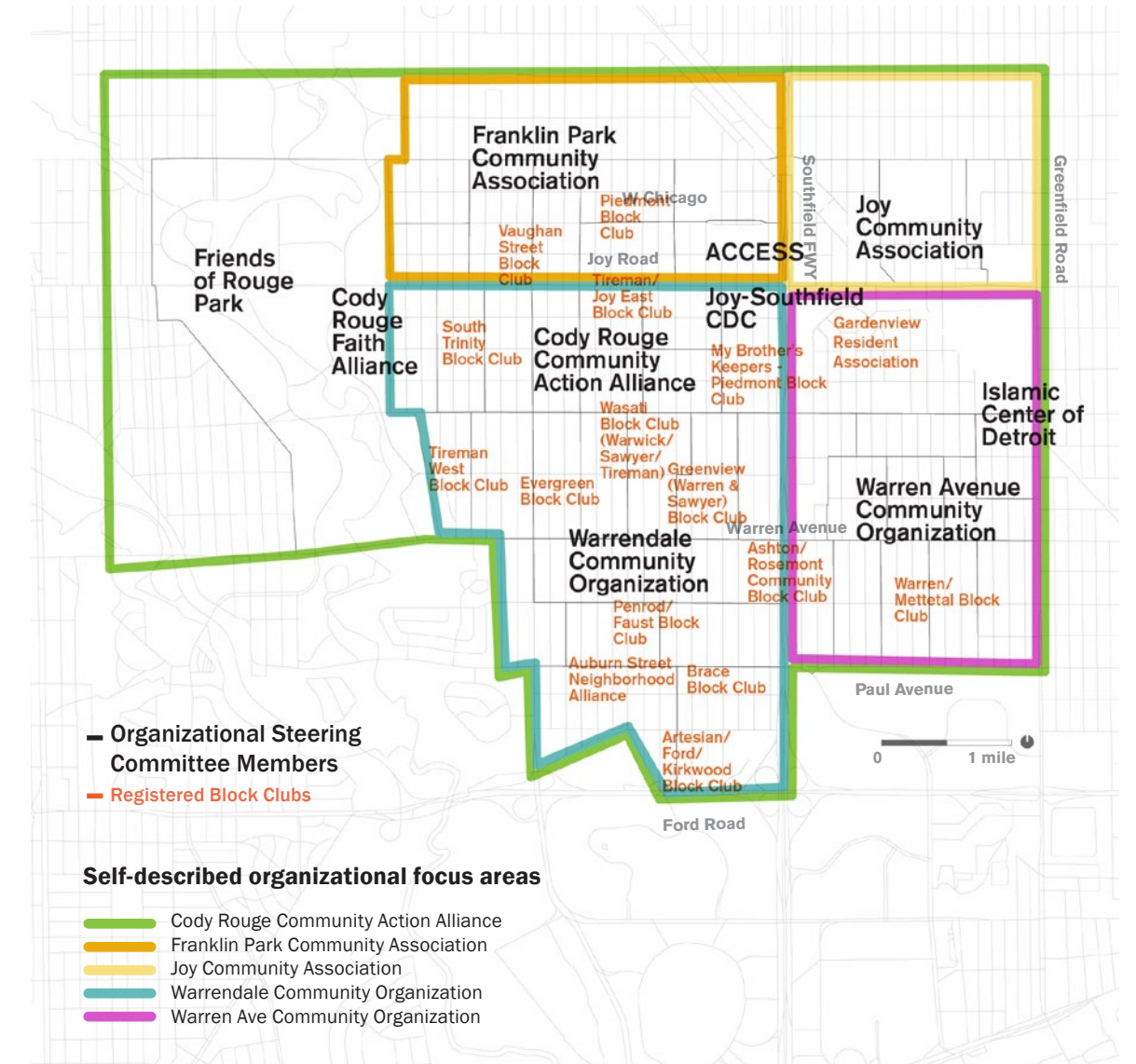
For this plan, neighborhood groups including ACCESS, Cody Rouge Community Action Alliance, Cody Rouge Faith Alliance, Cody Rouge Youth Council, Franklin Park Neighborhood Association, Friends of Rouge Park, Joy Community Association, Joy-Southfield CDC, Islamic Center of Detroit, Warren Avenue Community Organization,

and Warrendale Community Organization formed the Organizational Steering Committee. Working with the City of Detroit Department of Neighborhoods District 7 and Planning & Development Department, the group started its work by reviewing summaries of major topics and actions. They discussed which items remained relevant, which needed updating, and what was missing from existing plans:



- Build stronger relationship with Planning and Development Department
- Re-evaluate land uses in 5 years
- Build stronger relationships between immigrants and long-time residents (opportunities for long-time residents and newcomers to learn about each other through community events, meet and greets, and educational exchanges)

- Host educational presentations throughout the community (immigrant-serving organizations)
- Develop a community services roundtable (immigrant access to services)
- Diversify the youth alliance (add immigrant youth)
- Be a welcoming neighborhood (work with Welcoming Michigan)
- Connect community organizations and resident-based groups
- Support and connect block clubs and associations to come together across the community (help start block clubs, provide financial expertise and in-kind donations)
- Capacity-building for resident-based groups (support resource development, training, and getting volunteers)
- Increase youth services (determine which services youth want, tutoring, support with applications for school, college prep, FAFSA applications)
- Job training (include youth who are outside of school, increase jobs for youth in the community)
- Create more opportunities for youth leadership connected to resident engagement in the community (connect youth to block clubs and other groups)
- Increase police presence and patrols
- Educate about neighborhood policing (Warrendale)
- Publicize and increase use of the Improve Detroit app/website



Places

This area was converted from agricultural to urban land between the 1920s and 1940s as part of Detroit's most extensive and fastest expansion in history.

The city established an enormous grid of streets during the period of mass production of Detroit in 1920-21. It intended to serve a vast plain of single-family houses, threaded with three main shopping streets.

Most of the area was undeveloped until after World War 2, when home builders laid out thousands of houses for working-class people from Eastern and Southern Europe, African-

Americans arriving from the South in the Second Great Migration, and more to come.

These neighborhoods are the last outpost of Detroit's well-connected grid before the unwalkable fragmentation of suburban sprawl. Over 1300 feet long, the blocks in this area between Tireman and Paul are the longest in the region.

A dense and visually stunning tree canopy lines the blocks. A systematic neighborhood grid with east-west shopping corridors & north-south residential side streets is interspersed with parks, schools, places of worship, and occasional

railroad and highway. Zoning regulations and existing land use patterns generally follow this strict modern structure. While urbanized, it is also a part of natural water systems. Historic streams run below, causing some of today's problems with flooding and settlement.



Rouge Park, Dixon School & Residential blocks to east



Cody Rouge High School & surrounding residential blocks



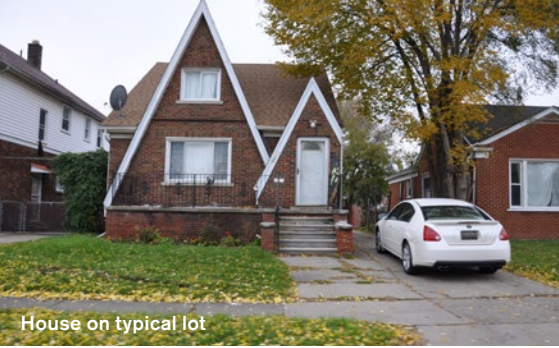
Dixon Educational Learning Academy



Tree Canopy



Yard Art



House on typical lot



St Christopher



Flooding



Joy Road near Southfield Freeway



Imam Ali Islamic Center on Warren Avenue



Papaya Fruit Market on Warren Avenue

Innovative Land Uses

When you're a neighborhood that has been forgotten for so long, you learn to depend on each other because you realize you're all you have. —Barb Matney

Across Warrendale, Franklin Park, Joy Community, and WACO, Detroiters are using land and buildings in new ways and in novel combinations to meet everyday needs and continue enriching west side culture. In these pages, you can see five examples of land use innovations of the sort that Cody Rouge residents invent all the time, and that should be supported, celebrated, and used as models for further developments.

—Warren Avenue car wash with worker housing

—Incrementally realized complex of gardens, orchards, playgrounds, and fitness nestled among houses

—Single-family house transformed into tutoring and family center

—Catholic elementary school and campus evolved into community resource center

—Hobbyists including archers, model airplane flyers, horse stewards, and mountain bikers add features within Detroit's largest park



Star Auto Wash & Detailing 18401 West Warren Ave

Since 1971, this car wash has occupied the full block on the south side of West Warren between Faust Avenue and Penrod Street. In addition to supporting local groups like Warrendale

Community Organization, the owners, father Chris and son Ralph Jossefides, purchased three lots with two houses immediately behind their business, where they make rooms available to their employees, some of whom are returning citizens.



In Memory Of Community Garden & Orchards, Minock-Whitlock Park
Minock & Whitlock Streets

Barb and Joe Matney created this Warrendale oasis beginning in 2016 with a community

garden and gathering space including fire pit on two lots behind their house, purchased from the Land Bank. Today, it also includes a greenhouse, composting outhouse, and seating made at the Community Picnic Table Factory. There's an orchard with apricots, cherries, apples, and plum.

In 2019, Minock-Whitlock Park was completed across the street with a children's playground, adult fitness equipment, and a pavilion with picnic table and solar-powered USB charging ports. A nearby rain garden adds another functional and educational element.

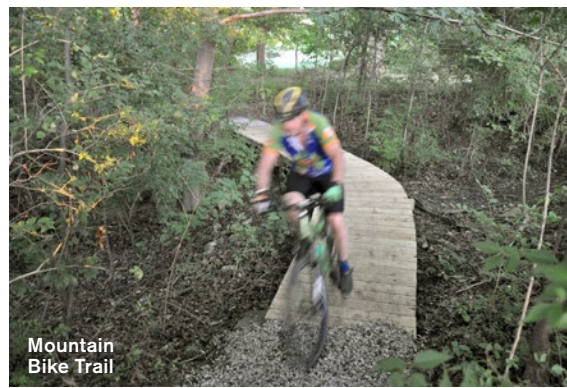


St Suzanne Cody Rouge Community Resource Center
19321 West Chicago

This 50,000-square-foot former elementary school was built in 1947 and closed in 2002, then rechristened in 2018 as a community center that provides office and program space for over a dozen community organizations and youth programs. Parish leadership, in consultation

with community partners and the Archdiocese of Detroit, developed a business plan using grants, gifts, fundraising and leased space to create long-term sustainability. Other features include interior murals overseen by west side artist Lester Bernard Jordan of Weaver Arts Academy, an outdoor classroom built during the COVID-19 pandemic by young people from Brightmoor Maker Space, and rain gardens.





Rouge Park Archery Range, Mountain Bike Trail, and Buffalo Soldiers Heritage Association

Within the 1184 acres of Rouge Park, dedicated groups of residents who share common passions have realized and stewarded lively and unexpected amenities to help realize the Friends of Rouge Park Master Plan.

—3-mile mountain bike trail along and across the Rouge River built and maintained by Motor City Mountain Biking Association: “Now we are rebuilding the park, we’re making it user friendly.”—Dave Hurst

—Public Archery Range: “The feeling of power that it gives you and also focus. So it’s like both peace and power at the same time, the whole art and practice of archery. So I love it, and I try to get as many women interested in it as I can.” —Kathryn Underwood

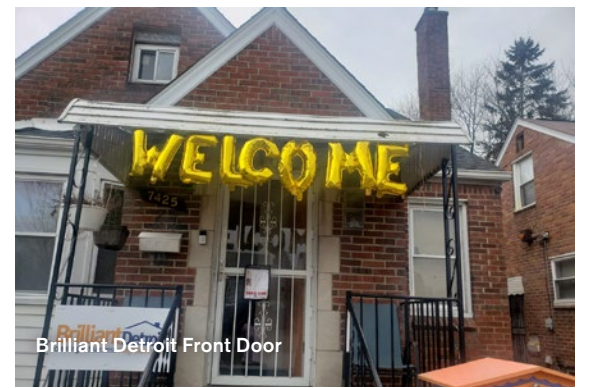
—Housed in a former police stable, the Buffalo Soldiers Heritage Association keeps horses, and on occasion, soldiers and volunteers give tours, lectures, horse grooming session, and pony rides to youth and neighborhood groups.



Brilliant Detroit 7425 Fielding Street

Nonprofit organization Brilliant Detroit has repurposed the single-family house at 7425 Fielding and the neighboring lot to serve as an early child and family center, one of the dozen locations it has created across Detroit since 2015.

Tucked into the fabric of the neighborhood, Brilliant Detroit Cody Rouge provides holistic services for kids 0-8 and their families, including programs like Mom’s Circle, Tutoring, Trauma Recovery, Community Dinners, yoga, Asthma Listening Sessions, Food for Soul: Snack & Learn, baby showers, Black History Pop-Ups, Mom & Me Fitness, Let’s Play Building Literacy, and more.





4

Framework Plan



Community Goals

Based upon the ten Public Conversations hosted by neighborhood organizations, three large neighborhood presentations, fourteen meetings of the Organizational Steering Committee, evaluation of past plans, and other input and feedback received through the project’s website and staff, the Organizational Steering Committee ratified the following Community Goals for each of the ingredients of the Neighborhood Framework.

Community Goals for Streets & Getting Around

1. Make All Streets Safer For Young People, Seniors, & All People Who Walk
2. Make It Easier For Young People To Get Around
3. Improve Road Conditions
4. Better Bus Experiences
5. Neighborhood Signs

Community Goals for Parks & Community Places

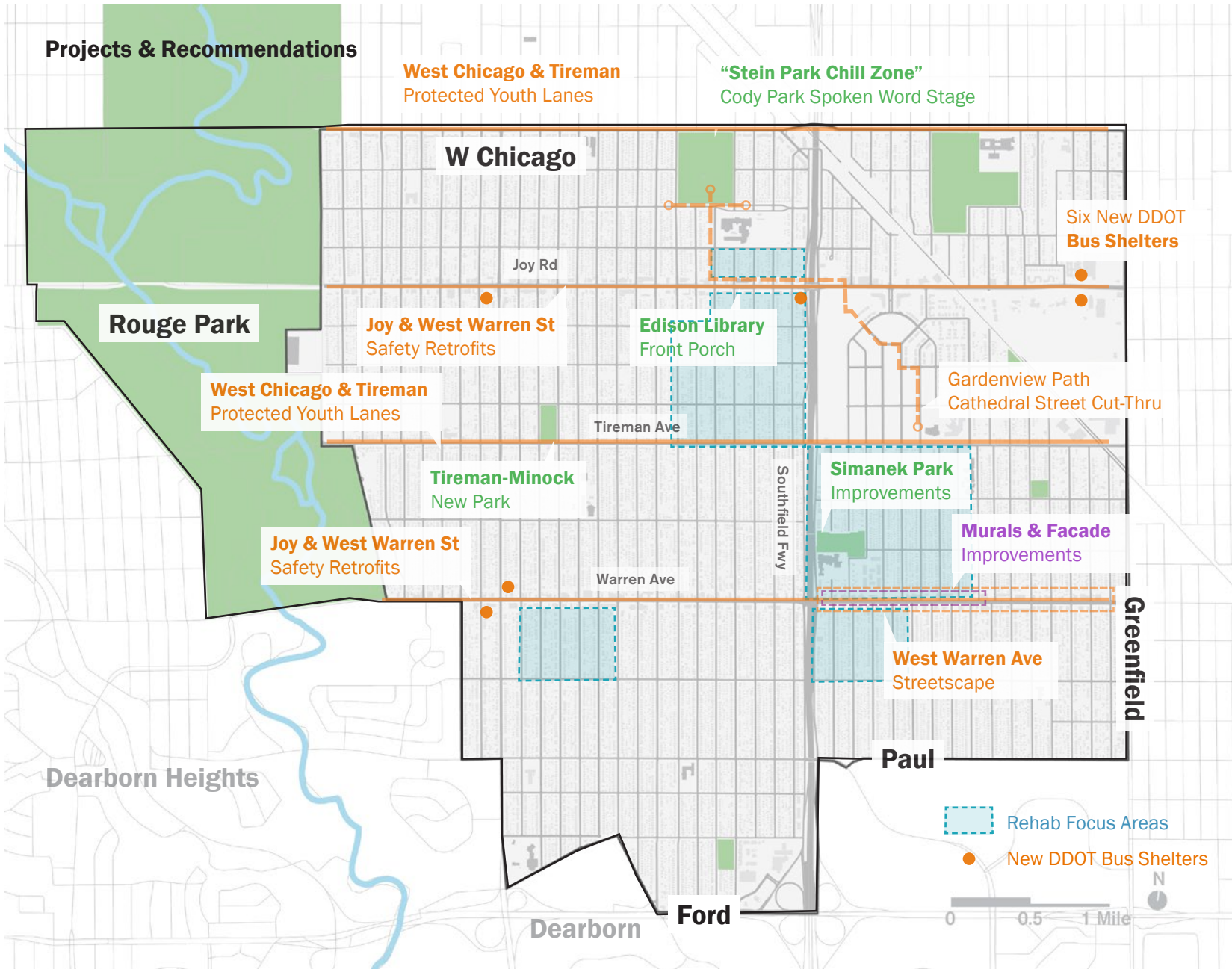
1. Community Uses For Vacant Land
2. Improve Existing Parks
3. Build Up & Connect Existing Community Centers, Then Explore New Ones

Community Goals for Businesses & Shopping

1. Safer & More Beautiful Warren Ave & Joy Road Shopping Areas
2. Support Small Businesses
3. Attract New Businesses & Jobs
4. Less Unwanted Businesses

Community Goals for Houses & Apartments

1. Support Current Resident Homeowners
2. Support Tenants
3. Support Nonprofit Organizations
4. Deal With Vacant Properties, Alleys, & Illegal Dumping



Streets & Getting Around

Community Goals

1. Make all streets safer for young people, seniors, and all people who walk, bike, and scoot

- “Speeding cars is one of our biggest problems & sources of fear in everyday life!”
- Especially needed for West Warren Ave, Joy Road & most residential streets
- Create safer street crossings
- Fix unsafe sidewalks
- Safe routes to schools

2. Make it easier for young people to get around

- Fix unsafe conditions including vacant houses & lots
- Provide more transportation options for young people without cars

3. Improve road conditions

- Fix potholes
- Address flooding, snow plowing & clogged street drains

4. Better bus experiences

- Improved bus stops with seating, shelters, etc
- Bus service improvements

Near-Term Projects

- Six New DDOT Bus Shelters (map)
- West Warren Ave Streetscape Southfield to Mettetal with “light touch” restriping to Greenfield (DPW) (map)

Long-Term Vision

- Joy Road Street Safety Retrofits (Greenfield to Rouge Park) (map)
- West Warren Ave Street Safety Retrofits (Greenfield to Rouge Park) (map)
- Residential Block Street Safety Retrofits
- West Chicago Protected Youth Lanes (map)
- Tireman Protected Youth Lanes (map)
- Gardenview Path
- Cathedral Street Cut-Thru (map)
- West Side Nonprofit Bike Shop & Programs
- 20 Do-It-Ourselves Bus Stop Upgrades
- Neighborhood Learning & Wayfinding, including Welcome Signs for Franklin Park, Joy Community, Warrendale, and Warren Avenue Community



Analysis

When I'm walking around, I tend to get in the street, not on the sidewalk, because there is no room and I don't like walking near abandoned houses. —Lillie

I am nervous every time I cross the street. —Taylin

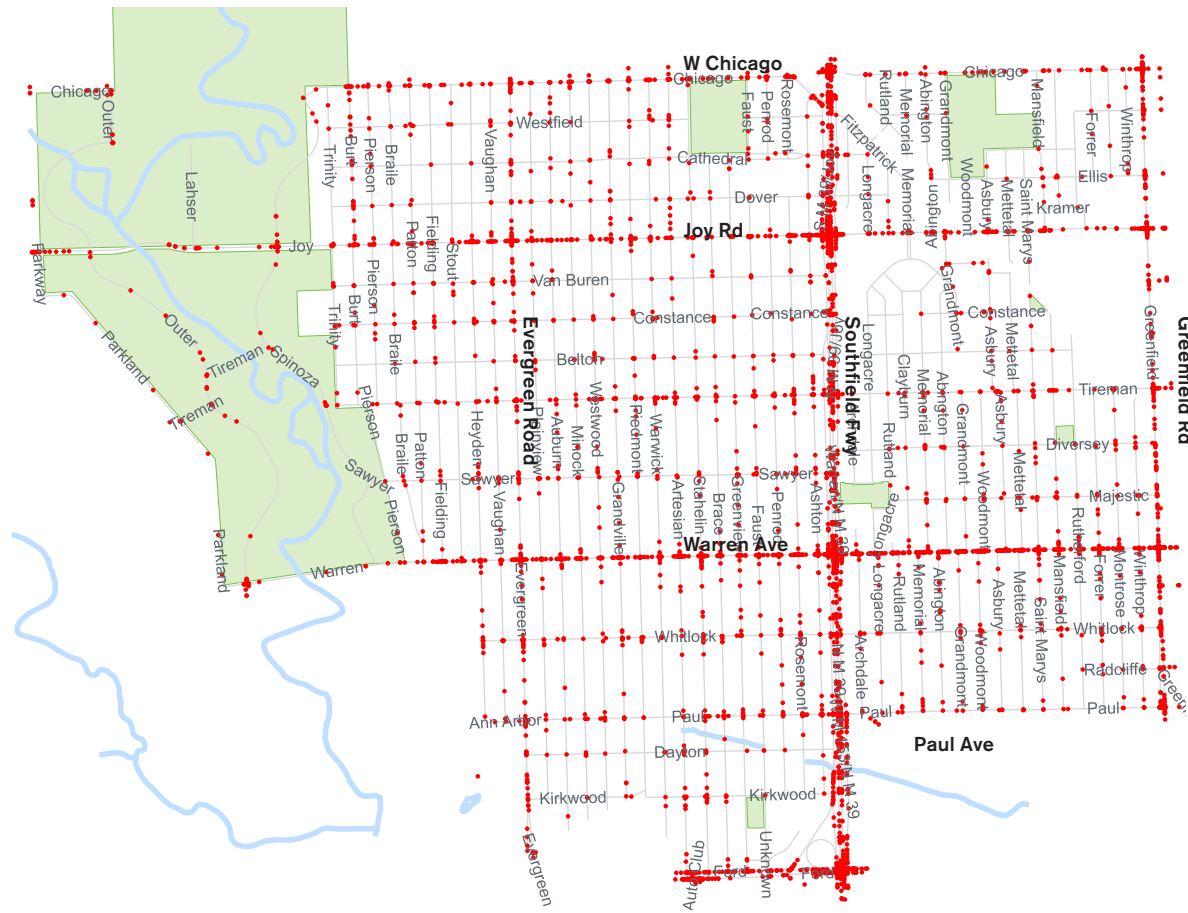
Cody Rouge and Warrendale streets are scary and dangerous for young people and all walkers, bikers, and skaters due to speeding drivers and overly wide roadways.

When asked in a recent survey titled "What do you think is the #1 safety issue in your neighborhood?", households listed Lighting (19%), Theft/Robbery (17%), Traffic/Speeding Cars (14%), and Vacant/Abandoned Homes (11%) as their top safety concerns. In the case of Lighting and Traffic/Speeding Cars, the percentages were even higher amongst households with children (22% and 20%). That is higher than issues of Drug activity, Gang activity, Prostitution, Robbery/Theft, and Violent crime.

This is not surprising based on the physical configuration of various street types:

Major Commercial Streets

Joy and West Warren's four 12 to 18-foot driving lanes across 64-foot roadways encourage speeding and make street parking feel unsafe for shoppers. With no turning lane, cars stack



Car accidents data 2014-2017: This map shows one red dot for each car crash. (SEMCOG)

up behind someone turning left, and vehicles dangerously jockey in the right lane to pass.

The 2018 *Detroit Neighborhood Retail Opportunity Study* conducted by the Detroit Economic Growth Corporation found that "Due to the length of the [Joy Road and West Warren] route, spacing retail clusters around more than one node would permit the surrounding neighborhoods to have more walkable, accessible retail to homes or places of business."

Secondary East-West Thoroughfares

Streets like West Chicago (54-foot-wide roadway) and Tireman (40-foot-wide roadway) have 12-foot-wide driving lanes, even though the speed limit is 30 miles per hour, and underutilized parking lanes on both sides,

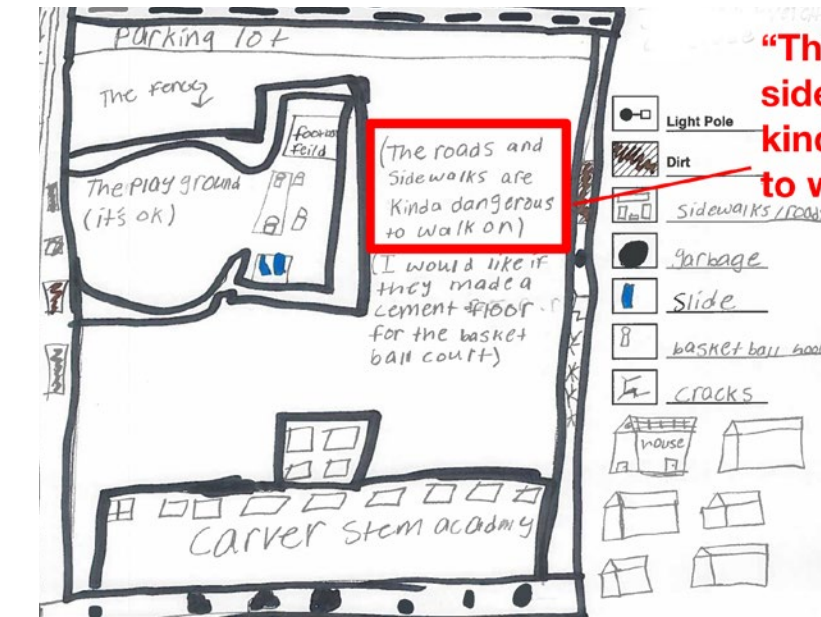
Residential Streets

Most residents live on long north-south blocks with wide streets (26–30 feet) that have little traffic but occasional high speed driving, making an unsafe situation. Side streets generally have 26-foot-wide roadways. Past planning for Safe Routes to School showed that, due to the structure of the neighborhood, street improvement for safety should include a network of multiple streets rather than one or two corridors.

Buses

There are about 200 bus stops in this area, and 1 out of 5 families depend on buses to get around.

Especially as little kids, walking around the neighborhood felt really dangerous because of all the speeding cars. I mean people drive 40 or 50 in a 25 zone. —Lillie



"The roads and sidewalks are kinda dangerous to walk on"

Neighborhood drawing by a student at Carver School

Most bus stops do not have shade or seating: two have bus shelters and several have Project No Stand Zone benches built by Sit On It Detroit and Cody Rouge Youth Council.

Bicycles

The only official bicycle infrastructure in the planning area are "sharrows" on West Chicago.

In the hundreds of neighborhood drawings made by young people in School Rep workshops, streets and roads dominate the depiction of the local landscape.

Despite the sometime bucolic residential streets shaded by tall trees, many younger and older residents focus on the physical hostility and danger of streets. This is for good reason, as headlines and statistics of traffic violence attest.

At present, the only official non-vehicular travel infrastructure outside of Rouge Park are “sharrows” on West Chicago, which are painted arrows suggesting, often unsuccessfully, that drivers should safely share the road. Despite these obstacles, everyday residents take their chances and use bicycles and walking to get around and get across stressful roadways.



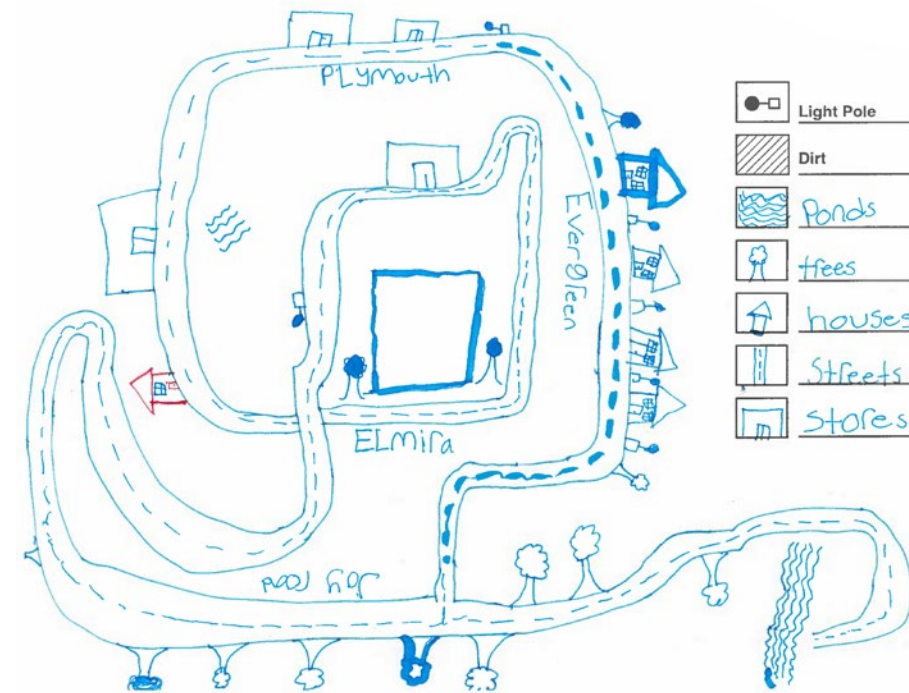
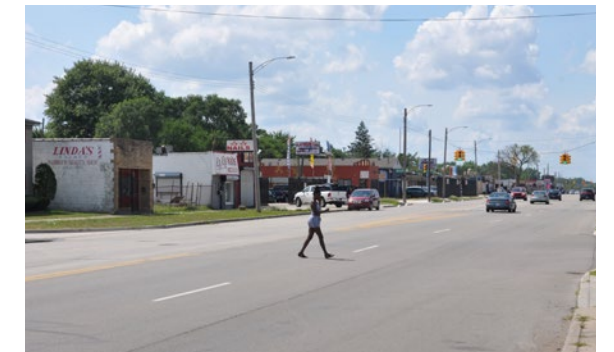
Grandmother hit by car near Warren and Penrod



Top 10 List of Wayne County's Most Dangerous Intersections in 2018

1. SCHOOLCRAFT ROAD @ TELEGRAPH ROAD, Redford Township, 125 Total Crashes, 15 Injuries
2. JOY ROAD @ M 39, Detroit, 99 Total Crashes, 26 Injuries
3. FORD ROAD @ LILLEY ROAD, Canton Township, 91 Total Crashes, 25 Injuries

- Source: Michigan State Police Traffic Crash Reporting Unit



Safe Streets for Young people

We all know what it's like on the streets of Cody Rouge and Warrendale; wide streets almost too long to cross, speeding drivers, and maybe Michigan's biggest road enemy yet, potholes. We as youth knew a lot about this before joining the Neighborhood Framework Investigators, even though most of us didn't even know how to drive yet. We learned as Neighborhood Framework Investigators that there were quite a few options to improve street safety, such as speed bumps, street widening, street art, and even bike lanes. From our investigation, there are a lot of things you can do with traffic calming projects.

You can narrow roads down with what's called a "road diet," when you're taking a road that has five lanes to a three-lane road. And sometimes you can add speed humps, bumps, or cushions. Also you can add curbs to narrow the streets a little bit.

When drivers see things like these, they're gonna slow down. During the interview part of the investigation, we wanted to know who runs these west side Detroit streets, so we got an appointment with City Engineer Richard Dougherty in the Department of Public Works.

We showed Mr. Dougherty some of these examples of changing the roads to make people drive slower and asked how we might get some similar changes. He does think that these are good ideas, but said that there are complex steps. That's where a neighborhood framework comes in. He explained that street safety is done on many tiers. Many of the streets in Michigan, let alone Detroit, are owned by the state, so it's not always just about the want to improve street safety. It can be an intense process. But through the Neighborhood Framework project, we are able to take a step towards safer roads for everyone.

So with the neighborhood framework, I think as a community we should come together to figure out how we can make sure we bring these changes to make roads safer. It sounds complex, but I think we can do it. —Yusef



Joy Rd at Faust Ave

Six New DDOT Bus Shelters

Detroit Department of Transportation (DDOT) will install six new shelters at West Warren and Evergreen, Joy and Evergreen, Joy and Southfield, and Joy and Greenfield.

There are about 200 bus stops in this area, and 1 out of 5 families depend on buses to get around, as do many young people. Most bus stops do not have shade or seating: two have bus shelters and several have Project No Stand Zone benches.

This project aims to create safer and more comfortable bus experiences.



West Warren Ave Streetscape Southfield Freeway to Greenfield

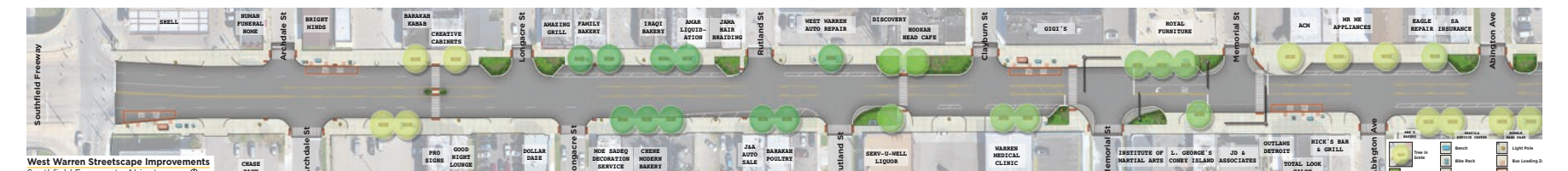
Department of Public Works (DPW) will carry out West Warren Ave Streetscape Southfield Freeway to Mettetal with "light touch" restriping to Greenfield. The goal of implementing a streetscape is to achieve a beautiful corridor where neighborhood businesses can thrive, and where people feel safe and welcomed. DPW will make improvements to West Warren Avenue between Southfield Freeway and Greenfield in 2022 to increase safety for all pedestrians, transit users, and drivers.

Total estimated design and construction costs of this project are \$8.8 million and include new

lighting, new street furniture (trash cans, bike racks, and benches), new trees and landscaping, improved pedestrian safety (new crosswalks and pedestrian islands), new sidewalks and complete road resurfacing and reconfiguration.

Where possible, the streetscape project will include youth-centric elements such as:

- Public art murals, banners, and signs designed and created with young people to commemorate local history and culture
- Spaces and spots for young people to "play along the way"



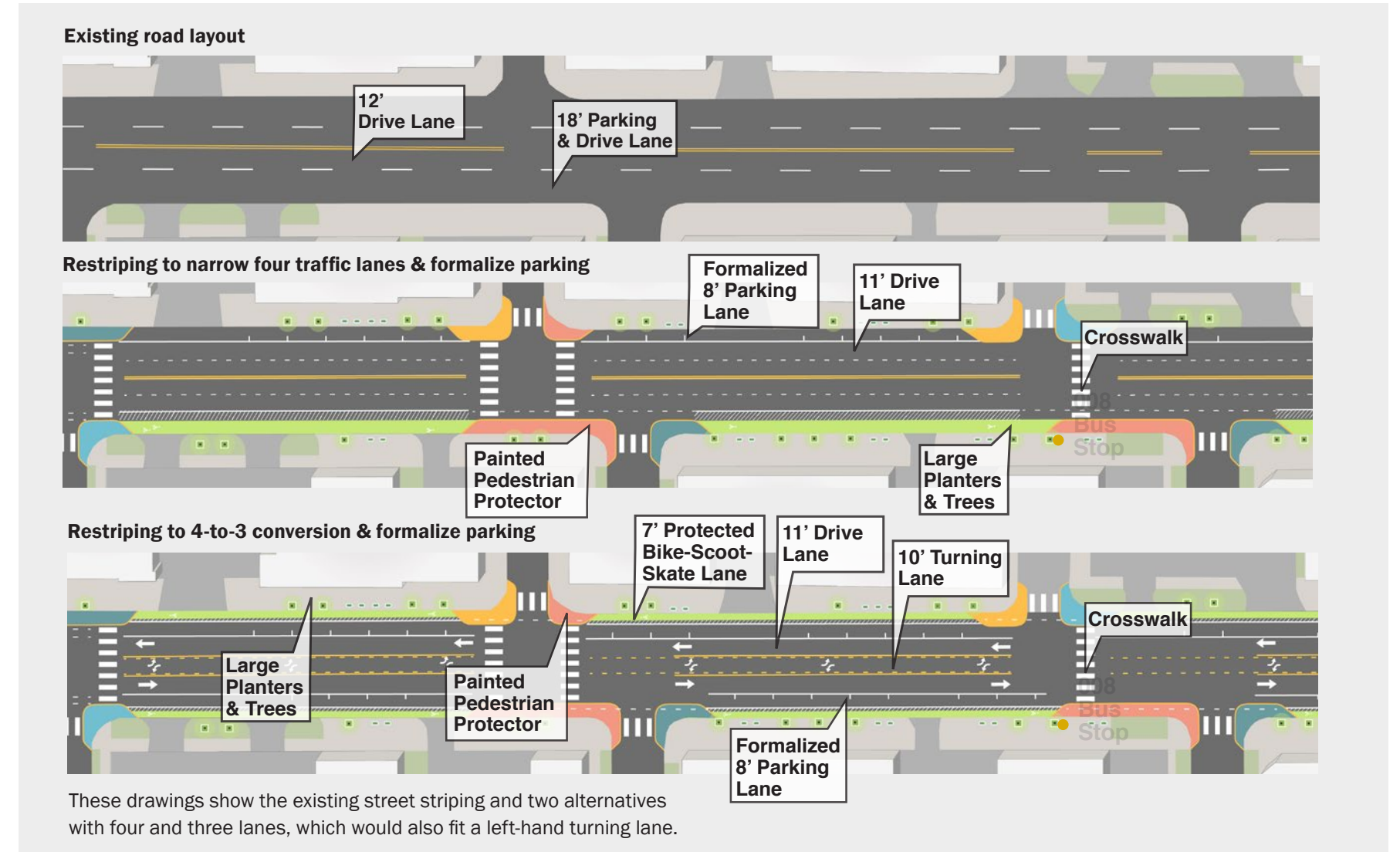
Joy & West Warren Street Safety Retrofits

West Warren Avenue and Joy Road are main streets and front doors of the community. They need to be safer for people to walk, cross, and shop. Although speed limits are 30 or 35 mph, the 100-foot width and current design of these streets encourages highway driving attitudes and speeds. Between 2014 and 2018, this stretch of West Warren Ave had a crash every 12 hours and Joy Rd had a crash every 17 hours (SEMCOG).

Retrofitting these Warren County roads to be more appropriate neighborhood streets is a matter of life and death. Proven low-cost techniques include narrowing lanes, lowering speed limits, increasing crossing times, formalizing parking, adding more trees, and creating a center left-turn lane. Painted bump-outs and bold crosswalks can make crossing these streets safer by decreasing the crossing distance.

These Street Safety Retrofits can alter the fundamental feel of these streets from high-speed and dangerous arterials to neighborhood main streets. Owned and managed by the public, streets can be changed in advance of slower improvements to private property.

These changes are foundational for other economic development strategies including youth-friendly neighborhood shopping areas.



These drawings show the existing street striping and two alternatives with four and three lanes, which would also fit a left-hand turning lane.

Intervention	Justification
Adjust speed limit to uniform 30 or 25 mph	<ul style="list-style-type: none"> Existing speed limits vary between 30 and 35 mph When hit by a vehicle traveling at 40 mph, only 1 in 10 pedestrians survive, as opposed to a vehicle traveling at 20 mph, where 9 in 10 pedestrians survive
Narrow traffic lanes to 10 feet	<ul style="list-style-type: none"> Existing travel lanes are 12-feet and 18-feet wide For lane widths, AASHTO Green Book advises: “For rural and urban arterials, lane widths may vary from 10 to 12 feet. It goes on to say that 12-foot lanes should be used where practical on higher speed, free flowing, principal arterials. However, under interrupted-flow (roads with signals) conditions operating at low speeds (45 mph or less) narrower lane widths are normally quite adequate and have some advantages.” (AASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington, D.C., 2004.)
Install painted bump-outs & painted crosswalks Additional crossing time	<ul style="list-style-type: none"> Current crossing distance is 60-64 feet and current crossing time is inadequate for young children, seniors, and others Painted bump-outs can decrease crossing distance to 45 feet and, along with high-visibility crosswalks and increased crossing times, can increase safety and sense of safety
Plant street trees at willing businesses	<ul style="list-style-type: none"> Wide roadway and open landscape create highway-like driving conditions Increased sense of enclosure (placing potential obstacle at sidewalk outer edge) encourages more cautious driving
Formalize parking	<ul style="list-style-type: none"> While on-street parking is permitted along both sides of these corridors, parking areas are unmarked In combination with high traffic speeds, on-street parking feels dangerous, which contributes to low utilization Businesses report that lack of safe parking impedes their success
Consider 4-to-3 conversion: convert from four traffic lanes to two with two-way turning lane	<ul style="list-style-type: none"> Current configuration creates conflicts between through-traffic and shopping, where the left-hand traffic lane is the turn lane for most businesses, leading to vehicles using the outside lane for passing. A greater reduction in speed was observed on corridors with higher traffic volumes.” (FHWA Road Diet Informational Guide https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm) “If speeding was documented in the four-lane undivided configuration, a Road Diet can be a useful tool for reducing speeds, especially high-end speeders. Studies have shown a reduction in 85th percentile speed of less than 5 mph and in reducing the number of vehicles speeding excessively—defined as those going over 36 mph in a 30 mph speed zone. Another study also reported a 7 percent reduction in vehicles traveling over the posted speed limit. Traffic counts measured by DPW consultant OHM (22,296 ADT) are within ranges that have been shown to benefit from 4-to-3 conversions. Documented support from community organizations, businesses, existing plans.
Other traffic calming technology	<ul style="list-style-type: none"> If funding permits, other technologies such as Lead Pedestrian Indicator (LPI), Radar Speed Limit Signs, reporters, Solar Flashing Pedestrian Signs, etc should be installed to encourage safer streets and more cautious driving

Young people and adults frequently report feeling unsafe on these corridors, and these feelings correspond to how the streets operate, with driving speeds often exceeding 45 mph in spite of speed limits. The roadway itself is very wide, generally 60 feet, with few signals. Street Safety Retrofits on these corridors were the most strongly supported Potential Projects by residents, with 93 “A” and “B” grades from 200 respondents.

Implementation

- Both West Warren Ave and Joy Road are owned by Wayne County Road Department, so implementing these changes will require advocacy by Detroit Department of Public Works and allies to rebalance the street’s design and operation between needs of moving commuters and neighborhood residents.
- To alter speed limits, Wayne County offers a petition process.
- In advance of making long-term changes, these design alterations should be tested and piloted in low-cost ways, as when the two outer lanes of Joy Road were closed using orange construction barrels during Summer 2019 to accommodate Green Stormwater Infrastructure installation.
- Where possible, changes may be “piggy-backed” with other planned roadway resurfacing work.

Business owners have asked for turning lanes A two-way left turn lane reduces conflicts between through traffic and customers making left-hand turns to shop, while reducing blind spots.

Many cities have found that roads with similar traffic volumes to West Warren Ave handle more traffic after similar “4-to-3” conversions. DEGC has documented overwhelming support among West Warren businesses for a turn lane.



Blind spots created by 4-lane configuration

(courtesy Jeff Speck & Assoc)



Improved visibility with 3-lane configuration

Residential Block Street Safety Retrofits

Residential streets in Cody Rouge and Warrendale were built wider than nearby neighborhoods, leading to unsafe and inconsiderate driving. For example, a typical north-south residential street here is 30 feet, as compared to similar streets in Rosedale Park that are 18 feet wide.

Communities across the United States are using low-cost, artful techniques, sometimes known as City Repair, Tactical Urbanism, and Asphalt Art, to take back residential streets. Paint, planters, signage, and flexible posts can create “pinch points” to slow drivers, and can compliment recently installed speed humps.

These projects offer opportunities for young people to be involved in planning, design, implementation, and maintenance. Street safety retrofits should be available by application to block clubs or community organizations, and require a petition of 50% of residents.

Where residential streets intersect with Warren, Tireman, or Joy, a “gateway treatment” can slow down drivers as they enter the block. Near the Boys & Girls Club on Tireman, painted bump-outs and crosswalks can make this community center more accessible. Instead of a long horizon of open road that tempts drivers to hit the gas even though the speed limit is 25 mph, gateway treatments with painted bump-outs urge driving with consideration for children.



There is lots of speeding and drag racing on the wide open sidestreets, which is especially dangerous as many people walk in the roadway. Planters can create “chicanes” that requires more alert driving. Asphalt art can also emphasize the beauty of the neighborhood as a place to explore.



West Chicago & Tireman Protected Youth Lanes

The City of Detroit can provide better connections for young people and others by converting excess roadway on West Chicago and Tireman to Youth Lanes. While West Chicago has “sharrows,” and bikers use the empty southside parking lane, modest investments can provide more beauty and safety.

The West Chicago Youth Lane would connect places like Cody/Stein Park, Henderson School, and St Suzanne community center to Rouge Park. Narrower 10-foot-wide traffic lanes will be more appropriate to the 25 mph speed limit, and decorated concrete barriers provide real protection.

Tireman is also one of the limited streets that crosses Southfield, connecting to Boys & Girls Club, Islamic Center of Detroit, Detroit Premier Academy, and Rouge Park. This project could also be further tested using plastic water-filled construction barriers.



Potential Tireman Ave



Existing Tireman Ave



Potential W Chicago



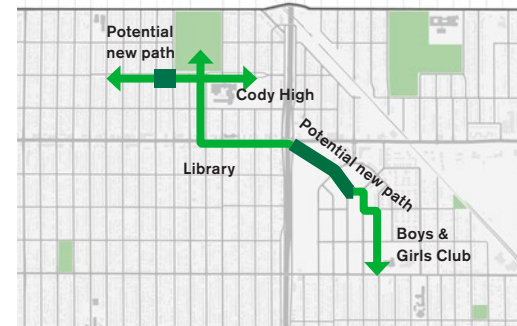
Existing W Chicago

Gardenview Path & Cathedral Street Cut-Thru

Young people move through these neighborhoods along all types of streets and paths. If you feel safe & comfortable, everywhere is somewhere to look, learn, remember and imagine.

To support the movement of young people, we identified two youth cut-thrus:

- Cathedral near Cody Park, to create a nicer shortcut on the unpaved block of Cathedral next to Cody Park,
- Gardenview Path from Edison Library to the Boys & Girls Club.



20 Do-It-Ourselves Bus Stop Upgrades

In 2016, the Cody Rouge Youth Council worked with Sit On It Detroit on the No Stand Zone project to create ten benches at neighborhood bus stops. The plan calls for twenty additional No Stand Zone benches with improved designs.



West Side Nonprofit Bike Shop & Programs

If we can make streets safer, there will be great support for a west side youth bike program where young people learn to build and repair their own transportation.

The far west side should have a place like Back Alley Bikes, nonprofit community bike shop in Cass Corridor that provides cycling education & services with focus on youth development, sustainable practices & community access. There should be a Bike Library, which loans recycled bikes at no cost.



Neighborhood Learning & Wayfinding

Recognize and raise up the cultural landscapes of Warrendale and Cody Rouge through opportunities for public art, memory, beauty and wonder using banners, signs, tree tags, sewer labels, neighborhood map murals, and more. Neighborhood and storytelling signs can make the entire neighborhood a place to learn.

Neighborhood Signs
Install two signs each for Franklin Park, Joy Community, Warren Avenue Community, and Warrendale.

Banners & Murals
Pilot Young Art everywhere with twenty installations of art by young people on metal panels and banners in public spaces.

How So? Educational Signs
Produce ten installations of place-based educational displays at Evergreen Cemetery, Ford Burial Ground, and other notable locations.

Recognize and celebrate
Cody Rouge & Warrendale Culture & History Map for every school



Parks & Community Places

Community Goals

1. Community uses for vacant land

- Assist block clubs to acquire & improve vacant Land Bank lots
- Develop ways to support lot maintenance

2. Improve existing parks

- Fix park features like sidewalks
- Transform large open spaces with new amenities for different groups
- More adult exercise areas, walking paths, skate parks, basketball courts, picnic areas, security & gathering spaces
- Services like grass cutting & trash pick-up
- Publicize amenities like Rouge Park's pool, archery range, campsite
- More programs for young people & intergenerational activities
- Communicate more about park planning between city government & residents
- Address nearby dangerous vacant houses & lots

3. Build Up & Connect Existing Community Centers, Then Explore New Ones

- Increase use of existing facilities like Boys & Girls Club, St Suzanne & Edison Library

Short-Term Projects:

- Cody Park Spoken Word Stage / Stein Park Chill Zone (map)
- Tireman-Minock Park (map)
- Community Yards & Rain Gardens

Long-Term Vision:

- Simanek Park Improvements (map)
- Strengthen Existing Community Centers
- Edison Library Front Porch (map)
- Teen-Operated Day Club

It is really important to implement stages or little sitting areas for art, such as poetry and painting, as it is something my fellow youth and I would like. A clean restroom area, recycling, and trash bins throughout the park are important as well. — Taylin



Analysis

Cody Rouge and Warrendale contain six city parks: Mansfield-Diversey Park (1.82 acres), Henderson Park (36 acres), Cody Park (25 acres), Simanek Park (6.5 acres), Lloyd Ryan Playground (3 acres), and Rouge Park (1184 acres). Without counting Rouge Park, this provides two park acres per 1000 residents, and including Rouge Park results in 34.8 acres per 1000 residents.

Recent improvements to city parks include a new football field, track, and playground at Cody Park, new soccer fields at Henderson Park, Rouge Park's Cozy Corner play fields and Sorensen recreation area, and a complete overhaul of Mansfield-Diversey Park's playground and gathering spaces.

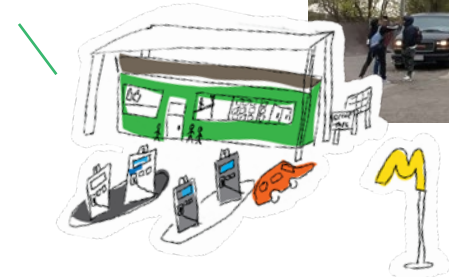
The area's large neighborhood parks (Cody, Henderson, and Simanek) are made of huge undefined spaces, mainly designed for organized team sports, and lack a diversity of spaces with varying scales and programs to accommodate other activities, especially socializing spaces preferred by girls and femmes.

The area contains great collectively managed spaces including community yards, gardens, and play spaces such as In Memory Of Garden, 7600 Evergreen Community Yard, Minock-Whitlock Park, and the Fitzpatrick and Longacre Community Yard. Some resident groups would like to create additional Community Yards, though need more support and assistance from city government and larger neighborhood organizations.

Community centers include St Suzanne Cody Rouge Community Resource Center, Boys and Girls Club of Southeastern Michigan Dauch Campus, a Brilliant Detroit location, and the Edison Branch of the Detroit Public Library. While these facilities are well-equipped, communication and transportation difficulties often leave them underutilized by local young people. Although the area contains no public recreation centers, the nearest being Butzel and Crowell, there remains much potential for better utilizing and connecting existing facilities before investing in new ones.

Though often declared by children and parents, the apparent lack of welcoming places for young people has as much to do with the lack of youth-friendly connections between homes and destinations as it does lack of destinations.

Do any of y'all know this McDonald's at Joy and Southfield? Have you seen teens are super-packed at this McDonald's, inside and outside the McDonald's? This proves there's not a lot of places for young people to go to hang out. So they just decided to pull up in the McDonald's even if they don't buy anything. —Alexcia



Minock-Whitlock Park



Rouge Park



Evergreen Block Club Flower Garden



Henderson Park

Cody Park Spoken Word Stage / Stein Park Chill Zone

Neighborhood parks in Cody Rouge & Warrendale were mainly designed for team sports, which means that even though there is lots of open space, it is not so great for activities like sitting with your friends, or writing poetry, or having a small performance.

In Cody/Stein Park at West Chicago & Faust, Neighborhood Framework Investigator Alexcia Stoner suggested building a youth-designed seating platform that can also serve a stage for spoken word performances. This location also takes advantage of the tree canopy & can serve as a “playable bus stop” for the 15 Bus.

In 2021, the General Services Department (GSD) began organizing design sessions with young people to create the space.



Tireman-Minock Park

Old Dixon School was demolished in 2017, leaving a grassy block at Tireman and Minock that some people use for jogging. As a near-term project, the General Services Department (GSD) plans to make modest investments to fill one of Detroit’s “park gaps” as identified by the Trust for Public Land’s Park Score system.

Many features could fit on the 3.7-acre site, some shown to the right in the same scale as the accompanying site plan. At the far right, the enlarged diagram shows how some of these might fit or overlap. GSD met three times with residents to finalize improvement plans using available funds, and anticipates construction in summer 2022.

Potential elements include: Sidewalk repair, new walking path, benches, new trees & planting, fitness equipment, pavilion, playground, grills.



Community Yards & Rain Gardens

Block clubs and other resident groups are taking ownership of vacant land to create community spaces. This project involves the city government and others doing what they can to support these groups gaining title, improving, programming, and maintaining this self-determined network of open spaces.

Community Yards, often on commonly-owned lots purchased from the Land Bank, create spots of open space, gardening and play on residential blocks. As part of this Neighborhood Framework, residents have already worked together to build picnic tables, plant flowers, and build fences to enhance these spaces. Going forward, Detroit Planning and Development is committed to working with resident organizations to secure and improve Community Yards, like the one shown here with the Franklin Park Community Association, located at West Chicago and Westwood.

Putting these spaces under active stewardship also curbs dumping and other negative activity. Maybe one day they can also provide jobs? Some yards could be acquired by adjacent daycare facilities to provide additional play and learning space. The design of these spaces can follow the Warrendale and Cody Rouge traditions of expressive front yard and porch displays.



Simanek Park Improvements

Simanek Park has some nearby abandoned schools, houses, and cars. So a lot of parents don't like their kids around those type of things. —Alexcia

Once a decision is reached about the long-term future of the Ruddiman School building, the General Services Department (GSD) will redesign 6.5-acre Simanek Park in conjunction with nearby housing rehabilitation.

Taking advantage of the pedestrian bridge entering the park from Sawyer, one potential regional attraction is a BMX bike course. Close to many residents and bustling West Warren Avenue, this park has been hurt by the vacant school and sense of insecurity, and it can have new life.

Building on resident stewardship on the park's north edge, asphalt art and other techniques can be used to extend play and increase safety, creating stronger connections between the park and its neighbors.

New paths could extend from marked entrances to continue the street grid into and across the park, modulating the existing overly large lawn into activity areas, organizing the park into active and passive uses. New trees throughout can shade playground, picnic area, and paths at seating areas, as well as buffer visual, noise, and air pollution from Southfield Freeway.



Strengthen Existing Community Centers



St Suzanne Cody Rouge
Community Resource Center

The area's major community centers such as St Suzanne, Boys & Girls Club, and Edison Library, which together total over 90,000 square feet of space, need to be better supported and connected. Before committed the large resources to build additional large facilities, make sure these jewels are filled with young people.

St Suzanne Cody Rouge Community Resource Center
9357 Westwood

This 50,000 square foot school building managed directly by the Catholic diocese provides office space for many small nonprofits such as Cody Rouge Community Action Alliance and Developing KIDS, service programs, basketball leagues,



Boys & Girls Club
Dauch Campus

and charter school WAY Academy. There's also a clothing closet.

Boys & Girls Club Dauch Campus
18500 Tireman

Built in 2007 and open 10 am–6 pm in summer and 3–8 pm during the school year, the 30,000 square foot building includes a gym, game room, music and video studio, and community meeting space. Near-term plans include construction of co-working space for adults, maker studio, test kitchen, laundromat, and gaming area.

Detroit Public Library Edison Branch
18400 Joy



Detroit Public Library
Edison Branch

Open 10 am–6 pm or 12 pm–8 pm everyday except Friday and Monday, Edison Library offers regular programs including Homework Helpers, computer classes, Property Tax Abatement workshops, and more.

One way to pursue this goal is to enhance their architectural presence, like building a “front porch” for Edison Library. Creating such a space requires Street Safety Retrofits, along with street furniture and plants. The new front porch would enhance the appearance and identity of the library, creating a new kind of public space right on Joy Road. This would enhance the outside ledge where people already sit to accommodate relaxing, storytelling, and socializing.



Joy Road Street Safety Retrofits

Decorative paving & child-height ornamentation

Gathering space

More visible sign

Proposed Detroit Public Library Edison Branch Front Porch

Teen-Operated Day Club



Although Cody Rouge and Warrendale are home to several major youth community centers mentioned above, participating young people identified a need for a youth-operated space (which they named “Day Club”) to supplement these other adult-operated institutions. This could be a space or retail storefront managed by young people in partnership with adults as a “Youth-Driven Space,” the model popularized by Ann Arbor’s The Neutral Zone where young people participate in governance and other key roles with real responsibilities.

Such a facility would be operated as an independent organization, or subsidiary of an existing organization. For locations, young people

identified the axis running from Cody Park to Cody High to Joy Road, including Edison Library and the Joy Road McDonald’s.

To add to the civic life of Joy Road, city government, neighborhood organizations, and others should support young people in establishing a youth-run space in an available storefront or publicly-owned building, first as a 4-12 month pop-up and eventually on a permanent basis.

Potential programs include youth businesses, study room, therapy corner, lounge, and art, music, dance area. Activities could also build on work done by young people in the Summer 2019

Detroit Youth Urbanism Summit and We Built This! Workshop.

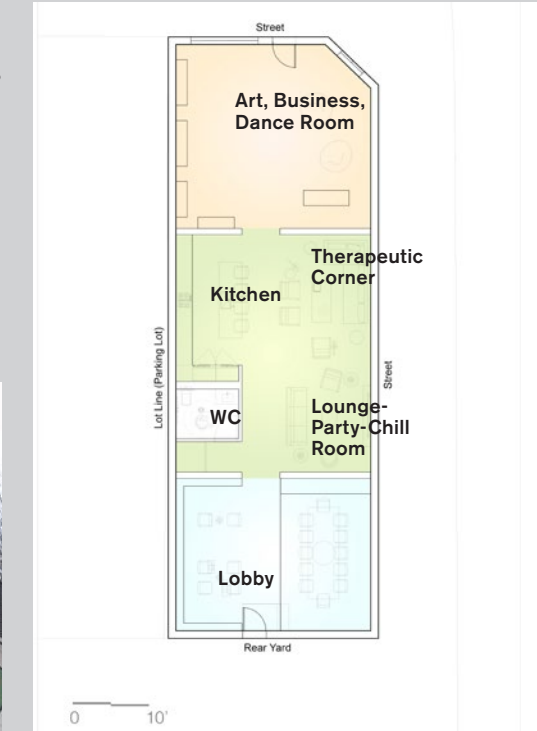
Along these lines, Cody Rouge Community Action Alliance secured Community Development Block Grant funding for the Youth Council to further develop their concept and implementation plan in Spring 2020. Invest Detroit Foundation has also offered business support to young people.

Our vision, our space

One of the biggest things that the youth advocated for during this project was a teen-run youth club. This idea was heavily backed up by the residents of Cody Rouge and Warrendale, and many wanted it to be a part of the official planning process.

The youth club would provide a space where teens could go to learn about their desired careers, life skills, study, exercise, relax, and most of all, have fun.

We think it’s important to have a space like this, because there aren’t many places for teens to blossom into who they desire to be, and the places that are set aren’t widely accessible or known about. And as we youth grow older, we hope to become mentors and teach future generations about what we learned.



Businesses & Shopping

Community Goals

1. Safer & more beautiful Warren & Joy shopping areas

- Slow down speeding vehicles & create safe crossings
- Lighting, sidewalk seating, banners & other decorations, landscaping, safe parking
- Increase Green Light locations

2. Support small businesses

- Organize businesses into alliance
- Strengthen business-community relationships
- Local business map & promotion
- Preserve legacy businesses

3. Attract new businesses & jobs

- Food & grocery, fresh fruit & vegetables, bike shop, sporting goods, laundry, dry cleaners
- Youth entrepreneurship & employment opportunities
- Worker-owned cooperatives

4. Less unwanted businesses

- Reduce automotive businesses, pawnshops, scrapyards, self-storage

5. Neighborhood signs

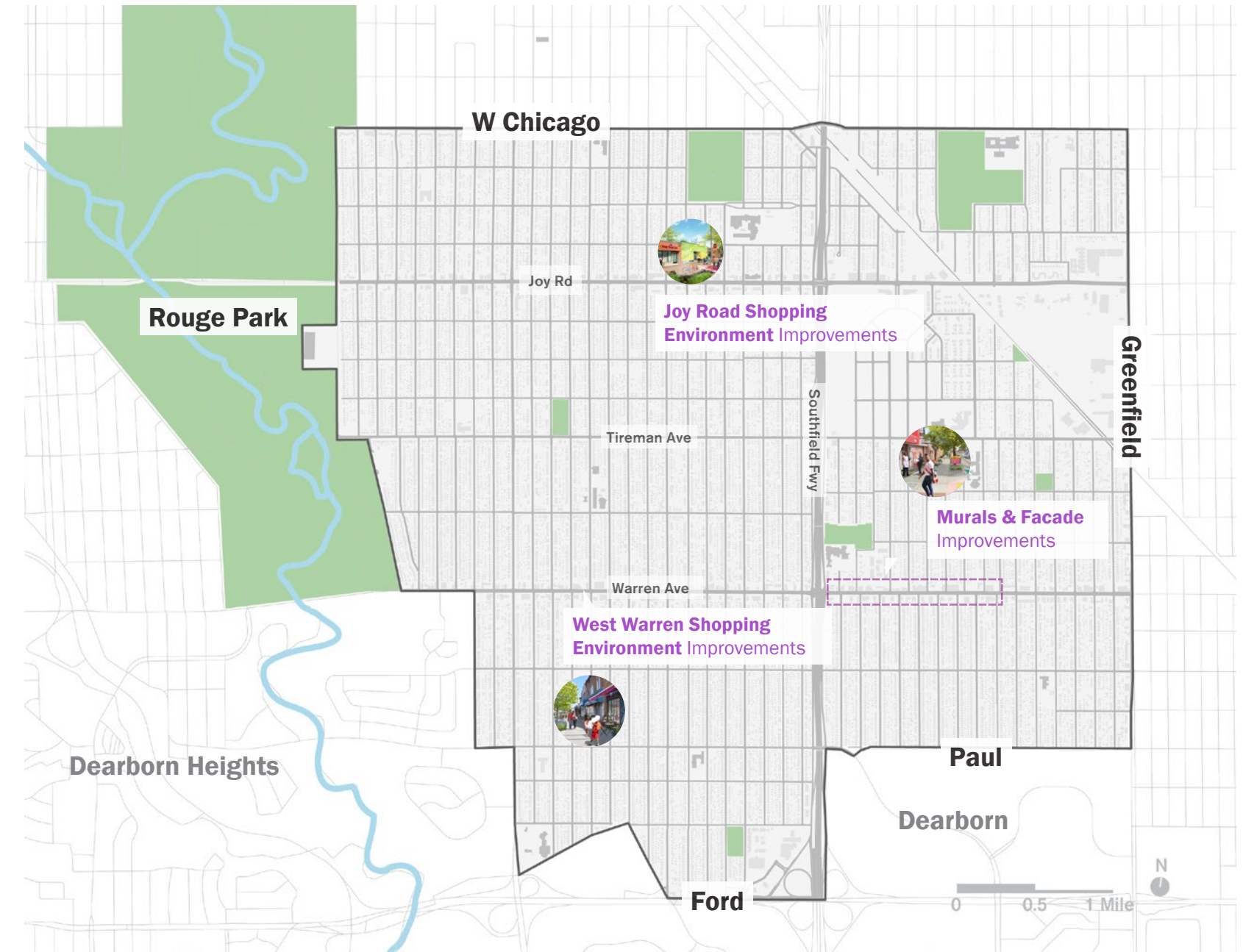
- Strengthen brand & marketing of local businesses & neighborhoods

Near-Term Projects

- Support Local Businesses & Entrepreneurs
- Attract New Businesses
- Improve West Warren Ave Shopping Environment including mural projects (map) and facade improvements facilitated by a community organization (map)

Long-Term Vision

- West Warren Ave Street Safety Retrofits (Greenfield to Rouge Park)
- Joy Road Street Safety Retrofits (Greenfield to Rouge Park)
- Improve West Warren Shopping Environment (Southfield to Rouge Park) (map)
- Improve Joy Road Shopping Environment (map)
- West Warren Ave Zoning Changes to Prohibit Automotive Businesses, such as Traditional Main Street Overlay (TMSO) to require friendlier buildings, discourage additional automotive-based uses, and encourage quality neighborhood-serving retail
- Joy Road Zoning Changes to Prohibit Automotive & Other Nuisance Businesses, such as Traditional Main Street Overlay (TMSO) to require friendlier buildings, discourage additional automotive-based uses, and encourage quality neighborhood-serving retail



Analysis

Some of the young people in this neighborhood walk to go shopping. Also people who don't drive, or elderly people use nearby stores. These stores are not perfect. They have trash on the sidewalks, and you usually see people just hanging around outside, and you never know what the people are there for, or what their plan is to do. —LaKendra

Cody Rouge and Warrendale are home to 524 businesses with 4532 employees (ESRI Business Summary).

Along **West Warren Avenue**, one finds dozens of small businesses with global heritages, full of unexpected finds and delicious treats, though situated on a auto-dominated & treacherous roadway.

- Dozens of local businesses with roots in Polish, Iraqi, Lebanese, Syrian and other traditions
- Strong neighborhood identity and traditions like Warrendale Festival
- Business owners express strong need for slower traffic, more comfortable pedestrian environment, and usable on-street parking
- Dangerous street: speeds far exceed posted limits of 35 mph, while many people are forced to cross at unmarked places

- Pedestrian spaces feel fragmented, at times brutal & unjoyous
- West Warren Avenue opportunities**
- Create a public realm that celebrates culture & business, connecting to public/nonprofit assets such as Simanek Park, Mansfield-Diversey Park, Boys & Girls Club, and St Christopher to bring their energies to the public realm & create a neighborhood gateway

- Reconfigure overly wide traffic lanes to slow speeding, increase safety, and accommodate more modes of travel
- Concentrate resources towards improving the pedestrian experience
- Strengthen connections to Dearborn & immigrant investment
- Provide convenient shopping for nearby residents
- Frequent large high-speed curb cuts are dangerous to walkers

- Joy Road**, made famous around the world by musical depictions, is also home to key civic institutions and underrecognized markets
- “Young people are so desperate for places to hang out that they gather in the gas area of the BP/McDonald’s” Alexcia Stoner, age 18
 - Dangerous street: operating speeds far exceed posted limits of 30/35 mph and many people have to cross at unmarked places

- Many public and commercial buildings do not enliven the shared space of the sidewalk due to lack of windows, front entrances, etc
 - Pedestrian areas are fragmented, brutal & unjoyous left-over spaces: one elementary student suggested renaming it “Unjoyful Rd”
- Joy Road opportunities**
- Build from & connect public/nonprofit assets such as Edison Library, Covenant Clinic, Second Grace Church, Fire Engine Co 55, ACCESS, Cody High and Stein Park to bring their energies to the public realm and create a neighborhood gateway (also planned Covenant and Trinity facilities at Joy east of Southfield)

- Reconfigure overly wide traffic lanes to slow speeding, increase safety, and accommodate more modes of travel
- Build on expressed market demand for hang-out space and snacks: why not a youth-controlled alternative for this concentrated market for snacks and space?
- Concentrate resources towards improving pedestrian areas, building on recent green stormwater intersections
- Frequent large high-speed curb cuts are dangerous to walkers



Warren Avenue

Neighborhood Business People



Jamal Sabbagh, Family Bakery

Jamal Sabbagh, Family Bakery “I employ about fifteen workers, mostly it’s young people, high school kids, or single moms. Also, I work with my wife, my nephew, and my niece. It’s called Family Bakery, so we try to keep it in the family.

We are there at 4:30 in the morning, every day. Make the dough fresh every morning. Everything’s made to order. I don’t have nothing that’s made ahead of time, except for those little pies and stuff, those are made ahead of time in the morning. But if you ever come in there, and you want to order a cheese pie or anything, everything’s made then: the dough is rolled out, put in the oven while you wait for it.

I’m a vendor for Dearborn Public Schools. I have thirteen schools in Dearborn, and I do all 96 schools in Detroit. I’ve been with both of them for over 12 years. Detroit schools are not an everyday thing, Dearborn schools are.

I’ve seen the neighborhood change a lot over 25 years. I remember when the houses used to be \$150,000 in that area. Then they went down to \$30,000. Right now, I see it all; we got lights, we got new cement on the sidewalk. All the blight is behind us. I remember we were losing so much power, I ended up investing \$20,000 in a



Family Baker Warren Avenue

generator because every time the power went out, we had to close down. We see more police presence in the area. It’s nice to see the grass get cut on the vacant lots. They’re cleaning it up nice. They even did the little streets, the side streets. There’s a lot of side streets that have been paved.

Hopefully we can get it back to where it was, and bring more people to the city and to our neighborhood. It’s safe. We’ve been there for 25 years. Knock on wood, never had a problem. No problem. You get some guys, they come in and get loud and stuff. But as far as problem problems, never had a problem.”



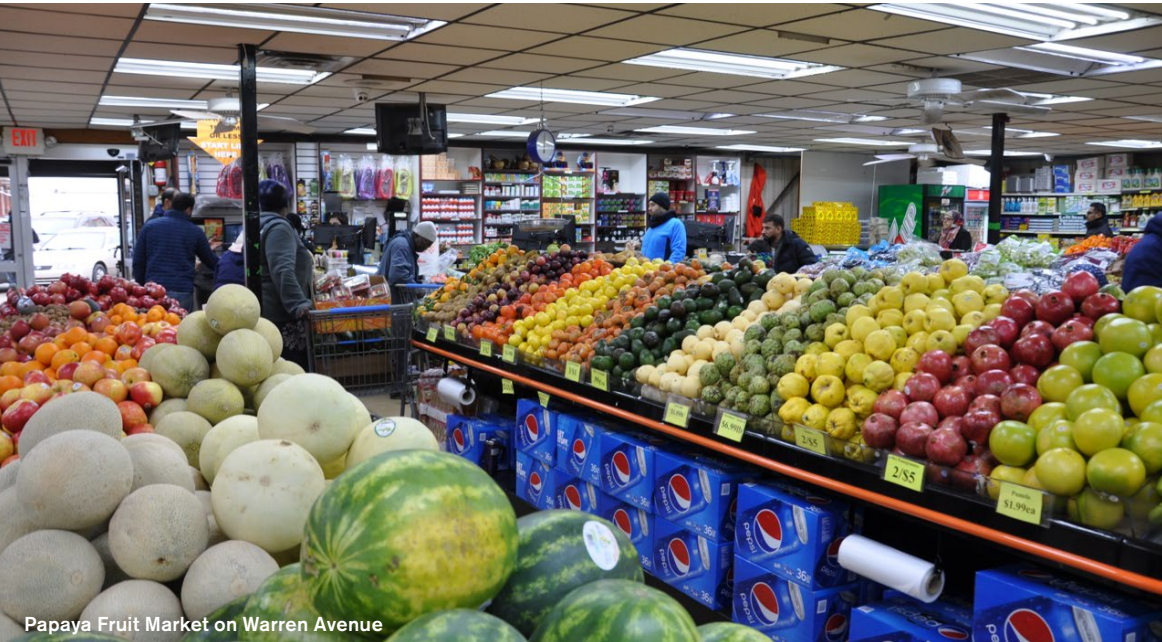
Ameera Macki, A&W Learning Center



A&W Learning Center

Ameera Macki, A&W Learning Center “Our center’s been here for 25 years in the area. It’s an amazing area. And seems to me like it’s moving up. We’re so excited about that.

Warrendale is full of immigrant people that come from all over, and these children need the center. Right now, we’re fully enrolled, and we’re looking to expand. And we really need everyone’s help. We now serve 108 children. I have 50 that are GSRP (Michigan’s Great Start Readiness Program), a free program by the state. Also we have Head Start, a federal government program.



Papaya Fruit Market on Warren Avenue

A lot of our parents are low-income, so they’re looking for something like this. We have a great staff of 35 with multi-language speakers including Spanish and Arabic languages.

We got three lots, we have a hoop house, a garden for the kids, and we are expanding right next door. Right now with our buildings and all the construction being done, we thank God for the Motor City grant that helped us out.

Our goal is that we’re going to serve everybody. And why go anywhere else? There are so many children in this area. We are staying in Detroit, we will not go nowhere else.”

Support Local Businesses & Attract New Ones

City departments and related agencies need to support local businesses and entrepreneurs, as well as attract new ones in order to meet daily resident needs for goods and services within walking distance.

524 businesses with over 4500 employees operate in these neighborhoods, including regional destinations like Polish, Iraqi, and Lebanese bakeries on West Warren Ave. Detroit Economic Growth Corporation (DEGC) and Invest Detroit Foundation (IDF) are committed to supporting existing businesses as well as attracting additional everyday retail sought by residents.

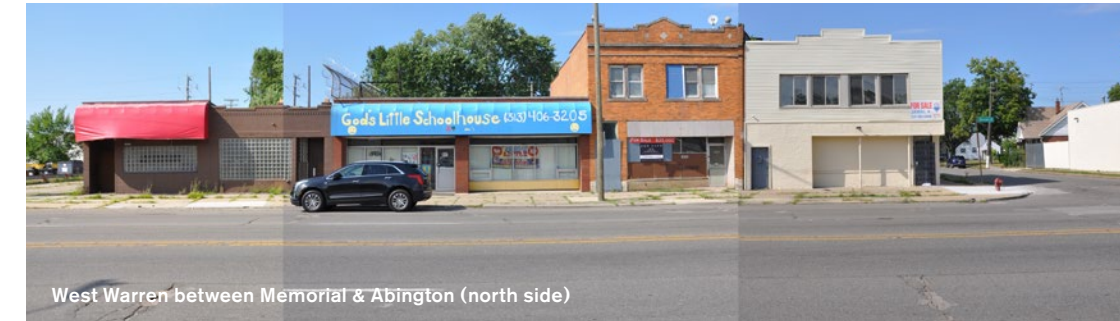
The plan identifies the most active clusters on West Warren and Joy as places to begin coordinated campaigns to organize and strengthen support of businesses. DEGC continues to dedicate a District 7 Business Liaison to:

- Organize business community
- Engage commercial property owners and residents
- Clarify and communicate City processes, especially around licensing, permitting and code enforcement
- Promote programs like Motor City Match/ Motor City Re-Store

DEGC will continue working to bring quality, neighborhood-serving retail to Joy & Warren by:

- Engaging brokers
- Collaborating with the City on zoning, parking, safety, streetscaping, public land disposition and other supportive services
- Maintaining an inventory of available properties
- Funding a property improvement program to increase the amount of business-ready space
- Creating Obsolete Property Rehabilitation Act (OPRA) Districts where retail concentration has been identified to provide a tax exemption for commercial rehab projects
- Considering ways to attract businesses using adjacent vacant Land Bank parcels.

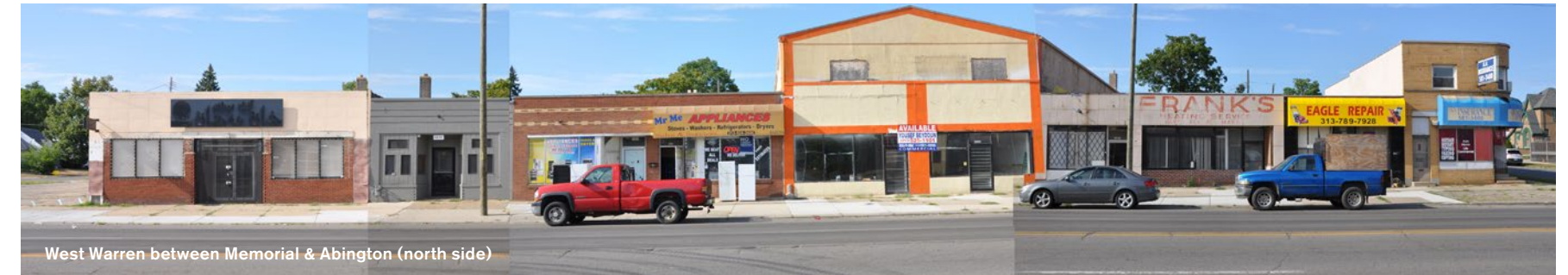
There are many creative people with good ideas in the neighborhood that are running small businesses out of their homes like catering, cleaning, child care, and little candy stores, but often they have no license, and that can be a problem. —Khadijah



West Warren between Memorial & Abington (north side)



Joy between Piedmont & Grandville (north side)



West Warren between Memorial & Abington (north side)



West Warren between Piedmont & Grandville (south side)



Improve Joy & West Warren Shopping Environments

Modest and low-cost touches can improve the shopping environment on these main commercial streets by creating more comfortable and fun public spaces, as well as celebrating the character and identity of these neighborhoods and their residents.

Most of West Warren and Joy have sidewalks that are 20-feet wide or wider, and can accommodate more protected space for businesses, walkers, and trees. Beyond Street Safety Retrofits described above, it's critical to make shopping environments on West Warren and Joy more fun and full of joy, pride, and soul.

Supporting and enhancing community centers on these corridors will increase positive activity, including existing anchors like Edison Library and planned facilities like the new Covenant clinic. Where possible, youth-centric elements should be created, such as:

- Public art murals, banners, and signs designed and created with young people to commemorate local history and culture
- Spaces and spots for young people to "play along the way"
- Youth-sized street furniture
- Neighborhood Signs with personality

To prevent unwanted businesses, Detroit Planning and Development Department (PDD) has recently made changes to zoning on West Warren Avenue between Greenfield and Rouge Park in to require



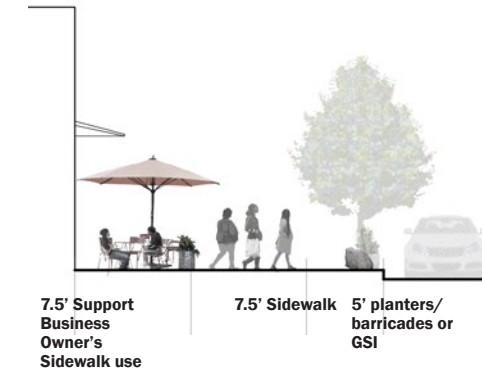
Potential

friendlier buildings, discourage additional automotive-based uses, and encourage quality neighborhood-serving retail by implementing Neighborhood Shopping and/or Traditional Main Street Overlay.

Five murals and ten facade improvements will be created in conjunction with the West Warren Streetscape from Southfield to Greenfield Road.



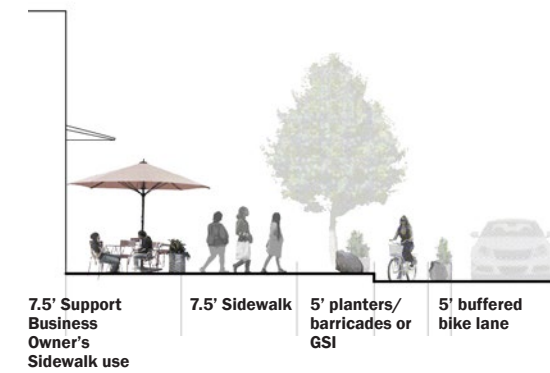
Existing



7.5' Support Business Owner's Sidewalk use

7.5' Sidewalk

5' planters/barricades or GSI



7.5' Support Business Owner's Sidewalk use

7.5' Sidewalk

5' planters/barricades or GSI

5' buffered bike lane

We shop & work local

Shopping is something that most of us like to do, and we could use a few more shops in the neighborhood, especially locally run ones. A lot of the Neighborhood Framework Investigators are interested in opening their own ventures as well. So it's natural for us to advocate for local businesses to be a part of the Neighborhood Framework. There is also a huge push for businesses owned by people of color, specifically African Americans.

We have ideas for grocery stores, art stores, music shops, and even a teen-run day club/rec center. To complete these goals, it would take entrepreneurs stepping up, as well as support from residents and city government. The biggest focus would be to support businesses that are already present and ready to serve in our neighborhood. Seeing them thrive will inspire others to come as well.



Chene Modern Bakery on Warren Ave

Houses & Apartments

Community Goals

1. Support resident homeowners

- Home repair support for roofs, furnaces, porches, flooding, mold, etc.
- Tax & bank foreclosure prevention
- Make homeownership possible through education & financing
- Garbage pick-up, snow clearing & other services

2. Support tenants

- Tenant rights education, including landlord registration process
- Address problematic landlords
- Healthier homes regarding lead abatement, mold, etc
- Preserve affordable rental housing

3. Support nonprofit organizations

- Homeowner & tenant support services
- Affordable housing development & management
- Build membership in blocks clubs & community associations

4. Deal with vacant properties, alleys & illegal dumping

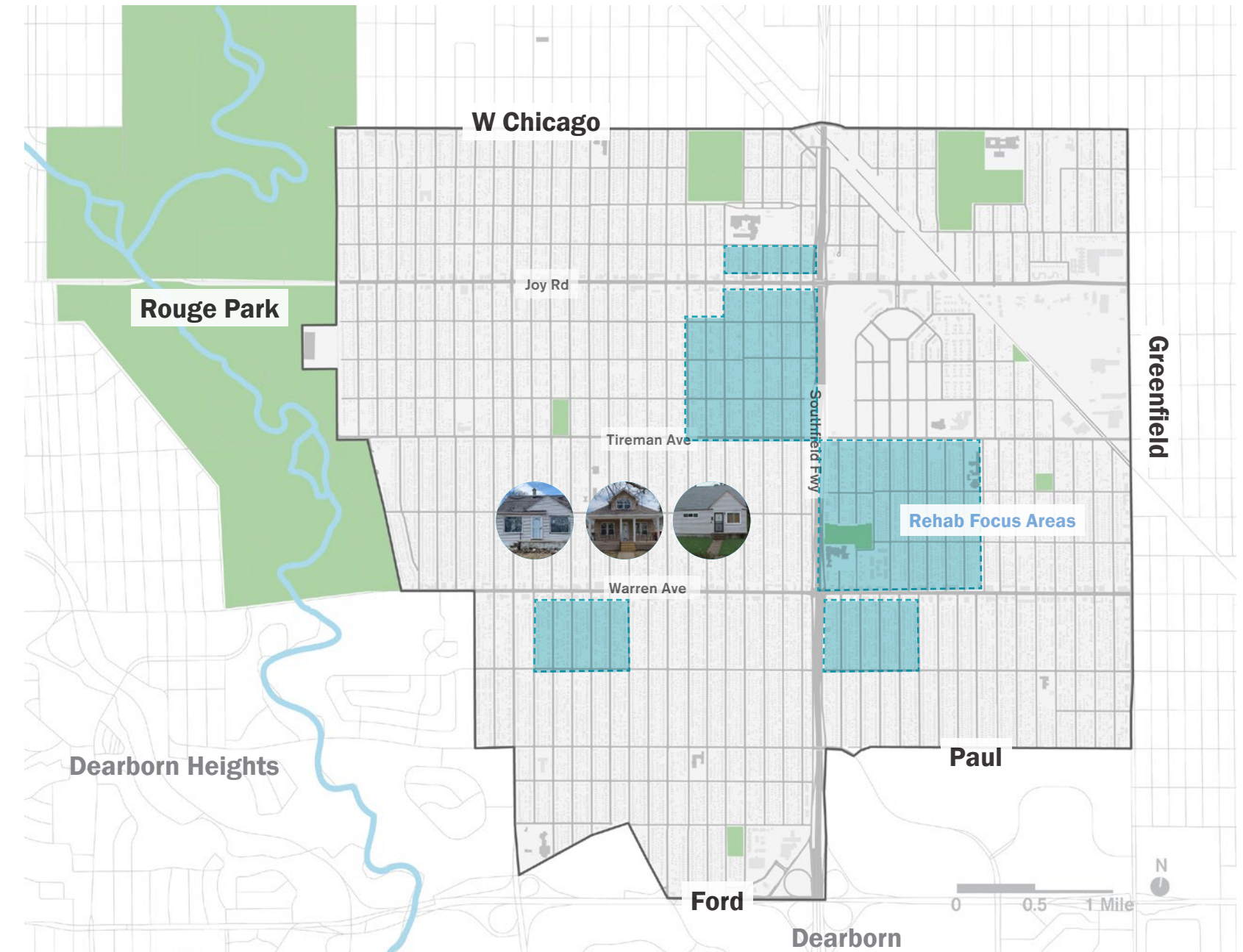
- Land Bank education for residents
- Secure or demolish abandoned properties
- Alley education for residents
- Increase inspections
- Convert vacant lots for community uses

Near-Term Projects

- Single-Family House Rehab Focus Areas (map)
- Land Bank Focus Area & Side Lot Sales
- Monitor Multifamily Developments to Preserve Affordable Rental Housing

Long-Term Vision

- Support Nonprofit Organizations that Provide Home Repair, Foreclosure Prevention & Tenant Services



Analysis

Where I live, our landlord came out not too long ago, and we showed him the walls and how they are falling apart. Ever since then, he just comes asking for the rent but never fixes anything. He only comes around when the bills have to be paid! Actually, I don't even know if our landlord lives anywhere near us. —Marnisha

Most land in Cody Rouge and Warrendale holds houses and apartments for its 36,000 residents, with 16,211 total housing units, and 12,089 occupied housing units according to City of Detroit's Detroit Census Data Hub . Of these, half are owner occupied, and half are rented. 14,561 (83%) of the total housing units are single-family detached wood frame or brick houses, with the remainder ranging from duplexes to apartment complexes with more than 50 units.

Other important facts about houses and apartments include:

- \$39,436 median home value
- \$800-\$1000 median monthly rent

Note

Each figure is labeled with source and date. This section primarily draws upon most recent City of Detroit data available during early phases of the planning process, while incorporating additional updated numbers from the City of Detroit Census Data Hub.

- \$40-\$60 per square foot single-family rehab costs
- Aging homes in need of roof, furnace, and porch repair: median 78% of homes constructed before 1959, many of which were considered "substandard when constructed."
- Vacant & blighted properties, including over 2000 lots and structures owned by Detroit Land Bank Authority
- Areas around & in between homes in need of improved sidewalks, streets, lighting, and security
- Tax & mortgage foreclosures
- Low housing prices
- Conventional financing is scarce
- Tenants in need of support: Many rental units were subject to more than one eviction between 2014 and 17
- Absentee owners & bad landlords: Nearly half of parcels owned by individuals or entities registered outside of zip code

- Over 1500 parcels with over \$1500 tax delinquency
- Over 2000 vacant structures
- Nearly 3000 parcels including 900 structures under Land Bank control, which in the period 2014-2018, made over 120 Own-It-Now sales, over 450 sidelot sales, and over 1100 demolitions.
- Community organizations working on housing issues in need of support
- Single-family rentals are growing as homes are bought by investors.
- A large portion of the study area falls within an established Neighborhood Enterprise Zone (NEZ). The benefit of this designation is that if homeowners apply, they can be granted a "freeze" on their level of property taxes. While the exact dollar benefit depends on subsequent tax increases, NEZ gives homeowners the security that their property tax will not increase.

Nearly half of the houses in our neighborhood are owned by people or companies not in our zip code!
—Skylah



Apartment buildings near West Chicago



Enclose porch with banners



Painted shutters and foundation



Front yard art on Piedmont Street



Front yard art on Artesian Street



Front yard art on Artesian Street

Single-Family House Rehab Focus

The Housing & Revitalization Department (HRD) & Detroit Land Bank (DLBA) will pursue rehabilitation & sale of single-family houses in these seed areas.

Supporting pathways for rehabilitation and sale of single-family homes is critically important for the future health of the area. A coordinated strategy with renovators and existing programs can create affordable ownership options and stabilize neighborhoods through programs focus on the Bridging Neighborhoods Program. Photographs on right show some of this rehab work. In addition other potential housing rehab programs include:

- DLBA Building Blocks events like the one held in Franklin Park in December 2019 as part of a neighborhood-focused approach promoting Auction and Own it Now sales, including complimentary walk-throughs of select properties
- DLBA Homestead Program
- HRD Housing Resource Centers
- Bridging Neighborhoods Program

With low capital requirements, single-family house rehabilitation also presents opportunities for city government to support small business and workforce development. The area also presents opportunities to scale up, from a single house rehab to dozens. Detroit has a network of organizations that can help support and develop small contractors.



Westwood Street



Minock Street



Penrod Street



Abington Avenue



Warwick Street



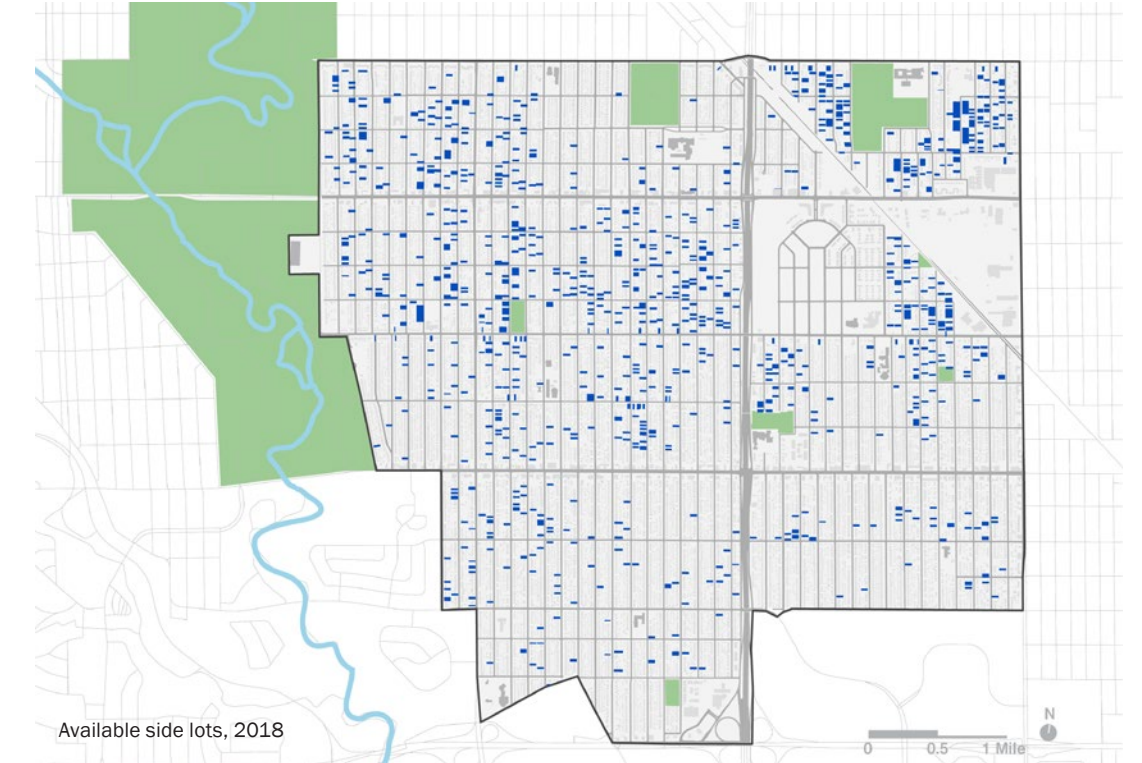
Longacre Street

Land Bank Side Lot Sales

From 2014 to 2018, the Detroit Land Bank Authority (DLBA) sold over 450 side lots to residents, helping curb dumping and illegal activity. Cody Rouge & Warrendale residents are using side lots to increase their quality of life in all kinds of ways, gaining space for playgrounds, parties, trampolines, exercise equipment, barbecue grills, and more.

In 2018, 1099 side lots remained available. The Land Bank will conduct a postcard campaign to continue selling them and putting them under resident ownership.

Through the upcoming DLBA Neighborhood Lots Program, these lots can also become Community Yards as described above.



Available side lots, 2018



Monitor Multifamily Developments to Support Tenants & Preserve Quality Affordable Rental Housing

The Housing and Rehabilitation Department (HRD) policy team will continue to monitor existing affordable housing developments in the area including:

- French Quarters Apartments, 18450 West Chicago
- Alexander Court Apartments, 9358 & 9371 Rutherford
- Village at St Martha's, 15875 Joy Road
- Joy West Manor, 16301 Joy Road
- Gardenview Estates, 16461 Van Buren
- West Park Manor, 7236 Rutland

Support nonprofit organizations that provide home repair, foreclosure prevention & tenant services

Homeowners need expanded support with roof & furnace repair, unhealthy homes, and foreclosures.

Tenants need support dealing with housing instability, unhealthy homes, landlord-tenant disputes, and eviction threats.



What we see at home

Driving down an average street in Detroit, you're likely to see more than your fair share of abandoned houses, even on otherwise highly populated blocks. On top of that, slumlords, increasing rent, and buying prices, even when the houses may not be up to standard, can make living in Detroit neighborhoods tricky. Many of us had our own experiences with these issues and were ready to learn more.

Through this neighborhood framework project, we were able to find out how housing works, why certain problems may happen, and possible solutions. One of the most important things we learned is that, much like the streets of Detroit, houses can be owned by many different people; the city, individual landlords, and companies can own them, and there can be different layers to ownership. This can make the process

even harder. But there are programs, like this Neighborhood Framework, set in place to help. With this project, we hope that safer, cleaner living situations, more suitable landlords, and overall better housing will be provided for residents of Cody Rouge and Warrendale.





5

Looking Forward

Looking Forward

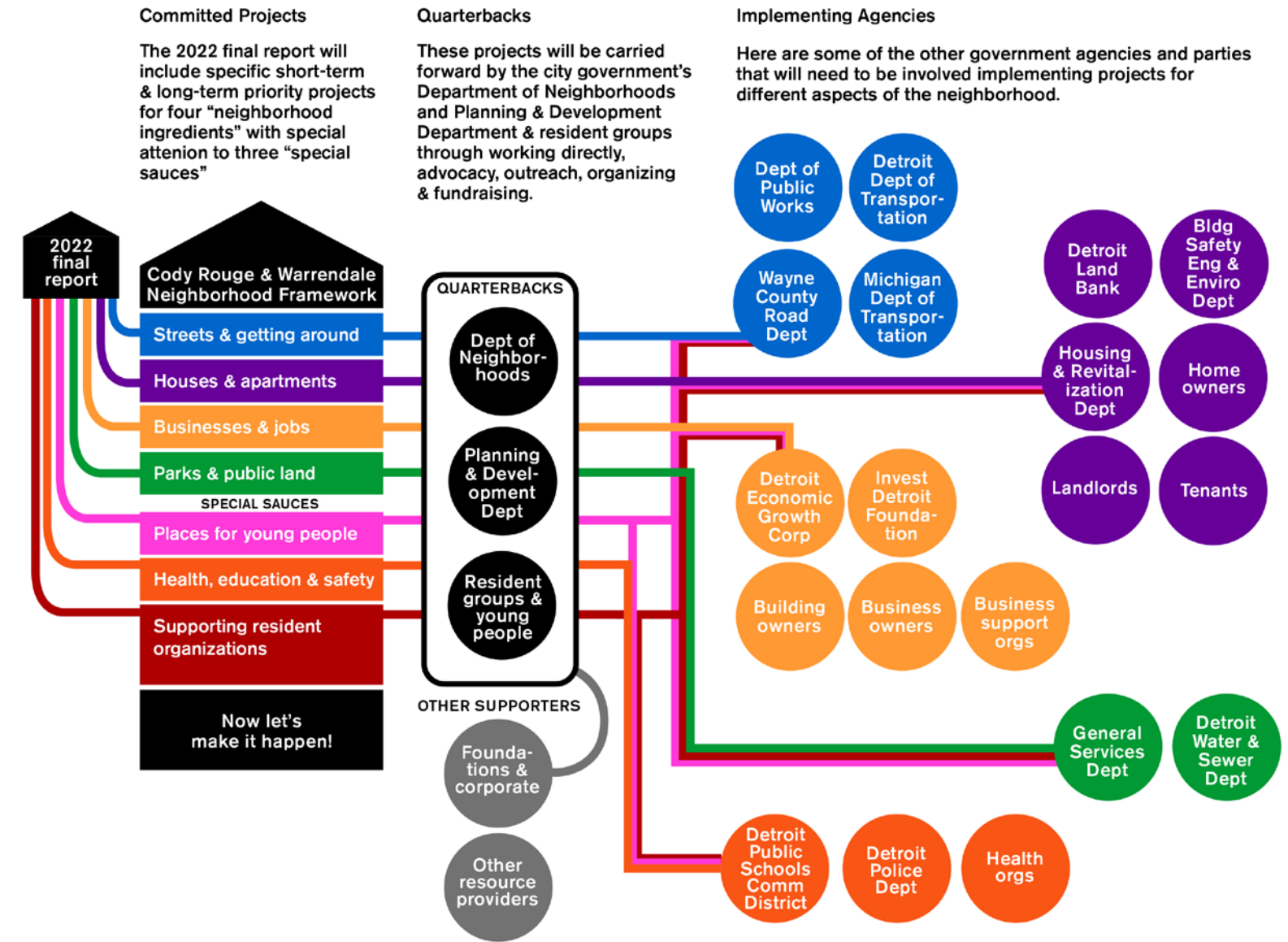
In this booklet, you've read about the personalities and cultures of the neighborhoods of Warrendale, WACO, Joy Community, Franklin Park, and Gardenvue, the things that residents and community organizations desire for these places, and concrete projects that work to achieve these results. Most of all, you've seen how the City of Detroit and its many partners have attempted a different kind of planning process. As a conclusion and spur to keep imagining and working collaboratively, the following pages present potential future scenarios where these projects are realized and link together to create *the most youth-centric neighborhoods in Detroit*.

Imagine a place where drag racing has been curbed, so that graceful streets stretch peacefully below mature trees that rise against a spectacular Michigan sky. The longest blocks in all of Detroit, some over 1300 feet, have become alive with people young and old. This last outpost of the urban grid, on nearly flat terrain, offers young

people the everyday freedoms that enhance learning and health, and connect to local wonders like Rouge Park, with Detroit's only public campground, archery range, and Buffalo Soldiers stable. Community yards, porches, and side yards are celebrated as key places of public culture and expressions of the area's long tradition of strong community and resident groups. Educational and interpretive signs call out significant stories and pass them along, and also showcase local artists. While there may not be a formal museum in the area, sidewalks, schools, and parks have become museums themselves. Everywhere it is clear that these are neighborhoods where children are loved.

The diagram to the right shows some of the city government departments and other organizations who must be involved in implementing visions and projects.

How many of y'all watch football? Getting it all done for the Neighborhood Framework, we set it up as a football diagram, like you use to run plays. So it's a long process but let's stick with this plan. — Rodney





Imagining our neighborhood near future

Continuing their tradition as people who make things, from Bill Hammer's 1964 Ford Thunderbolt to community gardens like In Memory Of, Warrendale continues to develop as a place for independent people, the last piece of Detroit grid before the suburbs. Generations continue to adventure in Rouge Park, and the Warrendale Festival is brought back for 2025, the neighborhood's 100th anniversary as part of Detroit, with the support of all the businesses along West Warren.

- 1 Street safety around Carver STEM
- 2 Support existing & attract new businesses on West Warren with focus around Grandville
- 3 Restriped West Warren Ave with safety retrofits & 30 mph speed limit
- 4 Rezone this portion of West Warren as a Traditional Main Street Overlay area
- 5 Single family rehab focus area & street safety retrofits
- 6 In Memory Of Garden / Minock Whitlock Park / Orchard
- 7 Two new bus shelters at evergreen & west warren
- 8 Community Yard at Evergreen & Sawyer
- 9 Street safety retrofits around St Peter & Paul
- 10 Tireman Minock Park at Old Dixon site
- 11 Rouge Park
- 12 Tireman Youth Lane



Hi! I ride my bicycle to Boys & Girls Club on the Youth Lanes and Gardenview path. I can get to pretty much everywhere on my bike.

This is where I go to church on Sundays

Meet up with my friends at the skate & BMX bike park

My friend lives in the apartment here

Grab a snack on Warren Ave

I also have a new friend who moved to a nice house here

WACO's reputation grows as a neighborhood with a combination of cultures, from the 1970s rock and roll spirit of bands like Mitch Ryder and Detroit Wheels to people with roots in Iraq, Lebanon, Yemen, Central and South America, and more. Residents make increasing use of the Boys & Girls Club, with its improved connections through and across neighborhoods thanks to the Tireman Youth Lane and the Gardenview Cut Thru. Following the city government's investment in West Warren Avenue to increase safety and improve the shopping environment, businesses thrive that serve residents daily needs, including scrumptious Polish paczkis and Iraqi Knafeh.

- 1 Tireman Youth Lane
- 2 Gardenview Cut Thru
- 3 Street safety retrofits around St Christopher and Boys & Girls Club
- 4 West Warren Streetscape
- 5 Restriped West Warren Ave with safety retrofits & 30 mph speed limit
- 6 Support existing & attract new businesses on West Warren
- 7 Preserve affordable housing at West Park Manor
- 8 Single family rehab focus area with street safety retrofits
- 9 Redesigned Simanek Park
- 10 Southfield Freeway pedestrian overpass

Imagining our neighborhood near future



Small projects like the Joy Community Yard, West Chicago Youth Lane, and Gardenview Cut Thru will open new connections across the different zones that define the neighborhood, from Gardenview to Henderson Park. Joy Road becomes much safer for people to cross, and makes it easier to reach the other side of Southfield Freeway.

- 1 West Chicago Youth Lane
- 2 Preserve affordable housing near Henderson Park
- 3 Henderson Park improvements
- 4 Street safety retrofits around Henderson School & Park
- 5 Restripe Joy Road with safety retrofits & 30 mph speed limit & crossings for seniors
- 6 Enhanced bus stop near Ford Burial site
- 7 Rezone along Joy Road to prevent new automotive uses
- 8 Support existing & attract new businesses along Joy Road
- 9 Preserve affordable housing at Joy Manor & Village of St Martha's
- 10 Gardenview Cut Thru
- 11 Joy Community Yard



Imagining our neighborhood near future

Home to Cody High, Mann School, St Suzanne, and between the large open spaces of Cody Park and Rouge Park, this neighborhood will continue to adapt to foster young people's learning and health. Street safety retrofits and the West Chicago Youth Lane will increase young peoples' everyday freedoms, and spark the community innovation that created new institutions like the multi-organizational youth hub of St Suzanne.

- 1 Preserve affordable housing at French Quarter apartments
- 2 Cody Park Improvements
- 3 West Chicago Youth Lane
- 4 Community yard
- 5 Street safety retrofits around Mann School
- 6 Street safety retrofits around St Suzannes
- 7 Rebuilding Cody High & surrounding street safety retrofits
- 8 Edison Library Porch
- 9 Support existing & attract new businesses along Joy Road
- 10 Rezone along Joy Road to prohibit new automotive uses
- 11 Land bank focus area on both sides of Joy Road & street safety retrofits
- 12 Pop Up Day Club on Joy Road
- 13 Cody student bus stop relocation & upgrade
- 14 New bus shelter on Joy Road
- 15 Restripe Joy Road with safety retrofits & 30 mph speed limit & crossings
- 16 Cathedral St Cut Thru



6

YOUTH-CENTRIC PLANNING APPROACH

Youth-Centric Planning Approach

Neighborhood planning centered on young people offers an invitation to new ways of thinking and acting for people and organizations invested in Warrendale, Cody Rouge, and beyond. Prioritizing the effects of the environment on human development holds fantastic potential to strengthen existing collaborations and forge new ones around issues from housing to education, economic opportunity to public safety.

Planning and designing not only for young people but with them requires finding workable ways for them to play leadership roles in community processes like this one. There's no substitute for chances to be at the "big kids' table" to see how a community actually deals with its challenges and opportunities. Expanding the conversation around the roles that young people can play in planning and design processes is essential to the immediate and long-term success of this project.

Youth-Centric Process & Goals

How can a Neighborhood Framework be Youth-Centric? This project aims to be youth-centric in its process and its goals.

Our youth-focus process focused on:

- Plan with young people
- Emphasize civic education
- Young people serve in serious roles
- Young people work with older community leaders & established neighborhood organizations

Our project goals for young people included:

- Spaces for young people
- 'Everyday freedoms': Ways for young people to move safely around their neighborhood without needing adults or cars
- Encourage physical activity & overall health
- Safe & healthy homes with convenient, quality shopping

- Youth entrepreneur & job opportunities
- Reinforce the neighborhood as overall learning environment
- Youth entrepreneur & job opportunities
- Reinforce the neighborhood as overall learning environment



Public Conversation hosted by Joy Community Association at the Village of St Martha's on Joy Road

1. Challenge Typical Neighborhood Planning

Young people can help adults productively question conventional understandings of what planning is and how we do it. Making the tools of planning and design understandable by young people and responsive to their leadership, produces a more accessible process for everyone. Can a planning and design process spark curiosity, wonder, and joy? This means being willing to question expertise, conventional ways of communicating, and the separation of responsibilities in the modern city. It also means questioning inequality and injustice as only young people can.

Discussions of the neighborhood framework began with questions about the nature, purposes, and potentials of neighborhood planning. Regular interactions over the project fostered and valued contrasting views:

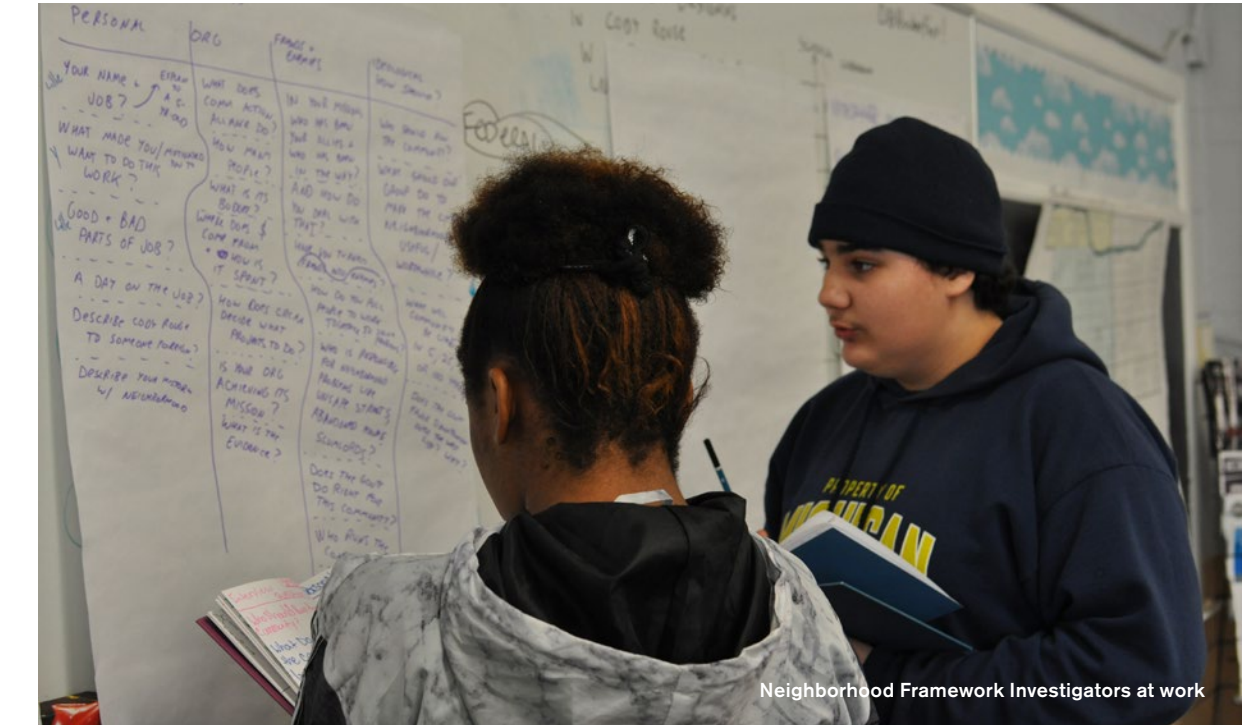
1. The **initial Neighborhood Framework Investigation** conducted in early 2019 by nine teenagers focused on developing and deploying critical interviewing skills. Young people used their skepticism of city government and adults to develop lines of questions for individuals responsible for public work on streets, vacant houses, parks, and more.

2. The **April 2019 Public Kick-Off**, attended by over 100 residents at the Boys & Girls Club on Tireman Ave, was chaired and facilitated by Neighborhood Framework Investigators, who began the public discussion of the area's

future with 45 minutes of their own thoughts and findings, setting the stage for wider deliberations.

3. **Sixteen meetings of the project's Organizational Steering Committee** between 2019 and 2021, including Neighborhood Framework Investigators, leadership from a dozen neighborhood organizations, and city government staff, held space for cooperative and conflictual exchange.

Personal and organizational networks of accountability—across neighborhoods, among city workers and resident leaders, volunteer and professionalized neighborhood groups, between youth and adults—opened remarkably different views on the goals, means, and ends of neighborhood planning.



Neighborhood Framework Investigators at work

2. Planning–Doing

Instead of a planning process, we pursued a planning-doing process to nurture existing energies, imaginations, and capacities through learning by doing, an essential yet underutilized planning tool for people exploring places, relationships, history, and possibilities. Supporting residents' abilities to steward and advocate for their own neighborhood is essential to creating a healthy environment for children. Our process aimed to extend the educational, civic, and collaborative benefits of the planning and design beyond just producing good plans and designs, to meaningfully connect with individual and collective desires for self-determination.

In the Cody Rouge and Warrendale process, semi-independent projects offered specific roles and benefits for participating organizations and individuals, serving immediate concrete purposes as well as the larger neighborhood framework:

1. To supply one of the most common wishlist items of resident groups, the project's Organizational Steering Committee orchestrated and executed the **June 2019 Community Picnic Table Factory**, where over 30 residents of all ages constructed eight brightly painted picnic tables, which were then distributed to community yards managed by block clubs and community organizations.



2. Six Organizational Steering Committee member groups organized and hosted **ten Spring 2019 Public Discussions** with their memberships and constituents on the subject “What is a Neighborhood Framework and how can we use it to get what we want for our neighborhood?” This way, work on the Neighborhood Framework could best interface with other ongoing work, and could be tailored to address highest priority concerns.

3. Over **Summer 2019**, 31 young people worked in paid positions via Grow Detroit's Young Talent (GDYT) to (1) create a pilot **woodworking** facility at St Suzanne Cody Rouge Community Resource Center for designing and building benches, lamps, trays, and more; and (2) researched, organized, and hosted a **Youth Urbanism Summit** on creating positive safe places for young people on Detroit's west side.

3. Young People in Leadership Roles

Planning and designing not only for young people but with them means finding realistic ways for them to play leadership roles in community processes like this one.

In the Cody Rouge and Warrendale process, young people served in various leadership roles, responsibilities more often held by elected officials, professional staff, and older neighborhood leaders. We experienced positive moments of leadership, like the outpouring of pride and support from 100+ people in the audience at the debut of their Neighborhood Framework Investigation in the Boys & Girls Club on Tireman. For future youth planners to borrow and build on, here are four ways we were able to practice and serve as leaders in concrete ways:

1. **Investigators** who conduct research, interviews, and analysis, as young people shared at the Public Kick-Off.
2. **Organizers** who convene different interest groups, advocate for their positions, and seek shared decisions, as young people did at Organizational Steering Committee meetings, Public Conversations, and the Detroit Youth Urbanism Summit.
3. **Artists, Writers, and Designers** who create ways to share what they have learned, as young people did by designing, editing, drawing, writing, photographing, building, and presenting

their own ways of imagining and creating the future of these neighborhoods.

4. **Advocates** who hold authorities accountable, as young people did when persuading adults to be more civil by reiterating the reasons at the center of the collective work, and when questioning city government officials in person and in writing about funding allocations decisions.



4. Value What's There, Build On & Extend

We begin by valuing what's here. At the boundary between the city and suburbs, Warrendale and Cody Rouge are important places to understand the region. The neighborhood is a deeply significant American landscape shaped by the 20th century, with single-family homes, retail corridors, wide streets, and open spaces like Rouge, Henderson, and Cody Parks. It supports neighborhood institutions like schools and places of worship, and benefits from neighbors like Dearborn, home of Henry Ford College and other assets.

Many are already doing the long-term work needed to make this place thrive in the century to come. Recent work by the project partners makes clear that things are moving, and we've aimed to weave the planning process into these existing efforts, to build on past and present plans rather than trying to supersede them.

In the Cody Rouge and Warrendale process, we quickly learned that, even though this area has been part of Detroit for nearly 100 years, its history and culture remains woefully under-documented. So, as we invested the resources allocated for the planning process, we made sure to include:

1. **Supporting existing neighborhood organizations through stipends;** structured access to city government and fellow neighborhood groups; lead roles planning and speaking in Neighborhood Framework events; and publicizing recent achievements.

2. **Documenting and celebrating the area's history and cultures,** with special attention to the pride, charm, and ancestral connections that humans create in all communities. These efforts included *Young Views of Cody Rouge & Warrendale*, a compilation of drawings by youth, a *Neighborhood Sourcebook* of historic and analytic materials on the area, and the first digitization of a locally famous video by residents Mark Gray & Denny Jordan of the 1987 Warrendale Festival, the last time



in living memory that West Warren Avenue was closed to traffic to make way for a giant community celebration.

Below: Still images from "1987 Warrendale Festival" video



5. Building Civic Literacy

Working with young people raises important questions about how all of us come to understand their neighborhood, city, region, and our selves. For example, many young people already have excellent ideas for vacant lots or derelict buildings in their communities. They want to do something about these spaces but lack the sense of team, the resources, or the necessary understanding of the systems of power, from environmental management to racialized and class segregation. Building civic literacy requires creating opportunities for the neighborhood to see itself.

In the Cody Rouge and Warrendale process, neighborhood planning resources were committed to building civic literacy in ways including:

1. **Public documentation** of each step of the process, recording commitments by various parties and reasons for them, including:

- Neighborhood Sourcebook contains documentation of neighborhood conditions, histories, and cultures, along with material developed by young people for use in Public Conversations that introduces the Neighborhood Framework process, with briefs on what the process has delivered in other neighborhoods, as well as a detailed "football diagram" developed through the Neighborhood Framework Investigation showing major players involved in decisions about funding and implementation.

- Videos from the April 2019 Public Kick-Off unpack views on issues facing residents in this part of Detroit: city government officials like traffic engineers, land bank supervisors, planning officials, and the mayor; community organization, nonprofit, and foundation leaders like Warren Avenue Community Association (WACO) and the Skillman Foundation; and advocates like Detroit People's Platform and Jefferson Chalmers Community Advocates.

- Spring 2019 Public Conversation Notes including notes and points of agreement among specific conversations in each of the four neighborhoods, hosted by member groups of the Organizational Steering Committee.
- October 2019 Potential Projects Guide describes and begins to visualize ideas that had significant support from the Public Conversations and Organizational Steering Committee, along with ways for people to offer guidance, support, or criticisms.



6. Physical & Mental Health are Socially Produced

Organizational Steering Committee Proceedings summarize discussions, deliberations, and commitments from the fourteen's meetings throughout the project.

2. Bountiful opportunities for adults and young people with any level of experience in neighborhood politics and planning to talk and listen to neighbors and civil servants on critical neighborhood issues, including most recently an **Implementation Summit** with city government agencies, neighborhood groups, and young people to discuss final decisions about the first set of Neighborhood Framework projects.

In the long term, this work must be evaluated by the life outcomes of the people connected to this place. The challenge of creating and sustaining healthy neighborhoods is first that of conceiving of a neighborhood as a shared space, and building shared understandings of it. Social psychiatrist and public health researcher Dr. Mindy Fullilove has taught us that physical and mental health is socially produced—never solely dependent on individual circumstance, opportunity, or choice. Just like the physical environment, it is not just

a set of given conditions to be studied and tested, but something that we ourselves actively reproduce and can change. Following Dr. Fullilove's insight, we have worked with young people to create social spaces that engage humans at all developmental stages.

In the Cody Rouge and Warrendale process, some of ways we returned to this theme included:

1. November 2019 workshops with Dr Mindy Fullilove: one with neighborhood organization



members and staff on “Building a Strong Cody Rouge & Warrendale Coalition,” and another with Detroit Planning and Department staff on building new social infrastructure.

2. Throughout the **difficult moments and conversations at Organizational Steering Committee and other interactions**, the group, and maybe most of all the young people, held onto the central importance of group problem setting (defining issues) and problem solving, and how collective governance builds the core strength of human resilience.

3. As ideas and potential projects were discussed and developed, together they presented **a vision of a healthy Warrendale and Cody Rouge**, from better and safer ways to travel between places for young people and anyone walking or using bikes, scooters, and wheelchairs; to more outdoor places large and small where families and communities can come together to work, relax, make culture, and enjoy company; to renovated schools and homes cleaned of toxic materials; to local businesses that provide high-quality food and other goods, as well as jobs at all levels for nearby residents; to a wide network of educational and interpretive signs that tell stories of West Side Detroit people and places, along with art by young people.

