

MIDWEST – TIREMAN DEVELOPMENT REQUEST FOR PROPOSALS

5511 – 5517 W WARREN

Updated 10/25/24

Release Date: 10/15/24

Pre-Submission Conference: 10/30/24 **11:00AM – 12PM**

Proposal Submission Deadline: 11/15/24



Table of Contents

- I. Project Overview
- II. Neighborhood Context/Area Summary
- III. Midwest Tireman Commerical Investments
- IV. Midwest Tireman Education Investments
- V. Midwest Tireman Community Organization Investment
- VI. Midwest Tireman Neighborhood Investments
- VII. City Wide Investment
- VIII. The Proposed Development – 5511 - 5517 W Warren Ave
- IX. Location Map, Dimensions, and Photos
- X. Available Incentives & Affordability Requirements
- XI. Evaluation and Selection Process
- XII. List of Exhibits

Exhibit A – Housing Typology Massing Sample

Exhibit B - Planning & Development Guiding Principles

I. PROJECT OVERVIEW

The City of Detroit's Housing and Revitalization Department (HRD) Public - Private Partnership (P3) Team seeks a qualified development team to bring a new construction mixed-use housing project to the proposed site at 5511 – 5517 W Warren Ave in the Midwest Tireman neighborhood. The project consists of two parcels/structures:

- 5511 W Warren - A vacant building totaling 0.085 acres (3,722 sf) once used as a retail space.
- 5517 W Warren – A vacant lot totaling 0.5 acres (22,213 sf) for new construction.

These sites offer a strategic development opportunity in Midwest Tireman. This area is known for its historical significance as one of the first black enclaves outside of Black Bottom and is currently undergoing revitalization efforts such as the Joe Louis Greenway and the marketing of 5601 W Warren Ave, an Albert Kahn designed bank building for Detroit Savings Bank. The Joe Louis Greenway, which aims to connect communities across Detroit by creating accessible infrastructure for residents, exhibits the transitioning efforts of the neighborhood. The City of Detroit is also marketing 5601 W Warren directly across the street to add to the neighborhood's commercial corridor revitalization efforts. These prospective opportunities are just the beginning of revitalization opportunities for this area.



5511 W Warren, originally home to local retailer Rathnaw Clothing, whose name still adorns the entrance, has a rich retail history. Following its time as a clothing store, the building became the Sarasohn Department store. The department store continued to serve the community until the mid-90s, after which it became Stan's Barber and Beauty Shop. In the early 2000s, the building became vacant and has remained unused since.



The City of Detroit P3 team envisions a mixed-use development that combines ground floor commercial retail spaces with residential units above. Renovation or demolition of 5511 W Warren will be supported as a part of a larger redevelopment proposal for the entire site. The project should aim to include commercial space for either retail, dining or services that cater to the needs of the community as well as affordable housing. The proposed development should reflect the desires found in the Midwest Tireman Framework Plan and contribute to the overall neighborhood.

The successful respondent will adhere to these guiding principles:

- **Community-Oriented Development Process:** The selected development team must be transparent with residents of the community and maintain an open dialogue with stakeholders throughout the development. This includes (but is not limited to) incorporating community members' values and desires in the developer selection process, construction issues, site plan/design decisions, and marketing any residential units during lease up
- **Neighborhood Scale Development:** The design, scale, and quality of the proposed residential units will enhance the existing housing typologies found within the surrounding neighborhood. The structures will allow observation of the street and provide pedestrians with a sense of walkability
- **Growing Detroit's Development Talent:** The City of Detroit is committed to the expansion of new local developer, architect, and builder talent through real estate development projects. While not required for all participants, at least some of the partners participating in the project should be locally based and new emerging talent in the real estate sector.
- **Sustainable and Equitable Development:** The project will support neighborhood investment and job opportunities, while also incorporating design elements that promote environmental sustainability – both in the natural (i.e., natural plant species) and built environment (i.e. storm water management, LED lighting, renewable energies) and an array of alternatives that promote healthy design development.

The successful respondent will:

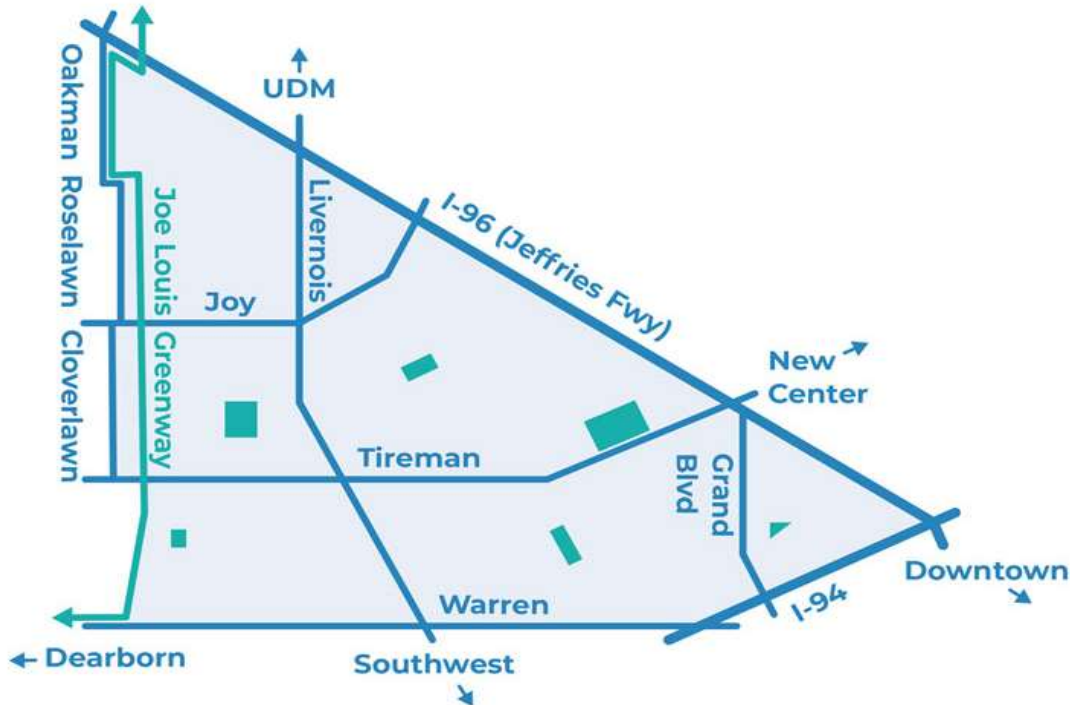
1. Demonstrate a strong track record of delivering high quality projects on time.
2. Have significant experience completing new construction and rehabilitation of mixed-use residential-commercial projects structure/space
3. Demonstrate the desire to create a development that works to bridge various communities within the neighborhood.

Respondents are asked to submit the following:

1. **Project Description:** Letter of intent, which includes a narrative of the Respondent's approach to developing the site, scenario selection and programming, and anticipated outcome
2. **Project Team Experience:** Detailed professional experience/history of the development team including current resumes & Bios, respective roles and responsibilities of team members, examples of similar completed projects, and references for a minimum of three (3) past projects of similar size
3. **Project Financing:** Developer equity, development budget, ten-year proforma (including operating budget), preliminary construction costs, market and financial assumptions, financial details, and detailed and vetted sources and uses for the proposed project clearly outlining any city and state funding/abatement opportunities
4. **Project Design:** graphic representation and basic schematic design. (The applicant should provide graphic representation of the general massing and neighborhood context of the proposed project; however, the City prefers that applicants invest their time and resources in the development of detailed financial analysis for this project rather than upfront design work.)
5. **Project Timeline:** Preliminary project schedule, predevelopment timeline, construction timeline, lease-up timeline (if applicable), and strategy for developing the site should be clearly outlined

II. NEIGHBORHOOD CONTEXT / AREA SUMMARY

The Midwest Tireman neighborhood is bounded by Oakman Blvd, Clover Lawn, and Roselawn on the west, Warren Avenue and I-94 to the south, and I-96 to the east.



The City's Planning and Development Department (P&DD) completed a neighborhood framework plan for Midwest-Tireman neighborhood as a comprehensive guide for the revitalization and redevelopment of the neighborhood. The plan aims to address key issues and identify opportunities for new construction redevelopment, repurposing existing buildings and improving infrastructure. The recommendations within this framework plan seek to address community needs and priorities related to the following themes:

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

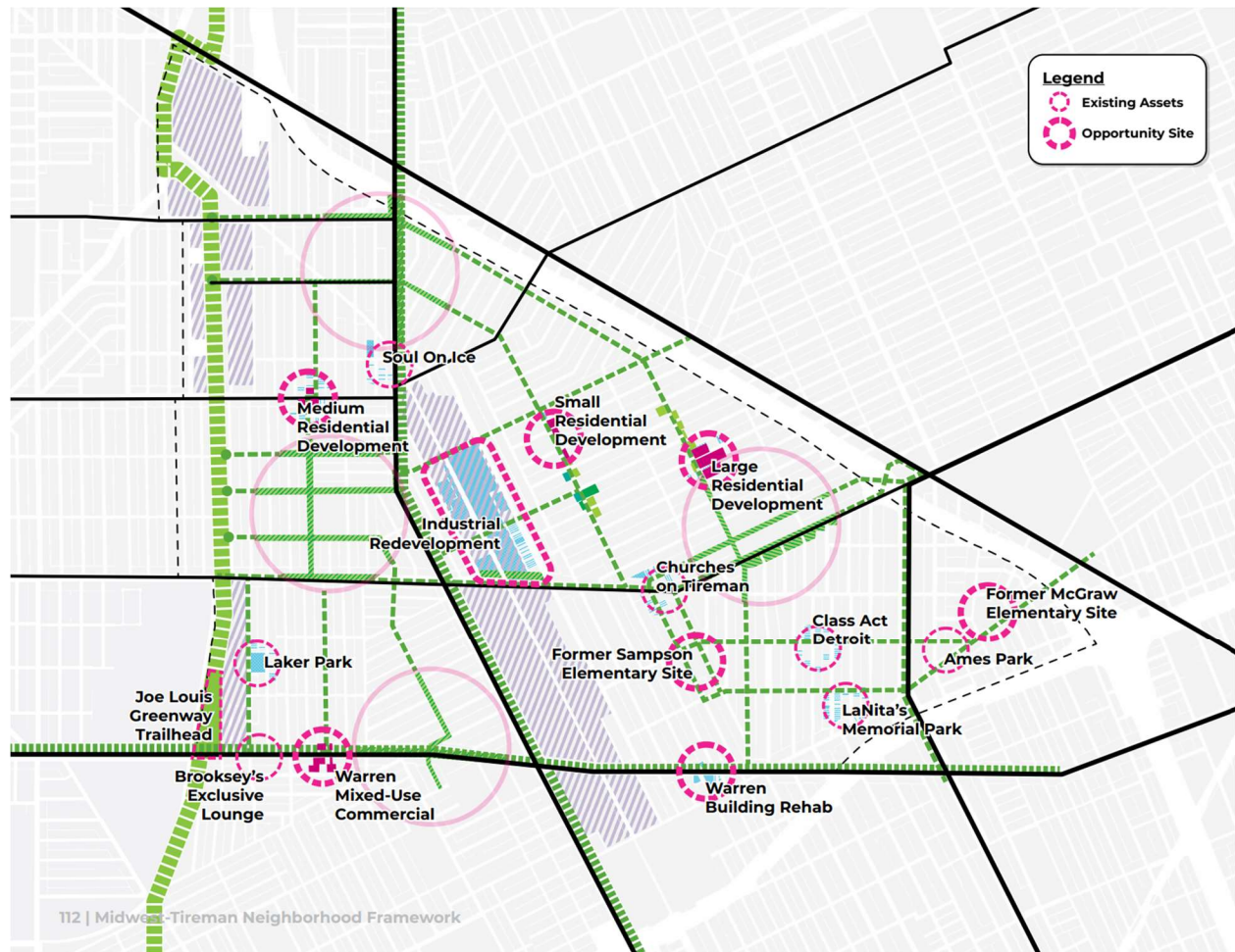
The goal of the framework plan is to build upon the positive investment efforts that residents and businesses have already made to improve their neighborhood and create a strategy that can be used to advocate for changes that align with the vision of the community. For more information on the Midwest Tireman Framework Plan go here: https://detroitmi.gov/sites/detroitmi.localhost/files/2024-02/MidwestTireman_NeighborhoodFramework%20%28Print%20Version%29_0.pdf

The Midwest-Tireman Neighborhood has a rich history as a thriving neighborhood whose prosperity was tied to the African American middle-class experience. This neighborhood has gone by many names, including: “The Westside”, “The Old West” and the “North Warren Community”. Until the 1920s, the neighborhood consisted of people from European descent, predominately Jewish. From the 1920s to the 1950s, the area became home to predominately middle-class African Americans with blue collar jobs. The neighborhood was a mix of well-maintained single and multifamily houses alongside thriving commercial corridors along Tireman and Grand River Avenues. Historically, the area, south of Tireman Avenue and Grand River Avenue, is known for being the first Black enclave established outside the traditional Black Bottom and Paradise Valley.

There are many legacy businesses and institutions in the neighborhood including: community-focused organizations like Equity Alliance and Class Act Detroit; active businesses like Soul On Ice & Brooksey’s; and several active churches, such as Iglesia La Luz del Mundo, Ark of Deliverance, and Greater Apostolic Church.

III. Midwest Tireman Commercial Investments

The Midwest Tireman neighborhood has become an emerging location for commercial investment. The area offers a mix of history, community, and opportunity. Midwest Tireman has a variety of commercial, residential, and community redevelopment opportunities given its abundance of retail opportunities, vacant land and structures as well as its proximities to other improving areas such as Russell Woods/Nardin Park, Corktown/North Corktown and Southwest Detroit.



Below is a list of a few neighborhood assets that are helping to revitalize and rejuvenate the Midwest Tireman neighborhood.

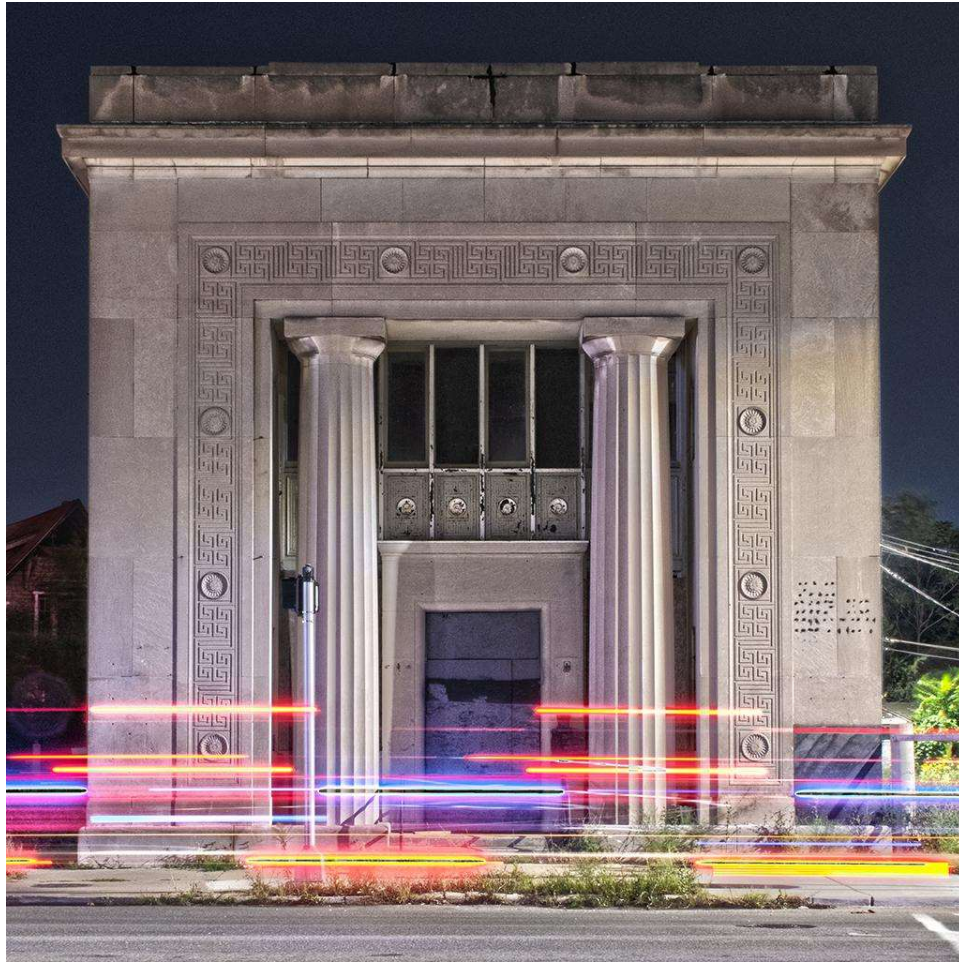
Blue Bird Inn Detroit



The Blue Bird Inn is a historic jazz venue that played a notable role in the city's cultural and musical development. The Blue Bird originally opened in 1937 and became a hotspot for jazz in the 1950s. It hosted legendary musicians such as John Coltrane, Miles Davis and Thelonious Monk. The club was central to the bebop movement and became a cornerstone of Detroit's jazz scene. It also served as an important function providing banking services, such as check cashing during the 1960s through 1980s, when Black Detroiters faced discrimination from traditional financial institutions. The club also fostered talent allowing local youth to perform, many of whom went on to have successful jazz careers.

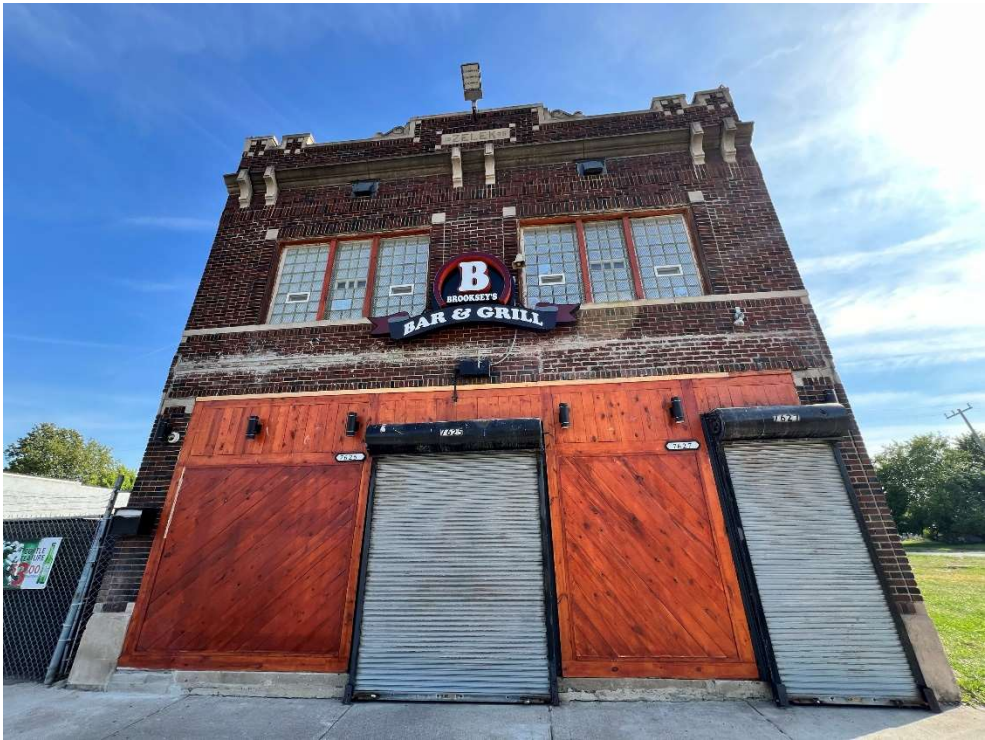
Though the club closed in the early 2000s, it is currently being restored. The Detroit Sound Conservancy (DSC) finalized the purchase of the Blue Bird Inn in 2019 and has been working to preserve the building as part of Detroit's rich musical heritage. They aim to transform the Blue Bird into a multi-use space that will continue to honor its legacy as the birthplace of Detroit Jazz. The DSC received a transformational grant of \$1.9M over four years from the Mellon Foundation to support the rehabilitation of the Blue Bird Inn and will be opening soon.

5601 W Warren



5601 W Warren is across the street from 5517 W Warren Ave and is part of a City-sponsored marketing effort to seek new owners. Originally built in 1920 by the well renowned architect Albert Kahn, it was built as a branch of the Detroit Savings Bank. The building's design is typical of early 20th century bank architecture, which aimed to display strength and reliability. Eventually the building transitioned from a bank into a community space. By 1986, it housed the Detroit Black Writers' Guild and the West Warren Avenue Merchants Association, both community-driven organizations led by Peggy Moore, local community member and writer. The Detroit Black Writers' Guild played a significant role in promoting literacy, black history and culture in Detroit. The building recently ended a marketing effort for commercial use, ideally food and/or dining related. The renovation and reopening of this building will further enhance the neighborhood providing services to residents, space for community gathering and reinvestment Midwest Tireman.

Brooksey's Exclusive Lounge



Brooksey's Exclusive Lounge is a popular sports bar and grill located in Midwest Tireman directly adjacent to the Joe Louis Greenway West Warren entrance. Known for its welcoming atmosphere and commitment to the community, Brooskey's has become a popular gathering spot for local residents. Brooskey's is not only known as a local bar and grill, but also offers its space to the community by hosting events, live music and a place for patrons to view sports game.



Soul on Ice Detroit



Soul on Ice is an upscale Bistro, bar and entertainment venue owned by Herb and Danielle Sanders, both lifelong Detroit residents who designed Soul on Ice as a space for the community to gather and celebrate their heritage. The venue offers a variety of soul food inspired dishes, specialty cocktails and a mix of live music, ranging from jazz to old school hip hop. The establishment received a grant by Motor City Match of \$35,000 contributing to total investment of \$500,000 in redevelopment.

IV. Midwest Tireman Education Investment

University of Detroit Mercy School of Dentistry



The University of Detroit Mercy School of Dentistry (UDMercy School of Dentistry) located at 2700 Martin Luther King Jr. Blvd is committed to offering students a dynamic and comprehensive academic environment and serves as a critical resource for Detroit residents throughout the city. UDMercy expanded to this location in 2008 and has committed to cultivating professionals who not only seek growth in their profession but are dedicated to the growth and health of the community. As part of the University of Detroit Mercy, one of the oldest and most respected Jesuit universities in Michigan, the dental school is committed to academic excellence and service to the community.

University of Detroit Mercy School of Dentistry is located just outside the Midwest Tireman neighborhood and is serves a vital role in providing a wide range of quality affordable dental services offered to underserved populations through its on-site clinics regardless of income level. These services include preventive care, restorative treatments, oral surgery, orthodontics, pediatric dentistry and more.

Class Act Detroit

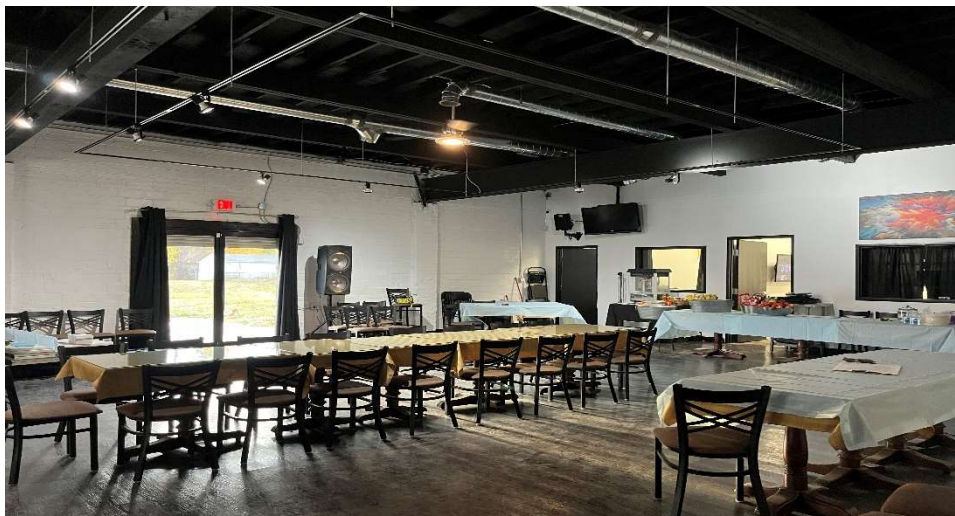
Class Act Detroit is a non-profit organization founded by local musicians and educators to provide young people with opportunities to learn about and engage in the arts. Class Act Detroit offers programs in music production, DJing, and performance. Class Act Detroit creates accessible art education by offering free and low-cost programs that teach the fundamentals of various art forms, helping to preserve and continue the area's rich cultural legacy. Class Act collaborates with schools, community centers and other non-profits in the area, supporting the broader goal of equitable development in Detroit.

V. Midwest Tireman Community Organizations

Equity Alliance

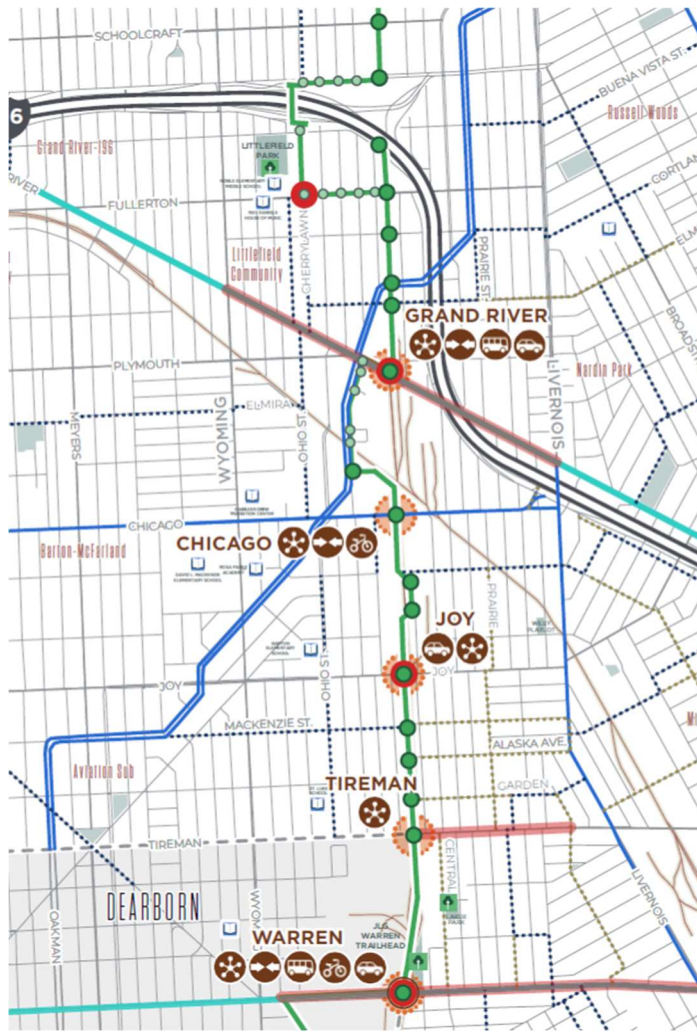


Founded by Deanna L. Stewart, the Equity Alliance of Michigan is a community-based nonprofit focused on building and engaging the community through equity, entrepreneurship, empowerment, employment and mobility. Equity Alliance has been instrumental in bringing financial resources to the neighborhood. In 2021, Equity Alliance was involved in securing a \$500,000 grant from the CDC Foundation with support from Robert Wood Johnson Foundation to increase COVID-19 vaccination access in vulnerable communities. Equity Alliance also received a grant of \$40,000 from Motor City Match for its community kitchen creating a opportunity to host several community events such as the Midwest Tireman Resource Fair and Framework Expo, Juneteenth celebration and more, which have been essential in uniting neighbors.



VI. Midwest/Tireman Neighborhood Investment

Joe Louis Greenway



The Joe Louis Greenway is a 27.5 mile recreational pathway that will unify Detroit's neighborhoods, people and parks. The City of Detroit was awarded \$20.7 million from a federal grant to construct the greenway. This path will not only connect Detroit, including Midwest Tireman area, but surrounding cities like Dearborn, Hamtramck and Highland Park through a large regional trail system. The Joe Louis Greenway is expected to be a transformational development with a significant impact on the surrounding communities by providing a safe green space for walking, biking, and other activities. It is also seen as a catalyst for economic revitalization, drawing in new residents and businesses and creating new development opportunities along the path and at the entry ways. The greenway is more than just recreational, it's a symbol of community investment and equitable development in multiple neighborhoods in Detroit.

The West Warren Gateway project transformed a segment of a former blighted and abandoned rail corridor into a 4-acre park, that includes a signature playscape, pavilion with flexible community space, fitness equipment, green infrastructure, and accessible parking. To further enhance connectivity to the JLG and West Warren Gateway, the City of Detroit is also preparing to invest \$1.25m in streetscape

improvements along W Warren Avenue between the City of Dearborn limits and Livernois Avenue. Benefits of the greenway include environmental quality, increased property values, ensuring new business opportunities are accessible to all. The project aims to address safety issues, create a safe multimodal connection to the JLG Warren Trailhead and provide an inviting environment for neighbors. Pedestrians may anticipate improvements such as protected bike lanes, improved bus stops, and public art. The project has been designed to reflect the history of the residents through extensive community engagement and involvement.

LaNita's Memorial Park



Carolyn Pruitt created LaNita's Memorial Park in honor of her mother LaNita's who lost her battle with cancer in 2007. The family has been in Midwest Tireman neighborhood for generations and are known in the community. Carolyn transformed a vacant lot into a recreational community area. She designed the park, flower selection and location based on her mother's favorite things. The park has over 20 native plant species, a rain and pollinator garden and is intended to be enjoyed by both humans and wildlife.



VII. CITYWIDE INVESTMENT

The City of Detroit is currently seeing an influx of citywide investment and developments that are significantly transforming the landscape of Detroit. With the one of the most notable of which being Michigan Central Train Station

Michigan Central in Corktown



Michigan Central station was built in 1913 by the architectural firm Warren and Wetmore and was designed to be one of the largest rail terminals in the world. The station was a key part of the Michigan Central Railroad's operation and played a significant role in Detroit's status as a major industrial and transportation center. However, the station closed in 1988 after decades of declining use and was left abandoned for years.

Ford Motor Company purchased the Michigan Central Station in 2018 and announced its \$740 million plan to restore the station. Today that investment has grown into a \$1 billion transformation of MI Central. The historic train station has been restored and repurposed as a hub for innovation and mobility. The station now includes public spaces, such as the \$6 million transformation of Roosevelt Park in front of the Station, as well as retail, office space, a planned hotel, and a recently announced coffee shop. Michigan Central Station aims to create thousands of jobs stimulating economic growth throughout Detroit.

VIII. THE PROPOSED DEVELOPMENT – 5511 – 5517 W WARREN.

The proposed site includes both the structure and vacant lot located at 5511- 5517 W Warren Avenue

The City of Detroit is seeking a qualified and experienced development team to complete this mixed-use project and enhance the value and amenities of this neighborhood. The subject property has the potential for mixed-use commercial housing. 5511- 5517 W Warren parcels total 25,935 square feet or .595 acres. 5511-5517 W Warren offer great visibility to passersby as well as residents.

The City of Detroit is looking for proposals that will revitalize these parcels and become one of the catalysts that will inspire neighborhood growth and expansion.



Location	5511-5517 W Warren
Ownership:	City of Detroit c/o Planning & Development Department
City/County:	Detroit/Wayne
Land size:	25,935 sf
Lot Dimensions:	136 x 164 & 124 x 30 sf
Zoning:	B4 The City will support any zoning changes, conditional land use, or variances required to accomplish the selected development scheme.

Asking Price: \$69,000.00

*Note: Both parcels/structures are being sold as a package and will not be sold separately.

IX. LOCATION MAP & AERIAL PHOTOGRAPHS

Proposed Site Location and Aerial Site Photograph

Aerial Photo 5511-5517



Site Photo



Lot Dimensions: 136 ft x164 ft



Lot Dimensions: 124 ft x 30 ft

X. AVAILABLE INCENTIVES & AFFORDABILITY REQUIREMENTS

The City of Detroit will favor and show preference to proposals that programmatically enhance retail and housing diversity and create stronger connections within the Midwest Tireman neighborhood plan.

Potential Incentives

The City of Detroit and the Housing & Revitalization Department have several programs and abatements that may be of use for the development of 551-1177 W Warren

- Michigan Economic Develop Corporation - CRP
 - <https://www.michiganbusiness.org/49a841/globalassets/documents/reports/fact-sheets/communityrevitalizationprogram.pdf>
- Michigan Economic Development Corporation – Revitalization And Placemaking (RAP)
 - <https://www.michiganbusiness.org/rap/2/>
- MSHDA MI Neighborhood
 - <https://www.michigan.gov/mshda/neighborhoods/mi-neighborhood>
- Strategic Neighborhood Fund
 - <https://investdetroit.com/strategic-neighborhood-fund/>
- LISC
- Detroit Housing for the Future Fund
- Federal Home Loan Bank Affordable Housing Program (AHP)
- City of Detroit Housing and Revitalization Notice of Funding Availability (NOFA)
 - <https://detroitmi.gov/document/nofa-and-application-package-july-2024>

The Detroit Economic Growth Corporation (DEGC) offers many tax abatement programs and incentives. More information can be found here: <https://www.degc.org/tax-incentives>

Utilizing City of Detroit Tax abatements and financing will require adherence to the City of Detroit's Inclusionary Housing Ordinance. Please review this ordinance here. <https://detroitmi.gov/document/inclusionary-housing-ordinance-0>

XI. EVALUATION CRITERIA AND SELECTION PROCESS

EVALUATION CRITERIA

Respondent's submission will be evaluated based on the following:

Respondent and Proposed Team Experience

- Successful experience in the planning, redevelopment, construction, and management of development projects of comparable size and complexity
- Cohesion of the team, as demonstrated by previous experience working together
- Demonstrate a strong track record in delivering quality projects on time
- Have significant commercial or mixed-use development expertise
- The degree to which the team demonstrates successful experience with ownership and management of multifamily developments of similar size

Local Hiring and Participation

- Detroit-based project team, minority or women owned business, and/or significant partnerships with local firms and community organizations, and evidence of previous local hiring experience

Preliminary Program Strategy

- The proposed development and methodology provided by the Respondent is logical, feasible, and clearly understandable, and indicates an understanding of realistic sources and uses of funds required for the project.
- Preliminary programming strategy of commercial space, parking, and amenities reflects an understanding of local market conditions
- The extent to which the developer intends to engage the community within their development timeline
- The budgets provided indicate the Respondent's commitment to ensuring the pricing proposed is reasonable
- The proposed timeline and phasing ensures timely completion of the project

Financial and Leverage Capacity

- Ability to obtain, structure, and implement financing for the Project, including demonstrated ability to procure financing and complete projects on schedule and within budgetary assumptions
- Depth and credibility of financial pro forma, ability to deliver identified financial sources, and capacity of development principles
- Consider the percentage of equity the developer intends to put towards this project

Project Design Standards

- Any work that was done in the preparation for submission by the Respondent will be taken into consideration
- Extent to which preliminary site plan proposed and design adheres to the Guiding Development Principles

- The degree to which the proposed construction budget is realistic and implementable

SELECTION PROCESS

A Selection Committee (the “Committee”) will be established to review submissions. Committees typically consist of representatives from HRD, P&DD, NED, DLBA, and community stakeholders. Additionally, the Committee may seek assistance from selected consultants. The Committee reserves the right to contact references and verify material submitted in any proposal.

The Submission of a proposal with all the requested information does not guarantee the Respondent will be a candidate for an interview.

SUBMISSION PROCESS AND TIMELINE

SCHEDULE

Release Date:
 Pre-Submission Conference:
 Proposal Submission Deadline:
 Selection of Preferred Developer List:
 Shortlist Interviews:

DATE

October 15th, 2024
 October 30th, 2024 **11:00AM – 12PM**
 November 15th, 2024
 December 6th, 2024
 December 16 – 20th, 2024

Pre-Submission Conference Virtual Login

Wednesday 10/30 11AM – 12PM

Microsoft Teams:

[Join the meeting now](#)

Meeting ID: 210 265 261 433

Passcode: WMd397

Direction for Submissions

To be considered, all RFP responses must be received by **5:00 P.M. EST on November 15th, 2024.** The responsibility of submitting the RFP response rests entirely with the Respondent to the RFP.

Submissions shall be limited to 20 pages and must be made electronically with a 8.5x11 page size (plans/renderings may be up to 11x17) PDF via email to WestP3RFP@detroitmi.gov or by USB thumb drive delivered to the City of Detroit Housing and Revitalization Department, located in Suite 908 (9th Floor), CAYMC, 2 Woodward, Detroit, Michigan 48226.

Proposals sent by overnight delivery service will be considered timely if the delivery date stamped is at least one (1) day before the due date set for receipt of the RFP. The burden of proof to establish timely filing of a proposal by overnight delivery service shall be solely upon the entity or person submitting the proposal. It is the Respondent’s obligation to ensure the required submission arrives in a timely manner at the specified location. Any submission that

is not properly marked, addressed, or delivered to the submission location, in the required form, by the required submission time will be ineligible for consideration. **Hard copies and faxed submissions will not be accepted.**

Once received by HRD, submission will not be returned. Formal communication, such as requests for clarification and/or information concerning this solicitation shall be submitted by email to WestP3RFP@detroitmi.gov. Response will be provided to all inquiries and answers to frequently asked questions will be available. No information concerning this solicitation or request for clarification will be provided in response to telephone calls.

All expenses involved in the preparation and submission of the RFP to the City of Detroit and any work performed in connection therewith shall be assumed by the Respondent. No payment will be made by the City of Detroit for any responses received, nor for any other effort required of or made by the Respondent prior to the commencement of work.

All information in the Respondent's proposal is subject to disclosure under the provisions of Public Act No. 442 of 1976, as amended (commonly known as the Freedom of Information Act FOIA).

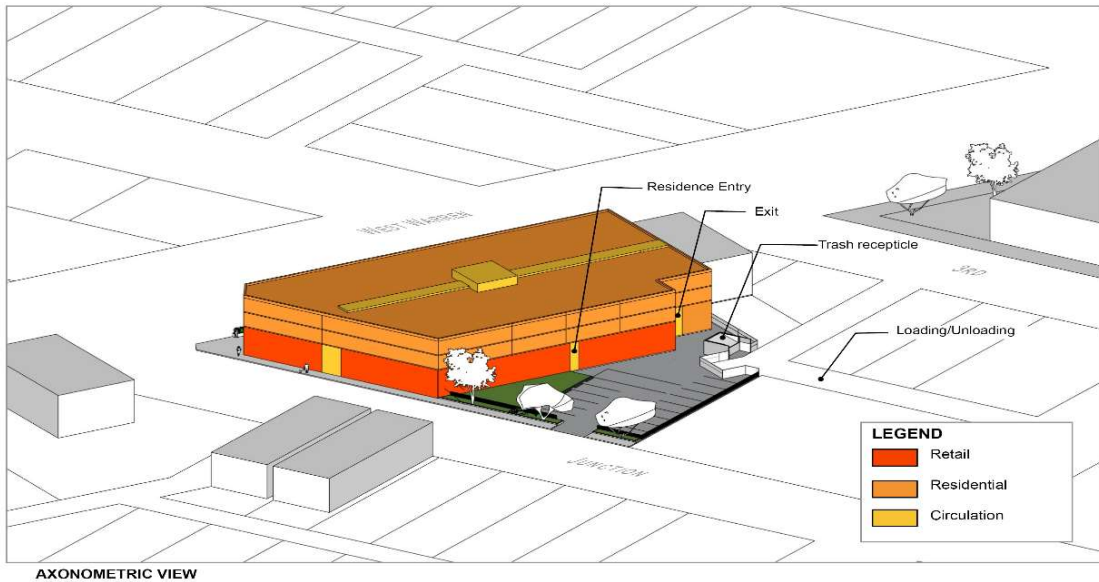
XII. List of Exhibits

Exhibit A 5511 W Warren Site Sample Massing

Exhibit B Planning & Development Department Guiding Development Principles

Exhibit A - Development Massing Sample

The City of Detroit seeks developers to propose a mixed use development featuring ground floor commercial space with residential units above. The goal is to create a space that combines multifamily housing and retail, servicing the entire community.



The sample massing below illustrates a potential envisioning of how the site can be used. Successful proposals will integrate high density residential units, an accessible greenspace, parking and retail spaces that benefit both residents and the Midwest Tireman neighborhood.



Exhibit B – Planning & Development Department Guiding Development Principles

Guiding Development Principles

The City of Detroit is committed to advancing design excellence in all projects, which will produce equity, sustainability, resilience, and healthy living for those who live, work, and play within and around project areas.

Accordingly, proposals shall exhibit walkable urban design principles, sustainable neighborhood development strategies that may include a variety of uses and appropriate building typologies with a variety of architectural expressions. Buildings shall be designed in proper form and function within the neighborhood context. Successful RFP proposals will adhere to the following guiding design principles for redevelopment of the Property:

Reinforce the Public Realm

1. Building should define the public space of a street or park in a meaningful way.
2. Mixed-use structures should be designed in such a way as to allow observation of the street.
3. Buildings generally should have minimal front lot line setbacks. Well-designed, varying setbacks (discontinuous with the lot frontage) will break up blocks and provide relief for the pedestrian.
4. The built environment should provide interesting building typologies with varied architectural expressions and should be designed to complement the community.

Sustainable and Equitable Development

1. Densities shall support opportunities for neighborhood commercial investment and jobs creation, thereby stimulating and supporting growth in the local economy.
2. Design for environmental sustainability – both in the natural (i.e. wetlands, natural plant species) and built environment (i.e. storm water mitigation, LED lighting, renewable energies).

Parking

1. Minimize land surface area dedicated to parking in order to maximize the site for development.
2. Vehicular access should be located so as to minimize, if not avoid, conflicts with the pedestrian, utilizing alleys, where possible.
3. Bicycle parking should be located so as to minimize, if not avoid, conflicts with pedestrians, utilizing alleys and adequate shelter, where possible.