

City of Tecumseh, Michigan

— DOWNTOWN —
TECUMSEH
DEVELOPMENT AUTHORITY

DOWNTOWN STREETSCAPE **MASTER PLAN**



With respect for history and an eye toward the future, this plan envisions a downtown streetscape that strengthens community and character.

2026

ACKNOWLEDGMENTS

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Dan Meikle
Josh Roth
David Stimpson

This Master Plan was approved by the Downtown Development Authority on May 14, 2026, and recommended to the City Council for approval. The City Council subsequently approved the Master Plan on May 18, 2026.

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TABLE OF CONTENTS

1. INTRODUCTION & VISION	2	4. STREETSCAPE CONCEPTS	60
The Downtown Streetscape Master Plan: Project Area.....	4	Streetscape Concept Development.....	62
Background & Purpose.....	6	Concept 1: Overview.....	64
Community Profile: A Snapshot of Our City.....	8	Concept 1: Cross Sections	66
Population	10	Concept 2: Overview.....	68
Age & Gender.....	11	Concept 2: Cross Sections	70
Income, Poverty & Employment.....	12	Final Concept: Overview	72
Average Household Expenditure.....	12	Final Concept: Cross Sections	74
Commute Time	13	Final Concept: Infrastructure Improvements.....	76
Car Ownership.....	13		
Key Insights: A Summary of Previous Reports	14	5. PRIORITIES, PROGRESS & FUNDING	78
Planning Process: Guiding the Way Forward	16	Understanding Tecumseh's Funding Resources	80
Project Schedule.....	17	Implementation Matrix.....	82
		Phases 1-17	84
2. EXISTING CONDITIONS & SITE INVENTORY	18	Additional Items	90
Understanding the Character & Activation of Tecumseh	20	Estimated Investment Summary	92
Inventory & Analysis	28		
Existing Conditions Overview	30		
Downtown Infrastructure	32		
Evaluating Pedestrian Networks	38		
3. COMMUNITY ENGAGEMENT	42		
Outreach Methods & Communication Tools.....	44		
Steering Committee Meetings	46		
Stakeholder Interviews	50		
Online Community Surveys.....	52		
Community Survey #1 Summary.....	54		
Community Survey #2 Summary.....	56		
Community Workshops	58		

Please note, the Appendix is saved as a separate document.



FIGURES & TABLES

- FIGURE 1: Site Map 5
- FIGURE 2: Vicinity Map 9
- FIGURE 3: Population, City of Tecumseh 10
- FIGURE 4: Population Decline - Cities in Lenawee County, Michigan (2025)..... 10
- FIGURE 5: Median Age by Gender, 2023..... 11
- FIGURE 6: Age of Current Population, 2023 11
- FIGURE 7: Income Comparisons, 2023 12
- FIGURE 8: Commute Time, 2013 vs. 2023..... 13
- FIGURE 9: Sanborn Maps 21
- FIGURE 10: Social District 22
- FIGURE 11: Zoning Map 23
- FIGURE 12: Existing Conditions 31
- FIGURE 13: Connectivity Map..... 39
- FIGURE 14: Community Engagement 44

EXECUTIVE SUMMARY

The Downtown Tecumseh Streetscape Master Plan establishes a clear, community-driven vision for enhancing the character, functionality, and long-term vitality of the City’s core. Centered on Chicago Boulevard and Evans Street, the plan provides a roadmap for creating a more walkable, vibrant, and economically resilient downtown while preserving the historic charm that defines Tecumseh.

The planning process was rooted in extensive community engagement and collaboration. Input was gathered through public workshops, online surveys, stakeholder interviews, and ongoing coordination with the Steering Committee and key partners. This process ensured that the recommendations reflect the priorities of residents, business owners, and community leaders. Feedback consistently emphasized the importance of maintaining downtown’s identity while improving pedestrian comfort, traffic flow, and opportunities for social interaction.

The final streetscape concept merges the strongest elements from multiple design approaches into a cohesive vision. Key features include expanded pedestrian space, strategic intersection improvements to increase pedestrian safety, enhanced landscaping and green infrastructure, and flexible areas that can

support outdoor dining, events, and everyday use. The redevelopment of North Evans Corridor, with an emphasis on the Market on Evans, creates an enhanced public environment that can serve as a gateway to downtown, while extension of the streetscape design to South Evans Street positions it as an important corridor for future growth. Refinements along Chicago Boulevard enhance safety, accessibility, and overall user experience.

A phased implementation strategy provides a realistic path forward, allowing the City to prioritize near-term improvements while planning for long-term transformation. The plan also identifies potential funding sources, including local investment, grants, and partnerships, to support implementation over time. Opportunities for pilot projects and further studies are included to test key ideas and refine solutions before full buildout.

Ultimately, the Tecumseh Streetscape Master Plan is a blueprint for strengthening downtown as a destination — one that supports local businesses, fosters community life, and creates a safe, welcoming environment for all users. By balancing thoughtful design with practical implementation, the plan positions Tecumseh for continued success well into the future.



Residents
City of Tecumseh
Tecumseh, MI 49286

RE: Downtown Streetscape Design

Dear Tecumseh Community,

I am excited to share with you that the **Downtown Streetscape Design project** has been completed! This project, a collaboration between the Tecumseh Downtown Development Authority (DDA) and Jones Petrie Rafinski (JPR), represents a significant step forward in shaping the future of our vibrant downtown.

The process began in **March 2024** when the Tecumseh DDA issued a request for proposals, and over the past year, we engaged in an extensive community-driven process. Through surveys, workshops, steering committee meetings, stakeholder discussions, and input from City staff, we gathered valuable insights from our residents, business owners, and visitors. The level of community engagement we experienced during this project is among the highest in recent history, and your voices have been central in guiding the vision for our downtown.

Our design team conducted a thorough review of our current streetscape, incorporating the efforts of the **Evans Street Corridor Plan, the Mobility Study, recent capital improvement projects, and updated zoning** initiatives. The result is a set of conceptual designs and strategies that reflect the community’s ideas for making downtown Tecumseh more welcoming, accessible, and vibrant.

Included in this **Master Plan update** is a detailed roadmap to bring these concepts to life. It outlines funding opportunities, implementation steps, and strategies to ensure our downtown improvements are thoughtfully executed and sustainable for years to come.

As we move forward with this plan, we look forward to revitalizing downtown Tecumseh in a way that respects our history and celebrates the traditions of the past. Your continued engagement and support are what will make this vision a reality, and we hope you share our excitement as we take the next steps in revitalizing our downtown.

With excitement for our future,

Mayor Brian Radant

Innovative ♦ Timeless ♦ Inviting

An aerial photograph of a downtown street intersection. The street runs diagonally from the top left to the bottom right. On the left side of the street, there are several buildings, including a large white building with a flat roof. On the right side, there are more buildings, some with parking lots filled with cars. Trees are scattered throughout the scene, particularly along the streets and in the background. The overall tone is black and white, with some color overlays for text.

1

INTRODUCTION & VISION

*Outlining the purpose, vision,
and significance of the plan*



THE DOWNTOWN STREETSCAPE MASTER PLAN: PROJECT AREA

The Downtown Streetscape Master Plan provides a comprehensive framework to enhance the public right-of-way in Downtown Tecumseh and its surrounding areas. The plan establishes a cohesive approach to design elements such as lighting, landscaping, street furniture, public art, and pavement — each aimed at strengthening the pedestrian experience and reinforcing downtown’s character.

The study area includes the downtown core and the Evans Street corridor. The primary focus area extends from Shawnee Street on the north to Pottawatomie Street on the south, and from Pearl Street on the west to Ottawa Street on the east. Beyond this, the Evans Street corridor is included from Bidwell Street on the north to Russell Street on the south.

While the project area emphasizes streetscape design within these boundaries, it also accounts for key destinations and community landmarks. The Market on Evans, Tecumseh District Library, Tecumseh Center for the Arts, and the former Tecumseh Products property are considered alongside the surrounding businesses, storefronts, and properties. How these destinations interact with the public realm plays a critical role in shaping the overall experience of residents and visitors, and ultimately in defining the identity of Downtown Tecumseh.

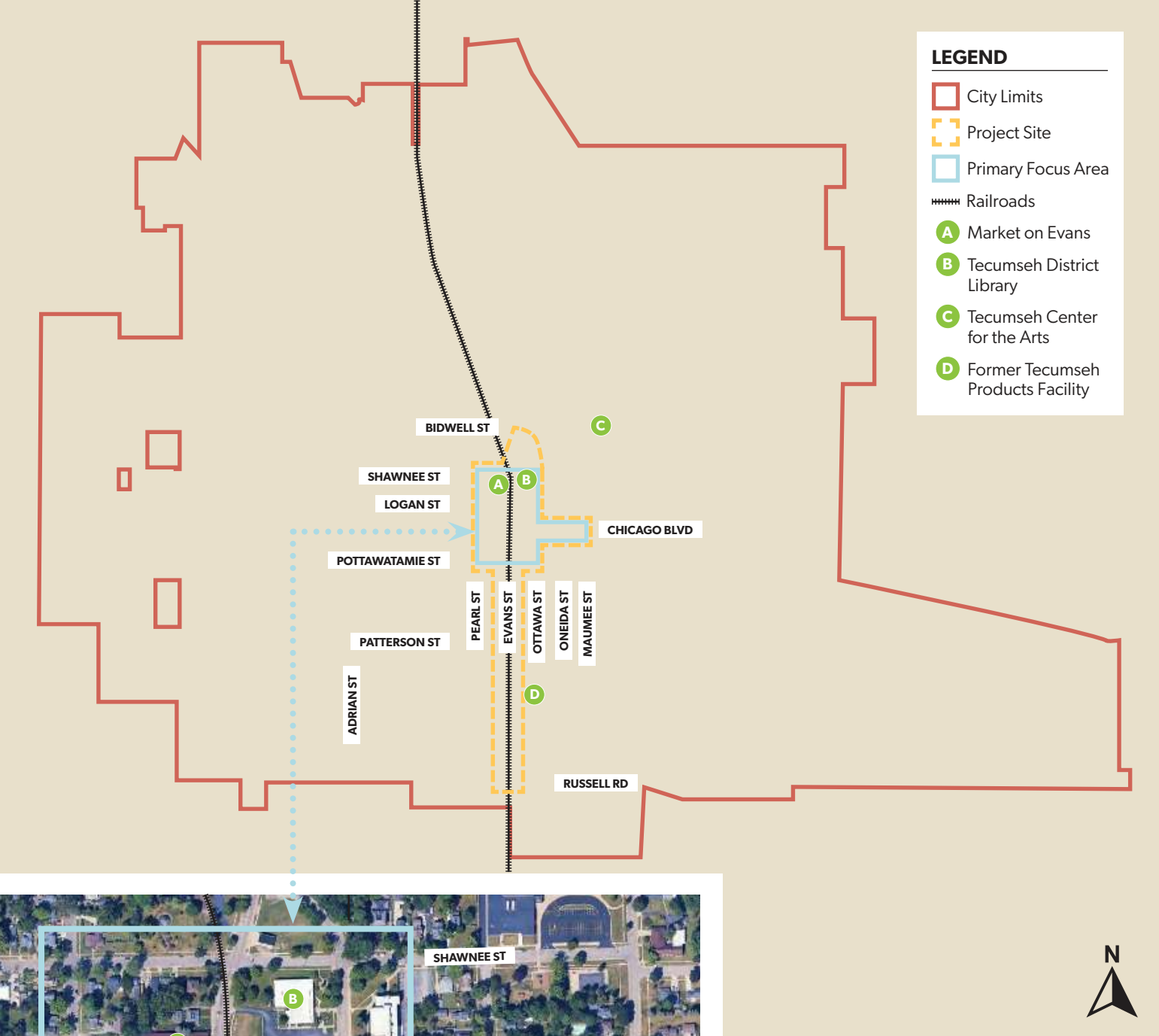


FIGURE 1: Site Map
The map above illustrates the project site in relation to the City limits and key community landmarks. A closer look highlights the primary focus area and indicates where the Southern Michigan Railroad runs north–south along Evans Street.

BACKGROUND & PURPOSE

The goal of the Streetscape Master Plan is to enhance the streets and public spaces throughout downtown Tecumseh — creating a downtown that is more attractive, accessible, sustainable, safe, and economically vibrant.

Tecumseh’s downtown is a thriving and inviting destination defined by its small-town charm, historic character, and the strong sense of community that has shaped it over generations. While visitors often describe it as having a “Hallmark” feel, to residents it represents something deeper: the true heart of the City. Downtown Tecumseh thrives because of the people and businesses that continue to invest in it, celebrate it, and make it a gathering place for all. The level of vitality is evident in its fully occupied storefronts and the rare presence of waiting lists for both ground-floor and upper-level spaces — clear indicators of a resilient and desirable downtown.

This strong foundation provides momentum for continued growth, and the streetscape, open spaces, and infrastructure remain essential to sustaining downtown’s unique identity and long-term success. Recognizing their importance, the City of Tecumseh has undertaken the Streetscape Master Plan — a forward-looking effort to reimagine and reinvest in the physical framework that supports downtown life.

The Master Plan builds upon existing conditions and anticipated growth while being deeply informed by community feedback. Residents, business owners, and local partners have all played a key role in shaping the vision for a downtown that is welcoming, walkable, and vibrant year-round. Through this collaborative process, the plan establishes a clear and realistic path forward by identifying opportunities for immediate improvements as well as long-term investments that can be phased in over time. Together, these actions form a roadmap for creating a more connected, beautiful, and enduring downtown experience that continues to reflect the pride and spirit of Tecumseh.

Project Vision:

Develop a community-supported streetscape plan that balances historic character with modern infrastructure through inclusive design, flexible spaces, and phased implementation.

Project Goals:

1. Foster a vibrant, inclusive, and visually appealing downtown environment.
2. Improve accessibility, connectivity, and multimodal transportation.
3. Support long-term adaptability and investment through thoughtful design and planning.

Project Objectives:

1. Promote a vibrant, active downtown that attracts visitors and supports economic development.
2. Celebrate and preserve Tecumseh’s historic charm while enhancing its visual character through sustainable design elements.
3. Design flexible, innovative spaces that support walking, biking, driving, gathering, and socializing.
4. Improve accessibility and safety through ADA compliance, applicable regulations, and pedestrian infrastructure.
5. Support multimodal transportation by integrating bike paths, transit options, and pedestrian-friendly routes.
6. Incorporate sustainable landscaping and long-term maintenance planning.
7. Create cohesive, adaptable design standards that accommodate future needs.
8. Implement infrastructure to support community events and the Social District while maintaining day-to-day functionality.

COMMUNITY PROFILE: A SNAPSHOT OF OUR CITY

The City of Tecumseh, located in southeast Michigan along State Highway 50 (M-50), is the first settlement in Lenawee County and has grown into a small city with a rich history. Today, more than 8,600 residents call Tecumseh home, drawn to its historic charm and strong sense of community.

M-50 connects easily to US-23, State Highway 52, and US-12, offering convenient access from multiple directions. Tecumseh is just 25 miles southwest of Ann Arbor, 45 miles northwest of Toledo, and 60 miles from Detroit, making larger employment centers within commuting distance.

Downtown Tecumseh reflects the community’s small-town character, offering a mix of local shops, services, restaurants, and gathering spaces within a historic setting. The City also provides a high quality of life through excellent schools, a network of parks and trails, and a commitment to the arts — highlighted by the Tecumseh Center for the Arts and the annual Art Trail featuring rotating sculptures. Seasonal festivals and themed events further strengthen community connections, making Tecumseh a welcoming and vibrant place to live, work, and visit.



POPULATION

The 2020 U.S. Census shows the peak population of Tecumseh at 8,680. More recent studies indicate a slight decline, with projections showing this gradual decrease continuing. However, Tecumseh’s rate of population loss is less pronounced than that of other cities within Lenawee County.

FIGURE 3: POPULATION, CITY OF TECUMSEH

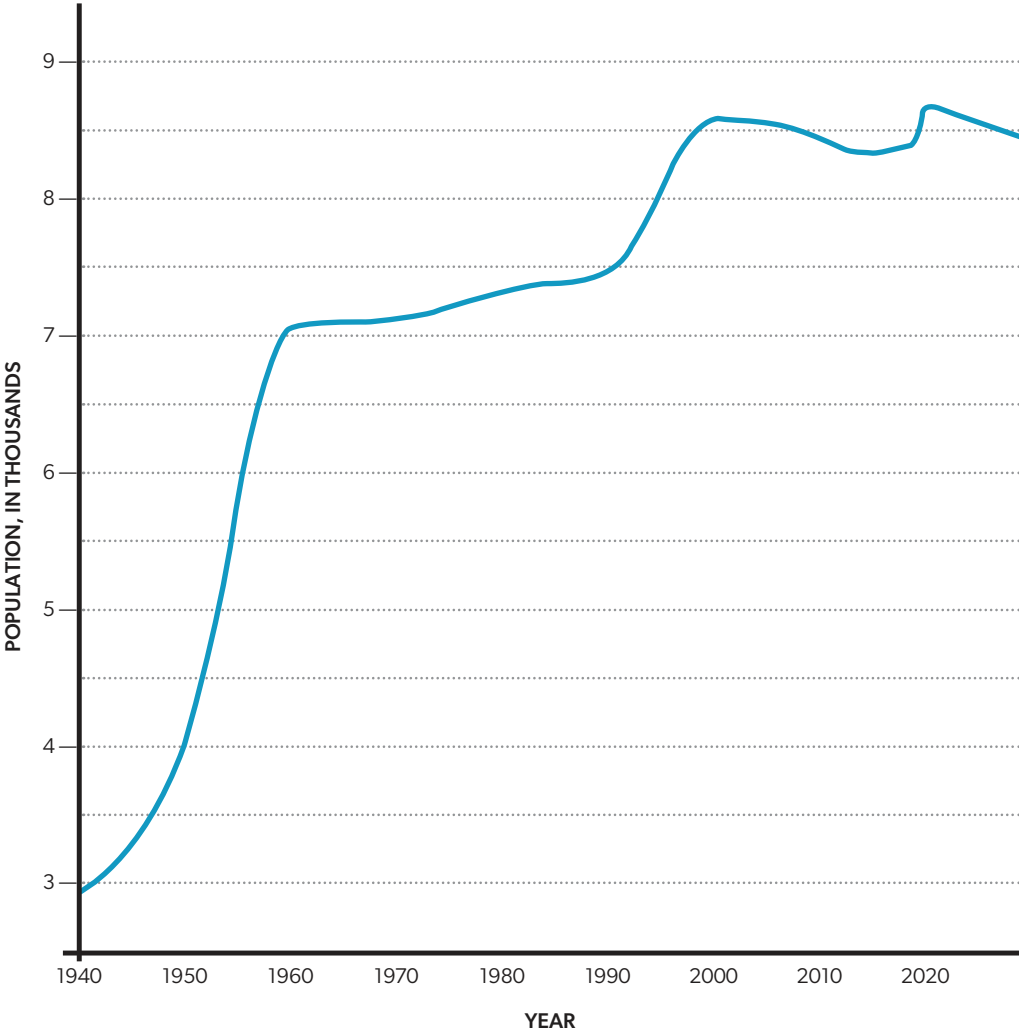


FIGURE 4: POPULATION DECLINE - CITIES IN LENAWEE COUNTY, MICHIGAN (2025)			
CITY	2025 POPULATION	2020 POPULATION	CHANGE
Tecumseh	8,546	8,680	-0.29%
Adrian	19,985	20,617	-0.63%
Hudson	2,325	2,417	-0.77%
Morenci	2,190	2,270	-0.73%

Source: Census Reporter - <https://censusreporter.org>

AGE & GENDER

The City of Tecumseh’s median age has remained relatively steady, with a slight decline over the past five years. This stability suggests a balanced demographic pattern in which shifts in age groups offset one another. With a median age near 40, the community reflects maturity, stability, and an economically established population.

8,680

TOTAL POPULATION OF
TECUMSEH, 2020

-0.8
PERCENT

INCREASE IN CITY
POPULATION, 2020-2024

-0.28
PERCENT

EXPECTED GROWTH
RATE, 2030

FIGURE 5: MEDIAN AGE BY GENDER, 2023

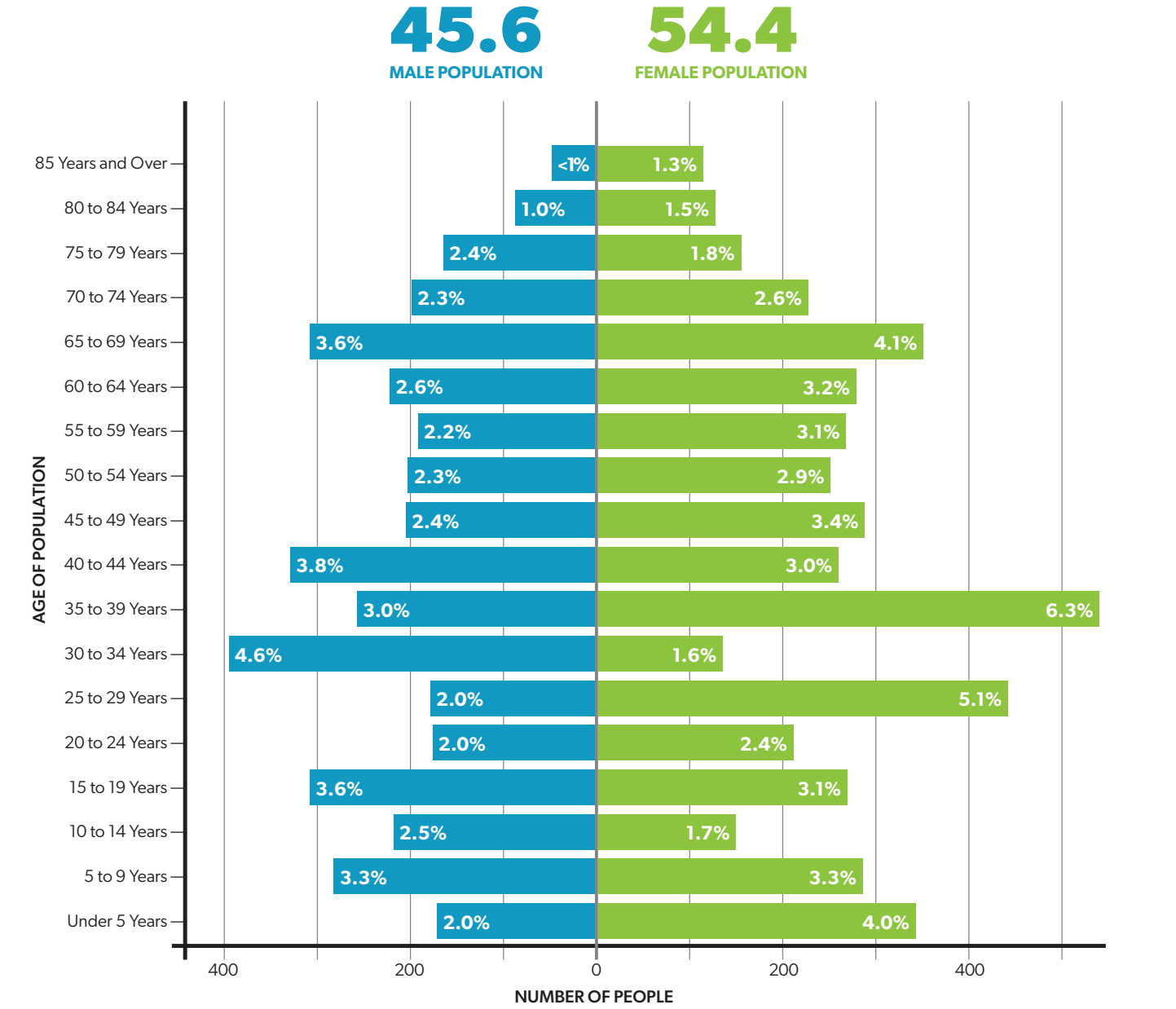


FIGURE 6: AGE OF CURRENT POPULATION, 2023				
	CITY OF TECUMSEH	LENAWEE COUNTY	MICHIGAN	UNITED STATES
Median Age	39.6	42.2	40.1	39.2

Source: Data USA - <https://datausa.io> (data from the 2023 American Community Survey conducted by the US Census Bureau)

INCOME, POVERTY & EMPLOYMENT

In 2023, the median household income in Tecumseh was \$64,086, below Lenawee County (\$71,632), Michigan (\$72,389), and the national median (\$77,719). Despite this, Tecumseh’s poverty rate was just 4.8%, significantly lower than county, state, and national levels. In 2025, the city’s unemployment rate stands at 5.3%, reflecting some employment challenges but overall stability. These factors suggest that while incomes are somewhat lower, Tecumseh maintains a relatively secure local economy with fewer residents living in poverty.

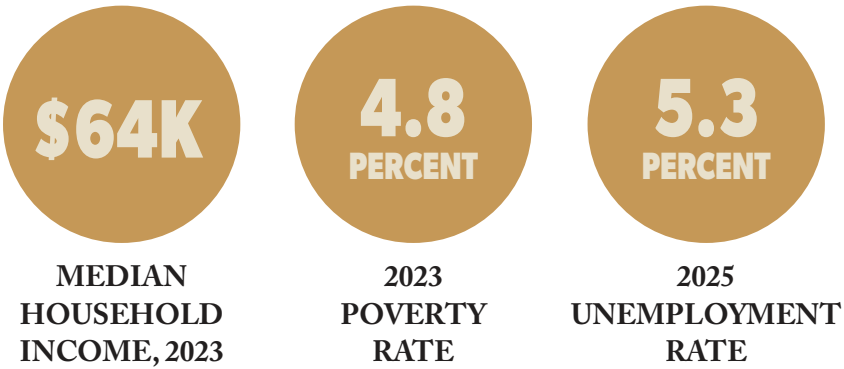


FIGURE 7: INCOME COMPARISONS, 2023				
	CITY OF TECUMSEH	LENAAWEE COUNTY	MICHIGAN	UNITED STATES
Median Household Income	\$64,086	\$71,632	\$72,389	\$77,719
Poverty Rate	4.8%	8.9%	13.4%	11.10%

Source: Data USA - <https://datausa.io> (data from the 2023 American Community Survey conducted by the US Census Bureau)

AVERAGE HOUSEHOLD EXPENDITURE

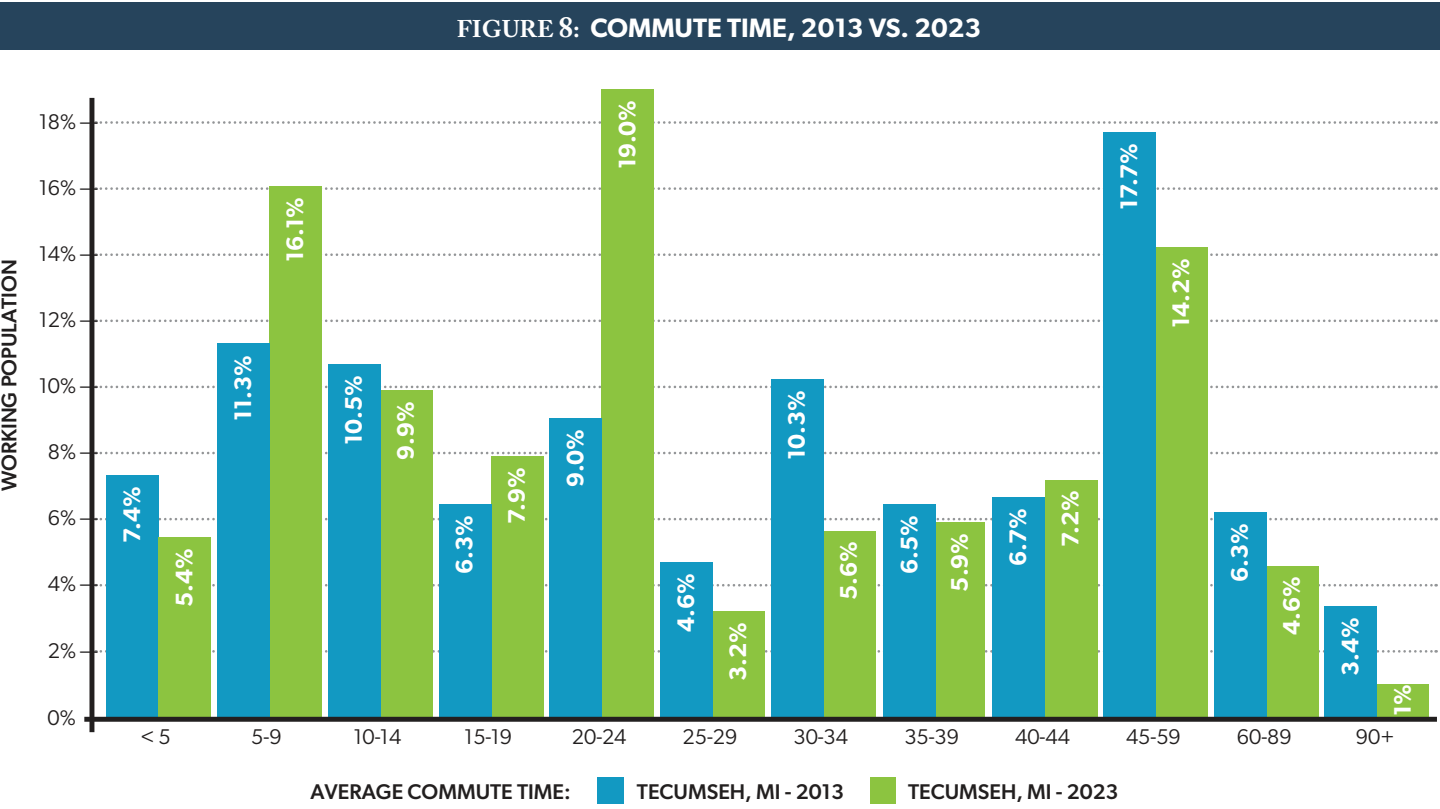
Household expenditures average \$93,881 per year, which indicates that many families are stretching their budgets or relying on multiple income sources. The largest portions of household earnings go toward core needs and long-term security, including taxes and retirement savings, transportation, housing and utilities, health care, and groceries. This spending pattern reflects both the cost of maintaining a household in Tecumseh and the community’s emphasis on stability and well-being.



Source: ZoomProspector - <https://www.zoomprospector.com>

COMMUTE TIME

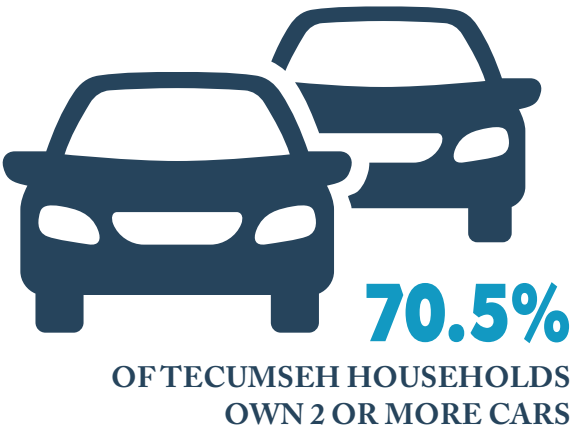
In 2013, 27.4% of Tecumseh workers commuted 45 minutes or longer. By 2023, that share decreased to 19.8%, with the average commute time dropping to 25.2 minutes — slightly below the national average of 26.6 minutes. This shift suggests that more residents are employed closer to home or have better access to regional job centers. However, a small segment of the population (1.01%) still face “super commutes” of over 90 minutes each way. Shorter commutes create an opportunity for Tecumseh to capture more of residents’ time and spending locally, reinforcing the importance of a vibrant and accessible downtown.



Source: Data USA - <https://datausa.io> (data from the 2023 American Community Survey conducted by the US Census Bureau)

CAR OWNERSHIP

The largest share of households in Tecumseh own two cars (43.1%), reflecting the community’s strong reliance on personal vehicles for daily travel. Overall, 70.5% of households have two or more cars, underscoring the importance of convenient parking and roadway access. This trend highlights Tecumseh’s auto-oriented travel patterns while also pointing to opportunities for the downtown area to create a more balanced environment that supports walking, biking, and other modes of transportation alongside vehicle use.



Source: Data USA - <https://datausa.io> (data from the 2023 American Community Survey conducted by the US Census Bureau)



KEY INSIGHTS: A SUMMARY OF PREVIOUS REPORTS

The City of Tecumseh has a strong history of community planning, with several plans completed in recent years. Public vision has played a central role in shaping the City’s character, and this tradition guided the approach to the Downtown Streetscape Master Plan. The design team carefully reviewed previous planning efforts to understand their relevance and influence on this project.

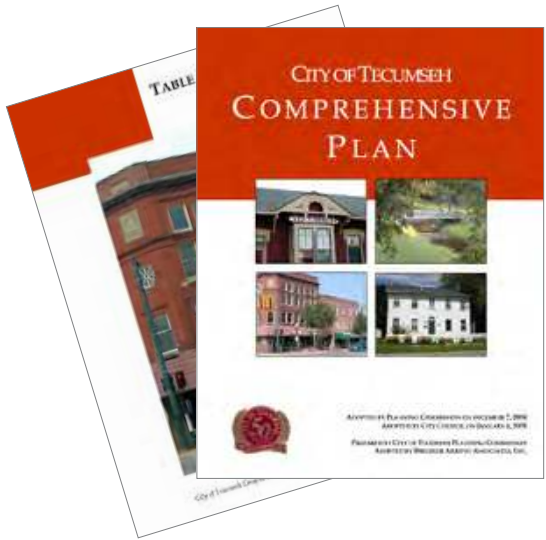
The following plans have been reviewed:

- 1. City of Tecumseh Comprehensive Plan (2004)
- 2. Russell Road Subarea Plan (2020)
- 3. 2021 Development Plan and Tax Increment Financing Plan (2021)
- 4. City of Tecumseh Parks and Recreation Five Year Plan (2022-2026)
- 5. Evans Street Corridor Plan (2024)
- 6. City of Tecumseh Six-Year Capital Improvement Program (2024-2030)
- 7. 2024 Mobility Plan (adopted 2025)

In addition to publicly adopted plans, the design team reviewed a range of programs, studies, and potential development initiatives, including but not limited to the following:

- 1. Tecumseh Zoning Ordinance (*past and recently amended*)
- 2. Social District Maps and Guidelines
- 3. GIS Utility and Street Light Data
- 4. The Art Trail Tecumseh
- 5. Fairy Door Adventures
- 6. Proposed Quarters development
- 7. MDOT Specifications and Standards
- 8. North Evans Street Parking Study - Draft

Although each of these documents contributes to shaping Tecumseh’s character and development, three key plans stand out as having the most direct and decisive influence on this Master Plan. The key takeaways from each are summarized below.



City of Tecumseh Comprehensive Plan (2004): In addition to establishing the City’s overall character and vision, this plan provides a detailed description and illustrations for the downtown area. The core of downtown emphasizes pedestrian-friendly storefronts, enhanced alleys, and attractive rear facades, along with conceptual streetscape designs. Although now more than 20 years old, many of the Comprehensive Plan’s key principles continue to align with the current conditions in Tecumseh.



Evans Street Corridor Plan (2024): An update to the 2017 South Evans Street Subarea Plan, this plan expands the study area to provide a broader analysis. It examines the physical form, property ownership, and open space along the corridor, as well as key transportation factors such as parking, walking, and bicycle facilities. A retail analysis and a Future Land Use Map are also included. The plan emphasizes multi-modal transportation and highlights streetscape elements that should be considered in developing a Downtown Streetscape Design.



2024 Mobility Plan: This study evaluates current mobility conditions in Tecumseh and outlines recommendations for improvement. It includes a comprehensive inventory of sidewalks, pedestrian and bicycle facilities, parking, train service, and public transportation options, along with detailed traffic counts and parking data. A toolkit of best practices is provided, covering infrastructure such as sidewalks, signage, curbing options, crossing islands, and pedestrian-safety measures. While citywide in scope, several key recommendations apply directly to the current study area. These include a parking strategy — addressing curb management, demand management, and downtown system improvements — as well as prioritization of the Chicago Boulevard/Pearl Street intersection as one of the City’s Top 5 projects, with cost-based recommendations for implementation.

PLANNING PROCESS: GUIDING THE WAY FORWARD

This Master Plan will serve as a roadmap for enhancing Tecumseh's downtown public spaces and corridors. Developed with community input and guided by best practices, the project reflects local goals, concerns, and the shared vision for a more vibrant, accessible, and connected downtown.

The planning process began with a project kick-off meeting involving City representatives, the Steering Committee, and the design team. This initial session allowed the team to gain a detailed understanding of the downtown area and review previous and ongoing initiatives that could help shape the project. To build broad community support and gather meaningful input, a comprehensive engagement strategy was developed. This included an online survey to reach a wide audience, stakeholder interviews to capture specific needs and perspectives, and community workshops designed to foster open dialogue. These outreach efforts ensured that residents and business owners were actively involved in shaping the vision for Downtown Tecumseh's streetscape.

Building on the input gathered during the initial phase, the project advanced into the development of draft and final recommendations. The design team prepared two separate concept plans illustrating how proposed streetscape improvements could work together to support the community's vision and project goals. These concepts were shared with the Steering Committee and the public through workshops and a second community survey, providing opportunities to revisit key ideas, evaluate design alternatives, and refine priorities.

Feedback from these efforts informed the preparation of a comprehensive implementation strategy, outlining clear, step-by-step actions to guide short-term, mid-term, and long-term improvements. This strategy included preliminary cost estimates, funding considerations, and partnership opportunities to support project delivery. Recommendations were further refined in coordination with the Steering Committee, culminating in a Final Downtown Streetscape Master Plan that presents a cohesive vision, actionable improvements, and a practical roadmap for implementation endorsed by City leadership.

July through October 2025

PHASE 1: BASE INVENTORY & OPPORTUNITY ANALYSIS

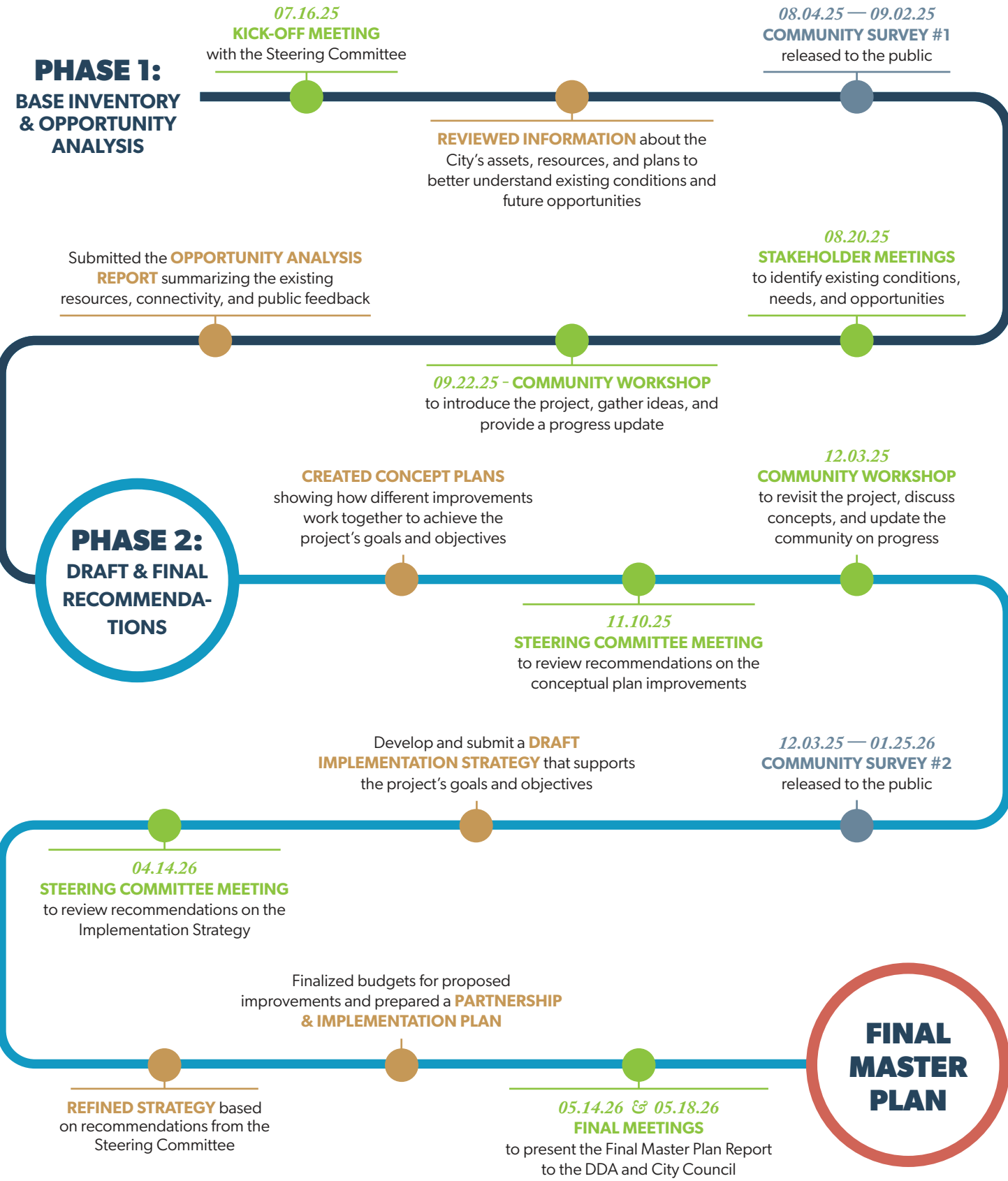
Objective: Identify key challenges and the most promising opportunities to help achieve the City of Tecumseh's goals by evaluating the existing downtown's natural, physical, cultural, and financial resources, as well as the expectations of a diverse range of stakeholders. Facilitate discussions with key stakeholders to share best practices in successful streetscape design and collaboratively determine how these approaches can be effectively applied within downtown Tecumseh.

October 2025 through May 2026

PHASE 2: DRAFT & FINAL RECOMMENDATIONS

Objective: Document and obtain approval of the finalized downtown streetscape improvement recommendations, plus step by step, short-term implementation actions.

PROJECT SCHEDULE



2

EXISTING CONDITIONS & SITE INVENTORY

*A detailed look at the
current physical, social, and
environmental context*

UNDERSTANDING THE CHARACTER & ACTIVATION OF TECUMSEH

Understanding Tecumseh’s community character and activation provides insight into how people experience, use, and shape downtown today. The City’s social, cultural, and economic assets — together with its physical setting and local traditions — play a vital role in defining both current strengths and future opportunities. By examining how these elements interact to create a lively and connected environment, this section highlights the qualities that influence design decisions, guide investment, and strengthen Tecumseh’s overall sense of place.

Historical Context

Tecumseh’s downtown reflects a deep connection to Michigan’s early settlement history and architectural heritage. Established in 1824 by settlers from Jefferson County, New York, Tecumseh became Lenawee County’s first settlement and served as the original county seat until 1838. Its location along the River Raisin made it a natural gathering and trading place, first for Native American tribes who used the area as “The Dancing Grounds,” and later for pioneers who built the foundations of the community.

Named after the Shawnee Chief Tecumseh, the City honors its Native American roots through its street names and continued recognition of the area’s cultural significance. As Tecumseh grew, its downtown developed into a center of commerce and community life, characterized by enduring brick buildings — a response to fires in the mid-1800s that prompted more resilient construction methods.

Many of these 19th-century structures still define the downtown streetscape today, with notable landmarks such as The Union Block (built in 1849) and the Bidwell Building standing as testaments to the City’s craftsmanship and attention to architectural detail. These buildings feature ornate brickwork, arched windows, and preserved facades that convey Tecumseh’s historical charm.

Downtown Tecumseh also played a role in the Underground Railroad, offering safe passage and refuge for those seeking freedom. Historic homes like the Beardsley and Hamilton Houses are said to contain tunnels and hidden spaces once used to aid travelers on their journey north.

Today, the downtown district remains a living museum of Tecumseh’s history — where restored storefronts, preserved architecture, and a strong sense of community keep the City’s rich past alive while supporting a vibrant, walkable future.



Source: <http://historictecumseh.org/gallery>

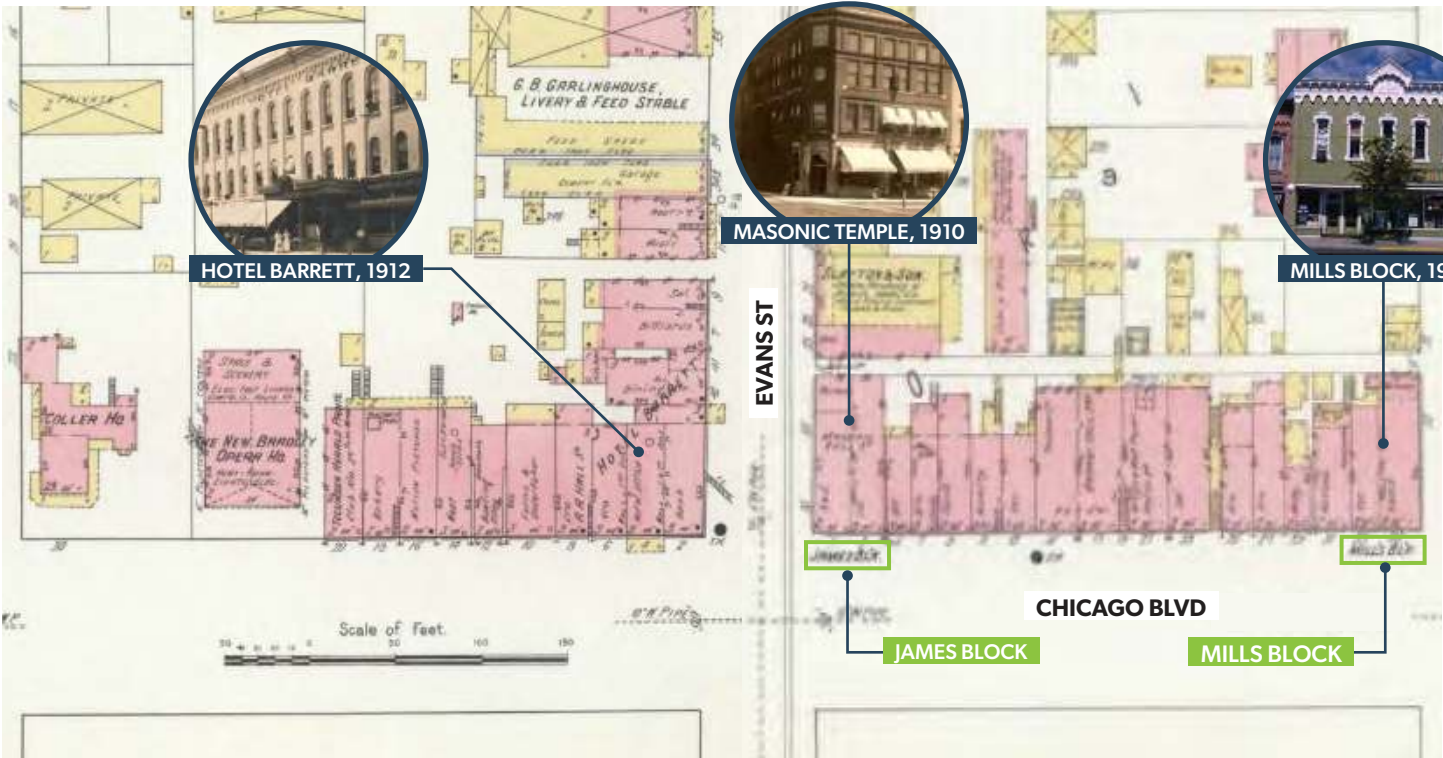


Source: <http://historictecumseh.org/gallery>

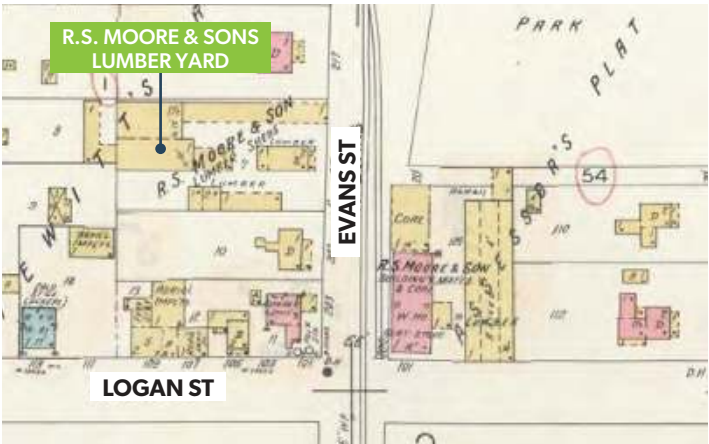


Source: <https://texashistory.unt.edu/ark:/67531/metadc801360>
Series: Joe Clark, HBSS, 1939-1989

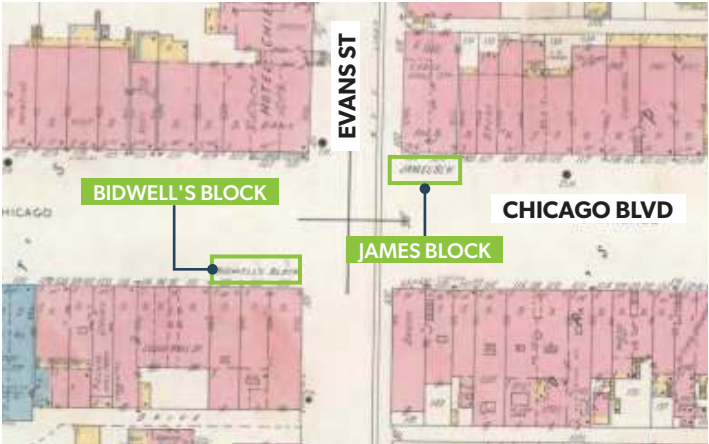
FIGURE 9: SANBORN MAPS



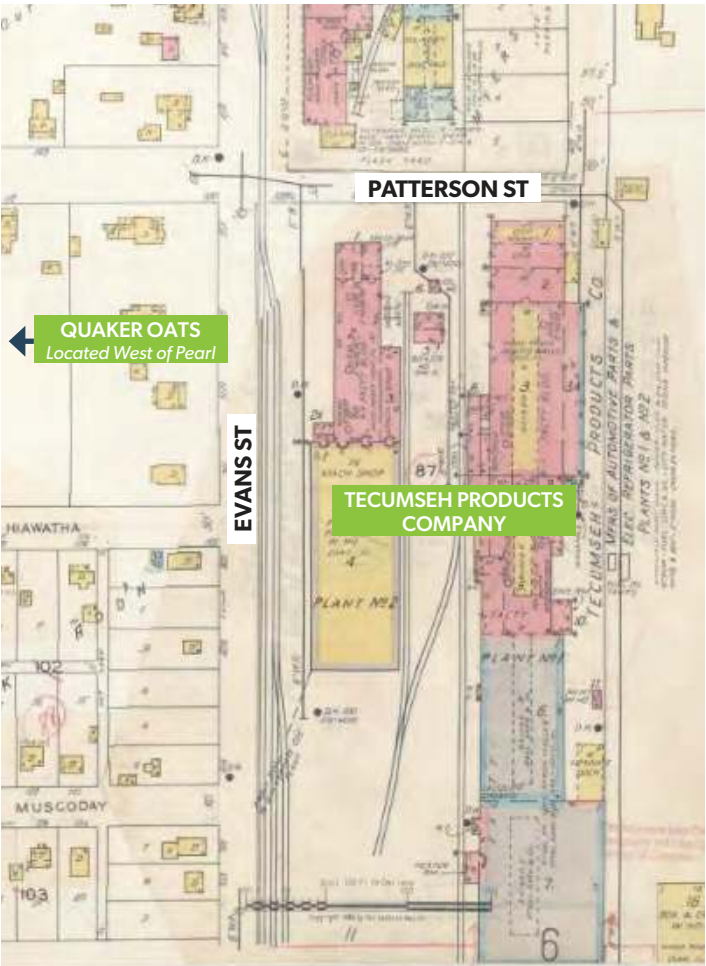
1912 - Chicago Boulevard



1944 - Logan & Evans (Present day Market on Evans)



1944 - The Four Corners



1944 - Tecumseh Products Company
More information on page 26

Zoning

In August 2025, the City of Tecumseh adopted an updated Zoning Ordinance, replacing the previous version adopted in 2011. The new ordinance consolidates past amendments, incorporates recommendations from relevant subplans, and removes underutilized or redundant zoning districts to create a more streamlined and functional framework. It also introduces updated provisions intended to encourage new housing options, promote mixed-use development, and better align with the City’s long-term growth objectives.

Within the study area, zoning plays a key role in shaping the physical form and activity of downtown. The core of the study area is defined by Tecumseh’s downtown zoning districts, with established residential neighborhoods framing the northern edge and industrial uses concentrated to the south near the former Tecumseh Products site. The downtown area is organized into three primary districts: D-1 Downtown Core, D-2 Downtown Edge, and D-3 Downtown Residential.

The D-1 Downtown Core District encompasses the most active portion of the central business area, supporting a mix of retail, service, dining, and upper-story residential uses within a walkable, pedestrian-oriented environment. The D-2 Downtown Edge District provides a transition zone between the core and surrounding neighborhoods, accommodating a blend of commercial and residential

uses at a slightly lower intensity. The D-3 Downtown Residential District focuses on maintaining the character of nearby housing areas while allowing limited infill that complements the downtown’s scale and form.

Together, these districts establish standards for building types, frontage treatments, and street design — shaping the character and function of the area.

Social District

The Tecumseh Social District is a designated “commons area” in downtown Tecumseh, established under Michigan’s Social District program to support local bars, restaurants, breweries, and wineries by allowing outdoor, mobile consumption within a defined zone.

Bounded roughly by Logan, Ottawa, Pottawatomie, and Pearl Streets, it encompasses sidewalks, streets, and select public parking areas within the downtown core. Patrons may carry open alcoholic beverages in approved plastic cups stamped with both the establishment’s name and the Social District logo, provided they remain within the posted boundary area.

By allowing patrons to move freely between participating establishments with drinks in hand, the District promotes street-level activity, outdoor gathering, and a more vibrant pedestrian experience throughout downtown.

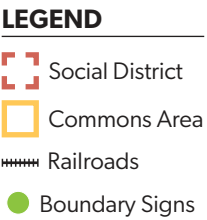
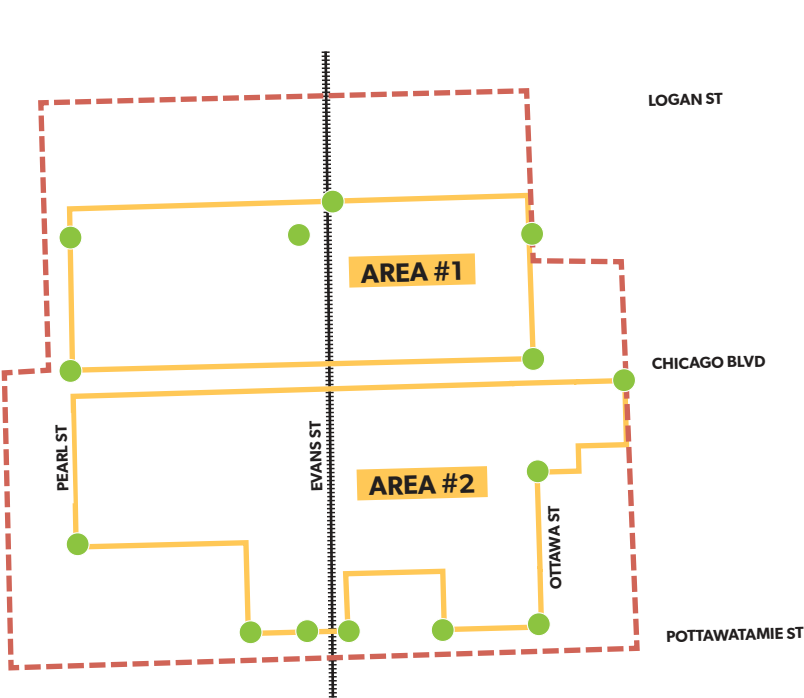
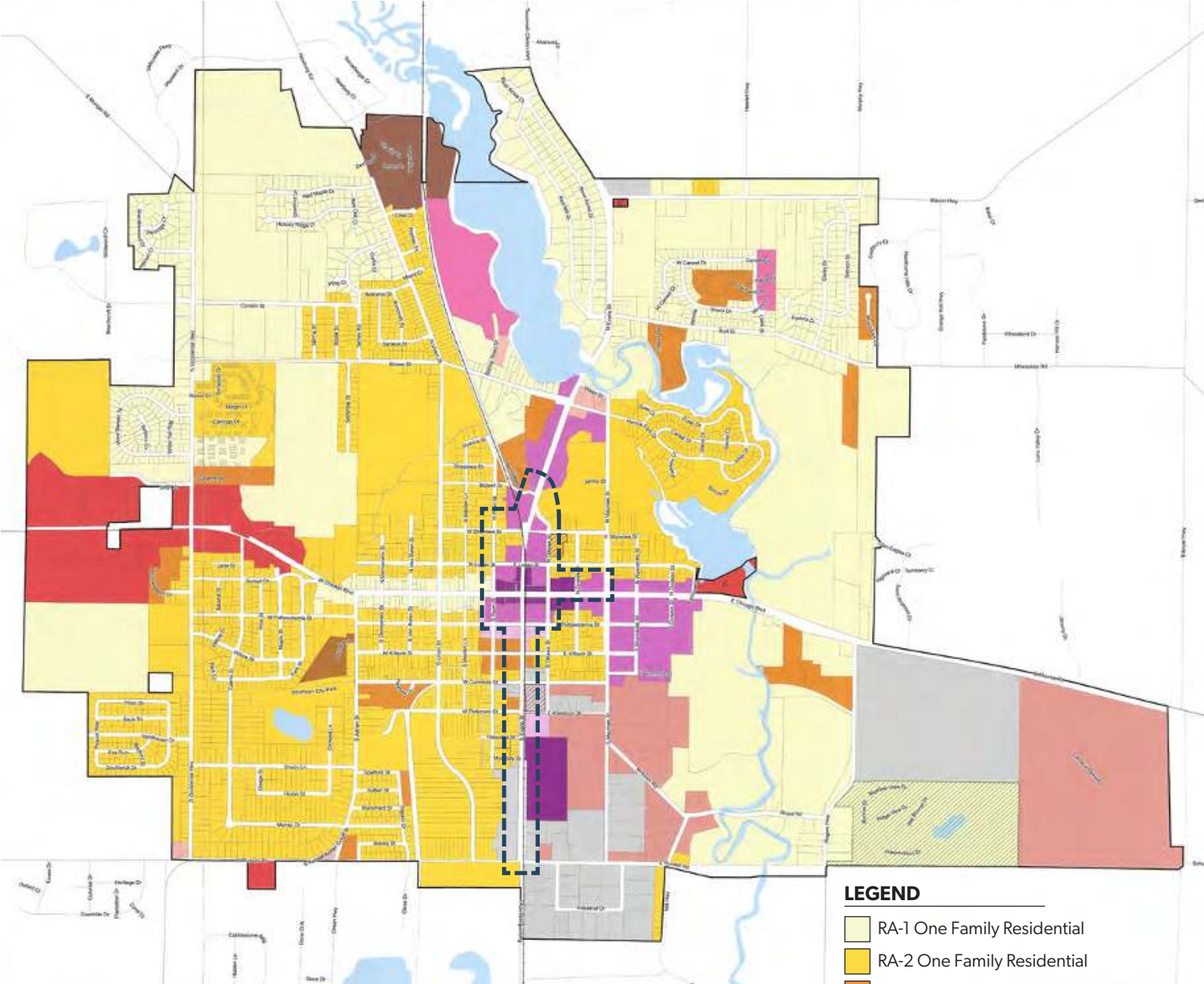
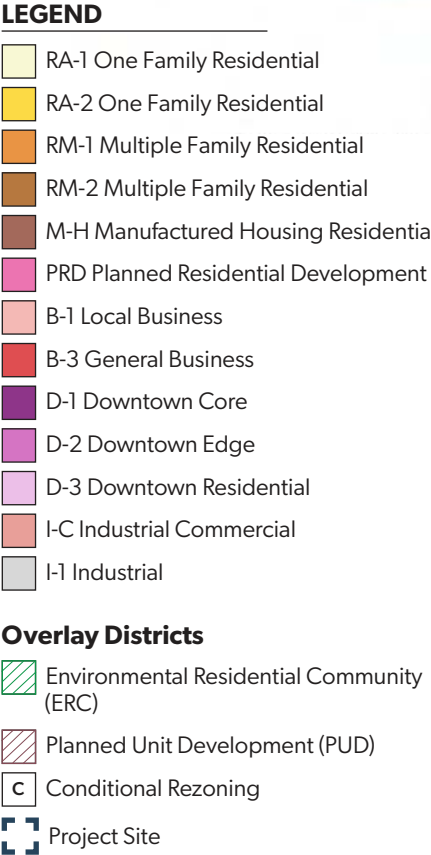


FIGURE 10: Social District
This map shows the space designated as the Downtown Tecumseh Social District Commons Area.



Basemap Source: Michigan Center for Geographic Information, Version 17a. Data Source: City of Tecumseh, 2025. McKena, 2025.

FIGURE 11: Zoning Map
Adopted on August 14, 2025, this map shows that residential zoning makes up the majority of the City. The downtown core is organized into three zoning districts, with industrial areas concentrated to the south and east and general business areas primarily to the west.



Source: <https://www.downtowntecumseh.com/shop-local/social-district.php>



Community

Tecumseh is known for its strong sense of community and local pride. Residents and business owners alike show a deep level of care for one another, which is reflected in the way the downtown area is maintained and supported. The community actively participates in local events, volunteers for initiatives, and supports small businesses, creating a close-knit, welcoming environment that values collaboration and shared success. This collective investment in Tecumseh’s well-being is a key reason the downtown continues to thrive and evolve.

A strong indicator of this vitality is the high demand for downtown space. Both first-floor commercial spaces and upper-level residential or office units currently have waitlists — a rare achievement for a community of Tecumseh’s size. This demand reflects not only the City’s economic health but also the desirability of its downtown as a place to live, work, and do business. The mix of historic charm, walkability, and active community involvement has made downtown Tecumseh a sought-after destination for residents, entrepreneurs, and visitors alike.

Events

Downtown Tecumseh hosts a vibrant lineup of community events throughout the year, each drawing residents and visitors alike to experience the heart of the City. In January, the downtown transforms for the Ice Sculpture Festival, bringing art, creativity, and winter activity to the streets. Warmer weather welcomes the Farmer's Market and the popular Classic Car and Bike Shows, activating downtown and attracting large crowds. The Sun & Sand Festival in July celebrates summer fun with live music, food, and family-friendly activities, while the beloved Appleumpkin Festival in October marks one of Tecumseh’s biggest seasonal gatherings. The year rounds out with festive holiday celebrations in November and December, filling downtown with lights, parades, and community spirit.

Each event is intentionally located in different parts of the downtown to help spread activity and economic benefit across the District. This approach ensures that multiple businesses have the opportunity to attract event-goers. Collectively, these events not only showcase Tecumseh’s strong community engagement but also help sustain a steady rhythm of activity that supports downtown vitality year-round. However, the scale and frequency of events can create unique challenges for the organizers in terms of street closures and public safety.

2025 Downtown Event Schedule

Jan.	17th & 18th - Ice Sculpture Festival
Apr.	25th - Besties on the Boulevard
May	10th - Farmer's Market (Opening Day)
	15th - Classic Car & Bike Show
	16th - Art Walk
	17th - Farmer's Market
	24th - Farmer's Market
Jun.	31st - Farmer's Market
	7th - Farmer's Market
	14th - Farmer's Market
	19th - Classic Car & Bike Show; Music in the Park
	21st - Farmer's Market
Jul.	28th - Farmer's Market
	5th - Farmer's Market
	12th - Farmer's Market
	17th - Classic Car & Bike Show; Music in the Park
	18th & 19th - Sun & Sand Festival
Aug.	26th - Farmer's Market
	2nd - Farmer's Market
	7th - Music in the Park
	9th - Farmer's Market
	15th & 16th - Wizarding Weekend
Sep.	16th - Farmer's Market
	21st - Classic Car & Bike Show; Music in the Park
	23rd - Farmer's Market
	30th - Farmer's Market
	6th - Farmer's Market
Oct.	13th - Farmer's Market
	18th - Classic Car & Bike Show; Music in the Park
	20th - Farmer's Market
	27th - Farmer's Market
	4th - Farmer's Market
Nov.	11th & 12th - Appleumpkin Festival
	18th - Farmer's Market
	25th - Farmer's Market
	7th - Downtown Streetscape Lighting
	7th & 8th - Holiday Open House
Dec.	29th - Small Business Saturday
	5th - Tecumseh Christmas Parade
	5th & 6th - Holiday Night Market
	12th & 13th - Merry & Bright Contest
	19th - Moonlight Holiday Shopping



Tecumseh Products Company

Tecumseh Products Company traces its origins back to the early 1930s when the Hillsdale Machine & Tool Company was formed in Hillsdale, Michigan. In 1934 the company bought a large plant in Tecumseh, located along Evans and Patterson Streets, and changed its name to Tecumseh Products — anchoring itself in the City of Tecumseh.

The company's early focus was on manufacturing compressors for refrigeration and air-conditioning equipment, and by the post-World War II period it had become a major player in that industry. Over time it also branched into small gasoline engines and pumps, making it a diversified manufacturing presence in the region.

This strong local manufacturing identity suggests that Tecumseh Products helped shape not only the economy of the City of Tecumseh, but also its physical fabric. Industrial sites, employment, infrastructure, and perhaps parts of the built environment, were linked to the company's operations.

Tecumseh Products Company began significantly reducing its U.S. manufacturing presence in the early 2000s. According to its company history, the firm began "phasing out its U.S. production" around 2003 in response to cost pressures. By 2009 the company formally closed its major operations in the City of Tecumseh and relocated to Ann Arbor.

In short, Tecumseh Products Company isn't just a footnote in the City's history — it is a foundational part of the built environment, community identity, and economic trajectory.

Railroad Heritage

The City of Tecumseh became a significant railroad hub, thanks to the convergence of multiple rail lines and the active participation of heritage groups today.

Early Railroads & Junctions

- The first railroad to arrive in Tecumseh was the Palmyra & Jacksonburgh Railroad (P&J), which marked the beginnings of rail infrastructure in the region.
- The second major line was the Michigan & Ohio Railroad built through the area in the 1880s.
- A third line, the Detroit & Lima Northern Railway, reached Tecumseh by 1897, further strengthening the City's rail connectivity.

At the heart of this network was the area known as Tecumseh Junction — the crossing of the north-south branch of the Lake Shore & Michigan Southern Railway (Jackson Branch) with the west-east tracks of the Michigan & Ohio/DT&M near South Evans and Cummins Streets. The junction was once bustling: local industry depended on rail switching, freight flows, and passenger trains.

Today, the legacy lives on through the **Southern Michigan Railroad Society (SMRS)**, which operates a heritage rail line along parts of these historic routes. The line spans approximately 13.5 miles, largely following the former Clinton Branch, stretching from the Village of Clinton through downtown Tecumseh, with an additional disconnected section extending toward Lenawee Junction — about five miles east of downtown Adrian, Michigan. Its strongest segment lies between Clinton and Tecumseh, forming the backbone of regular excursion service.

Service typically occurs in the second half of the year, beginning in May, with most excursions operating on the weekends between Clinton and Tecumseh. They also offer seasonal trains such as the Fall Color Tours in October and early November, and a Santa Express train in December.

A notable feature along the line is Bridge No. 15, also known as the Jackson Branch Bridge, which spans the River Raisin. Although no longer in service, the multi-span steel bridge remains an important remnant of the historic route and is listed on the National Register of Historic Places.

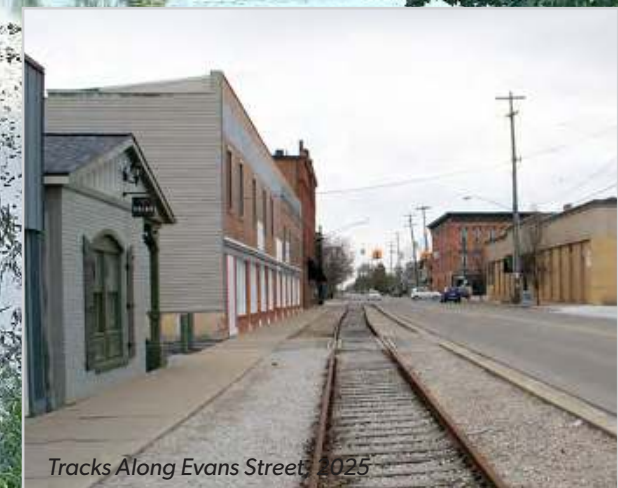
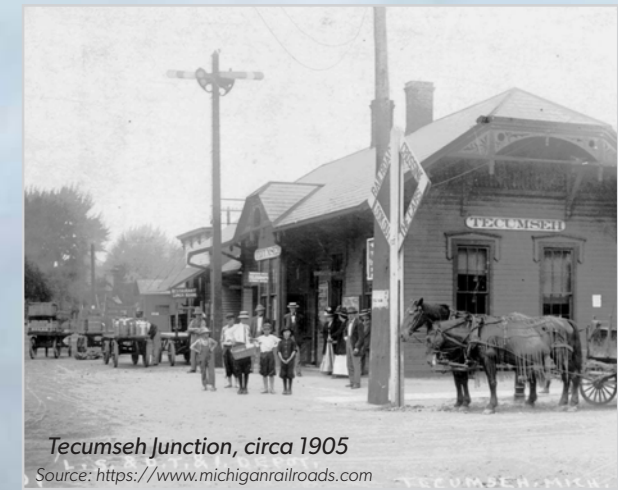
The railroads played a pivotal role in shaping the downtown streetscape of Tecumseh. The presence of rail lines through the City guided the flow of freight, spurred industrial growth, and influenced the placement of businesses, crossings, and street alignments.

Trains once moved slowly along Evans Street and through the heart of downtown, a defining feature that became deeply embedded in the community's collective memory and physical landscape.

Today, preserving the heritage rail line and its historic structures continues to reinforce Tecumseh's distinctive character — serving not only as a tangible reminder of the City's industrial roots but also as a unique attraction that draws visitors and supports the vitality of the downtown area.

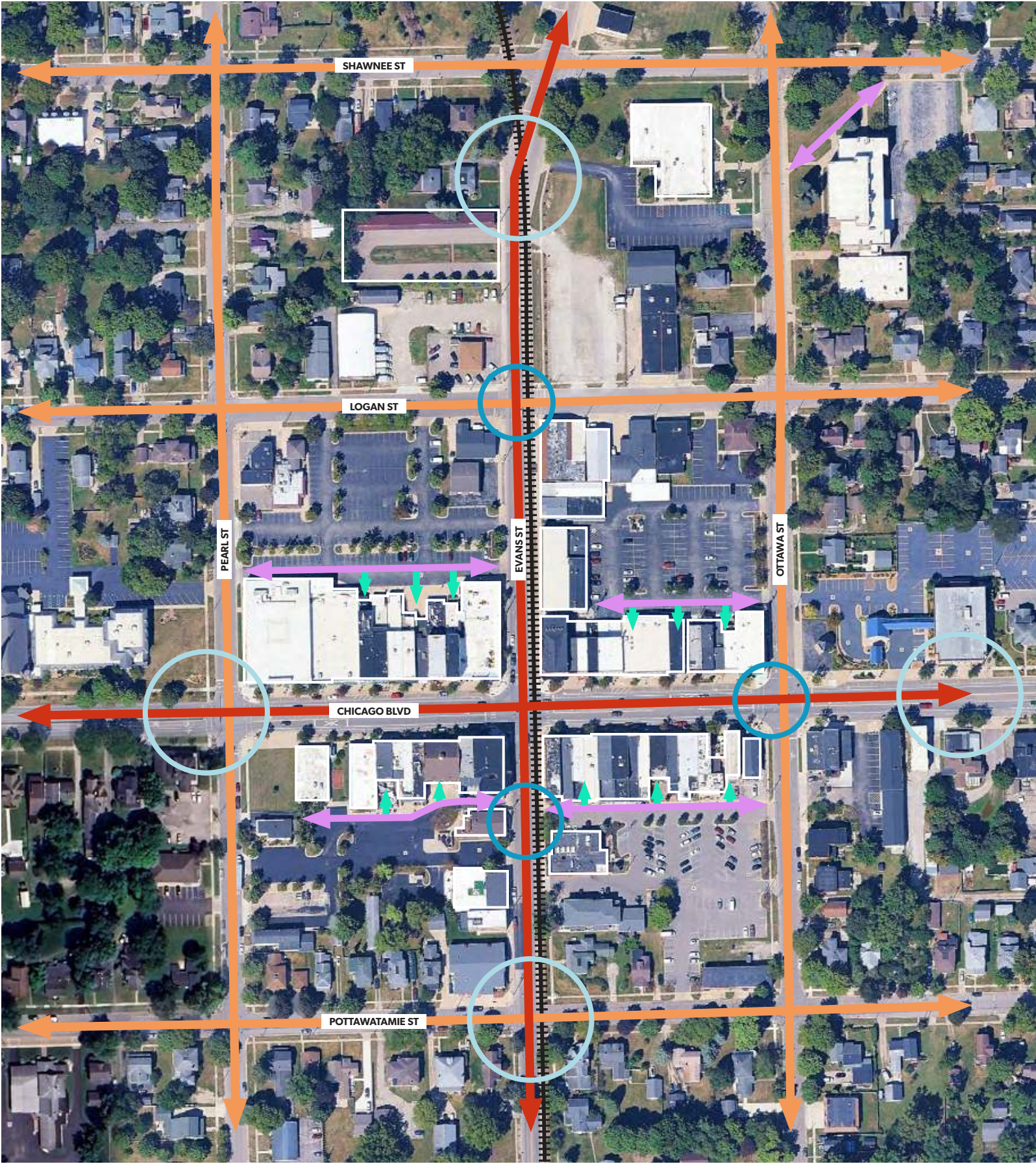
Connection to Water

Downtown Tecumseh is shaped by its close relationship to nearby water features that enhance its natural character and sense of place. Red Mill Pond and Evans Creek connect to Globe Mill Pond and the River Raisin, forming a continuous system of waterways that defines Tecumseh's natural setting. While these waterways lie just beyond the streetscape area, they strongly influence how people experience downtown by offering scenic views and recreational opportunities such as walking, kayaking, and fishing. Strengthening visual and physical connections between these natural assets and the downtown core can further support recreation, extend visitor stays, and boost local business activity.





EXISTING CONDITIONS OVERVIEW



- LEGEND**
- Active Rail Corridor
 - Major Vehicular Corridor
 - Collector Vehicular Corridor
 - Public Amenity
 - Historic Building Fabric
 - Rear Parking
 - Open Space
 - Major Gateway
 - Minor Gateway
 - Existing Pedestrian Connection
 - Rear Entry to Businesses



FIGURE 12: Existing Conditions

This map illustrates key elements that define the current character and functionality of the project area. It identifies active rail corridors, vehicular corridors, and downtown pedestrian connections — including rear entries that link directly to businesses. The map also highlights public amenities, historic downtown buildings, open spaces, and parking areas located behind buildings, which together support downtown activity. In addition, major and minor gateways are noted to show how people enter and move through the district, helping to establish a clear understanding of existing circulation patterns and opportunities for improvement.



DOWNTOWN INFRASTRUCTURE

Audio

Tecumseh’s existing downtown audio system has evolved through several upgrades and “band-aid” fixes since the 1970s. The current system experiences noise interference, aging infrastructure, and limited coverage along Chicago Boulevard between Pearl and Ottawa Streets. The speakers and raceways — some routed beneath Chicago Boulevard — support both music and public announcements.

A clear and reliable public audio system plays an important role in supporting Tecumseh’s active downtown environment. The City regularly hosts festivals, parades, and seasonal events that draw residents and visitors alike. A modernized system would improve communication during these events — helping broadcast announcements, music, and public safety messages — while also adding an ambient layer of sound that reinforces the welcoming and lively character of the downtown core.

Beyond event days, background music and announcements can help define the atmosphere of downtown, making the area feel more vibrant and cohesive. Investing in a high-quality system also reduces ongoing maintenance and troubleshooting, ensuring consistent sound coverage and reliability across public areas. Improved wiring, conduit capacity, and centralized controls will help the City accommodate future upgrades or integration with lighting, security, and digital infrastructure.

Communication

Reliable connectivity underpins nearly all aspects of modern downtown function. The planned cell tower installation at Tecumseh High School (760 Brown Street) will enhance coverage and dependability for residents, visitors, and local businesses — supporting both personal communication and City systems such as point-of-sale, emergency alerts, and event coordination.

Downtown benefits from a strong fiber optic network running behind the buildings along M-50, creating opportunities to expand public Wi-Fi and strengthen cellular coverage. While there is already a noticeable Wi-Fi presence downtown, it currently depends on individual businesses sharing their own connections.

Irrigation

The existing downtown irrigation system dates back to the 1980s and has been maintained for roughly two decades. The system is currently non-functional after being damaged approximately two years ago. Water is supplied from a tap and meter located at the northwest corner of Evans Street and M-50, with four zones historically serving each side of the downtown core.

An updated irrigation system is essential for supporting the long-term health and appearance of Tecumseh’s downtown landscape. Streetscape plantings, trees, and seasonal planters are key visual and environmental elements that contribute to a welcoming downtown experience. A reliable and efficient irrigation system helps ensure that new vegetation establishes successfully and remains vibrant throughout the growing season — particularly important given Michigan’s fluctuating weather and periods of summer drought.

Replacing the outdated and currently non-functional system will allow the City to improve water efficiency and reduce manual maintenance needs. Integrating irrigation within the new streetscape design will protect the City’s investment in landscaping, enhance aesthetics along Chicago Boulevard and adjoining corridors, and support a consistent, well-maintained appearance across all public spaces.

Utilities

The downtown area is supported by standard urban infrastructure systems, including stormwater, sanitary sewer, potable water, and fiber. Existing water and sanitary utilities are generally adequate, though any future streetscape work should coordinate closely with underground infrastructure improvements to avoid conflicts and allow for replacement of aging laterals or service connections.

Stormwater management currently relies on traditional curb-and-gutter collection, with opportunities to introduce green infrastructure — such as permeable pavers, rain gardens, or tree trenches — to improve water quality and reduce runoff volume. Fiber and telecommunications infrastructure are present but may be expanded in coordination with upcoming streetscape improvements to support businesses, public Wi-Fi, and the proposed audio and irrigation systems.

Vehicular Access & Circulation

M-50, also known locally as Chicago Boulevard, serves as the primary east–west corridor through downtown Tecumseh and functions as the community’s main gateway. As a state trunkline highway, M-50 provides regional access between Tecumseh and surrounding communities such as Dundee and Jackson, connecting downtown to broader commercial, residential, and employment areas across Lenawee County and beyond. Within the downtown core, M-50 transitions from a regional throughway into a local main street — balancing the needs of through traffic with those of pedestrians, cyclists, and local businesses. Its role as both a state route and a community corridor presents unique design considerations for safety, accessibility, and streetscape character.

Vehicular access to downtown Tecumseh is primarily achieved via M-50, which intersects with key north–south streets such as Evans, Pearl, and Ottawa. These intersections serve as important access points that distribute traffic into downtown’s grid network and adjacent neighborhoods. Parking is accommodated through a mix of on-street spaces along Chicago Boulevard and several public parking lots located behind downtown businesses, all of which are easily accessible from M-50 and connecting side streets. This network helps disperse vehicle traffic while maintaining a walkable environment within the core.

Because M-50 is a state-maintained route, it also carries a higher volume of through traffic compared to other local streets. This can create challenges for pedestrian crossings and slower-paced local movement. However, its visibility and accessibility are key assets for downtown businesses, providing consistent traffic exposure and convenient access for visitors arriving from surrounding areas.

Inventory Photos of Opportunities & Constraints



Inventory Photos of Opportunities & Constraints



STEEP WALKWAYS AND ENTRY STEPS CREATE BARRIERS TO ACCESSIBILITY



GRAVEL PARKING LIMITS ACCESSIBILITY



PEDESTRIAN SAFETY CAN BE IMPROVED DURING EVENTS



OPPORTUNITY TO UPDATE OUTDATED IRRIGATION SYSTEM



THE RAILROAD CAN BE BOTH A CONSTRAINT IN TERMS OF LOCATION & AN OPPORTUNITY FOR A UNIQUE PEDESTRIAN STREETScape



VISIBILITY IS LIMITED AT THE PEARL ST M-50 INTERSECTION



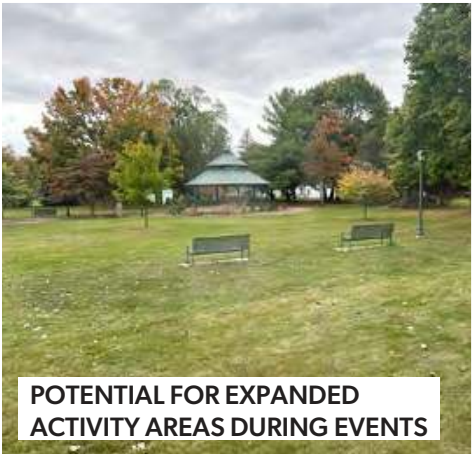
TRAIN CAR IS A POINT OF INTEREST DURING EVENTS



POTENTIAL FOR PEDESTRIAN IMPROVEMENTS AT CHICAGO & PEARL



OPPORTUNITY FOR IMPROVEMENTS AT REAR-ENTRANCE OF BUSINESSES



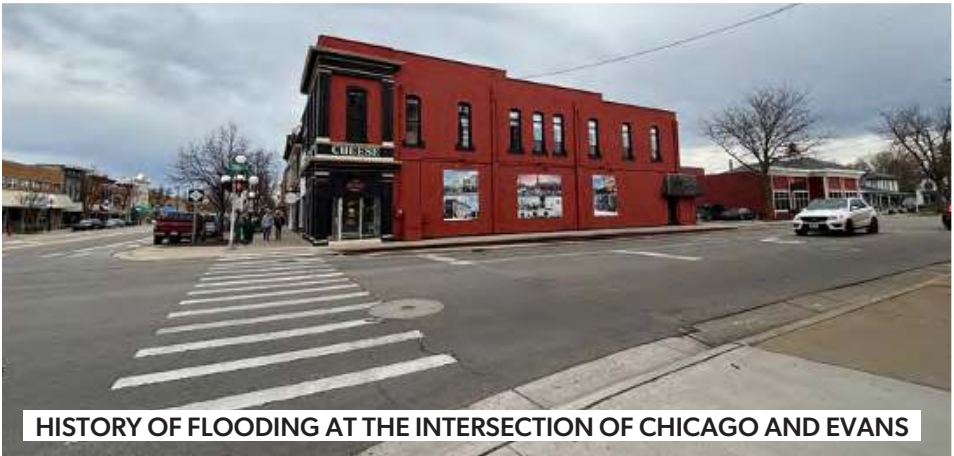
POTENTIAL FOR EXPANDED ACTIVITY AREAS DURING EVENTS



LANDSCAPING FENCES LIMIT ACCESSIBILITY TO BUSINESSES



BRADFORD PEAR TREES ARE CONSIDERED INVASIVE



HISTORY OF FLOODING AT THE INTERSECTION OF CHICAGO AND EVANS



OPPORTUNITY FOR REMOVABLE BOLLARDS TO REPLACE RENTED & MONITORED BARRICADES

EVALUATING PEDESTRIAN NETWORKS

The City of Tecumseh is relatively compact, with most neighborhoods located within a 20-minute walk of the downtown core. This proximity gives residents and visitors convenient access to shops, services, and parks without the need for a vehicle. The sidewalk network across the study area is generally well connected, though certain gaps, narrow segments, and areas lacking ADA accessibility highlight opportunities for upgrades. Enhancing these connections would improve safety, comfort, and overall walkability — particularly for families, older adults, and people with mobility challenges.

Downtown’s diverse mix of retail, services, and dining further supports a pedestrian-oriented environment. This is reflected in Tecumseh’s walk score of 80, indicating that most daily errands can be accomplished on foot — an asset that reinforces the City’s small-town character while promoting sustainability and healthy lifestyles.

Because many downtown storefronts lack direct ADA-accessible entrances and most public parking is located behind the buildings, many businesses rely on rear entries for accessible access. This condition presents a unique opportunity to create a secondary pedestrian space behind the buildings — one that offers a calmer, more comfortable environment away from the activity of the M-50 corridor.

While walkability remains one of Tecumseh’s greatest strengths, conditions for bicyclists are less developed. The City’s bike score of 50 reflects some existing infrastructure, but also underscores the need for additional investment. Expanding bike lanes and improving connections to the regional trail network would encourage more cycling and provide safer, more convenient options for all ages.

Conflicts between bicyclists and pedestrians have been an ongoing challenge in the downtown core. Existing sidewalk widths are insufficient to comfortably accommodate the range of activities that occur there — including walking, outdoor dining, and bicycling. Although new bicycle lanes were recently installed along Chicago Boulevard, many riders find them uncomfortable due to fast-moving traffic and the risk of car doors opening into the lane.

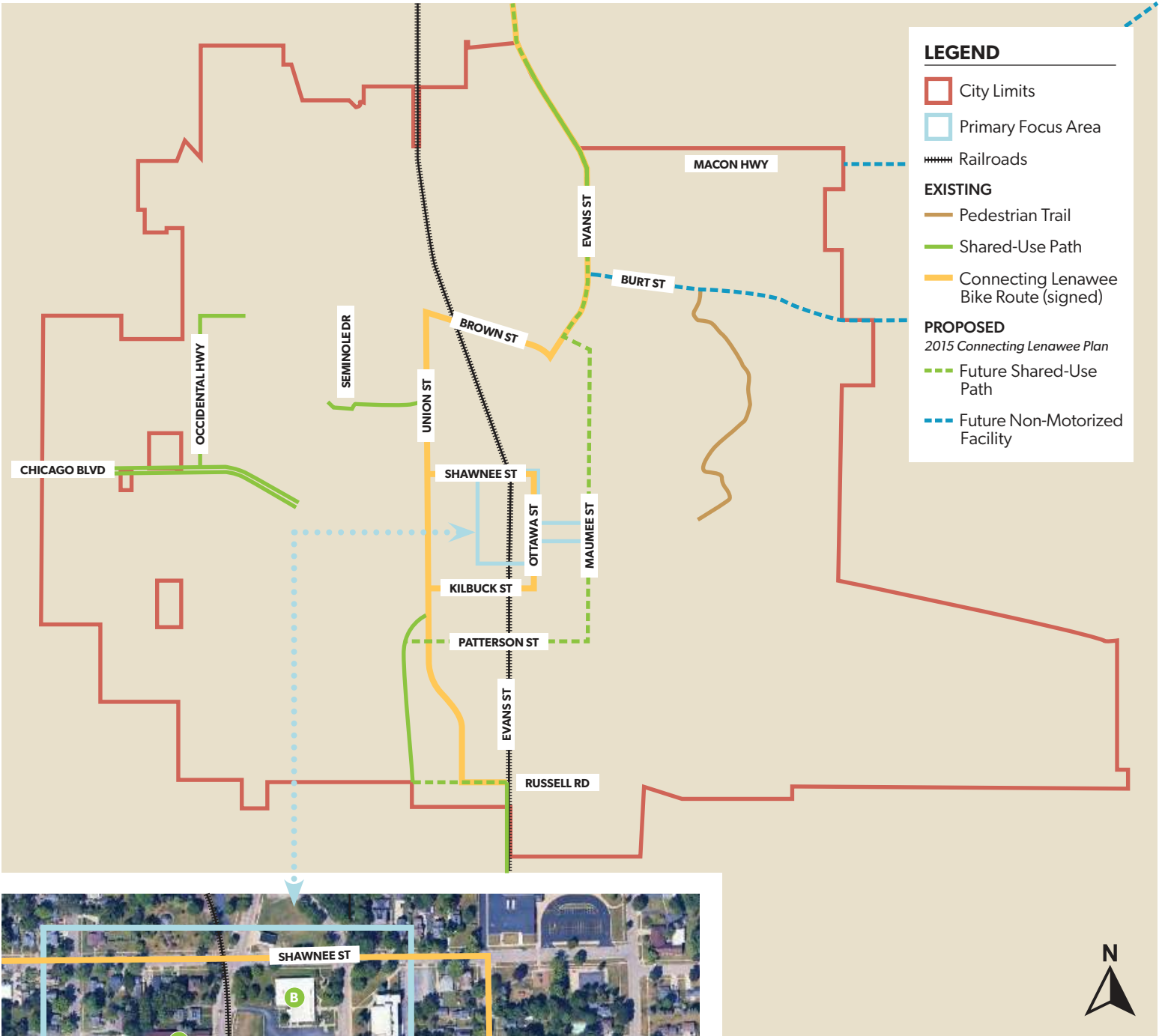


WALKABILITY SCORE*



BIKEABILITY SCORE*

** Source: www.walkscore.com*



Data Source: City of Tecumseh 2024 Mobility Plan. McKena, 2025.

FIGURE 13: Connectivity Map
This map illustrates existing and proposed pedestrian and shared-use paths throughout the City of Tecumseh. The majority of trails are located outside of the downtown core, with one marked route extending into the eastern edge of the primary focus area.

What we've learned

Through the inventory and analysis phase of the Streetscape Master Plan, a number of key themes emerged that reflect both the strengths of Downtown Tecumseh and the opportunities to enhance it. The findings highlight a community that is thriving and deeply connected, yet ready to take thoughtful steps toward improving how people experience downtown on a daily basis.

1

Community is thriving, but needs more places for people: Tecumseh's community is strong and supportive, with clear examples of collaboration among residents, businesses, and local organizations working together to enhance downtown. However, there is a shared desire to build on that success by creating more spaces where people of all ages can gather, connect, and spend time together.

2

Pedestrian safety needs improvement: Downtown Tecumseh welcomes pedestrians year-round, from large community events to casual weekday shoppers, but several areas need upgrades to improve safety and comfort. The pedestrian network should better guide visitors through downtown, which extends well beyond the traditional "four corners." Certain crossings, such as the one at Chicago Avenue and Pearl Street, pose safety concerns, requiring pedestrians to cross nearly 50 feet of open pavement with multiple travel lanes and fast-moving vehicles. Enhancing crossings, calming traffic, and creating safer routes for all users will be essential.

3

Back entrances are a key downtown asset: Eighty-one percent of survey respondents said they often use the back entrances of downtown businesses. This is a unique feature not commonly found in historic downtowns and presents a major opportunity. Improving the public spaces behind buildings — through better lighting, landscaping, signage, and walkways — can strengthen business visibility, support deliveries, and enhance the overall downtown experience.

4

Preserve historic charm while modernizing infrastructure: A short walk through downtown reveals the exceptional historic character that defines Tecumseh. Preserving this charm should remain a priority as streetscape improvements are made. Enhancements to utilities, pedestrian connections, parking, and gathering areas should build upon existing infrastructure in ways that respect the City's architectural heritage while supporting its long-term functionality.

5

Events are thriving but need stronger infrastructure support: Downtown Tecumseh hosts a robust calendar of events throughout the year, drawing visitors to different areas and encouraging them to explore local shops and restaurants. While programming is strong, infrastructure upgrades are needed to keep pace with growth. Priorities include improving the downtown sound system for greater flexibility, expanding electrical access in key locations, and reactivating the irrigation system to provide water connections for vendors. Because events take place in multiple locations, often simultaneously, improvements should be tailored to each area rather than applying a one-size-fits-all approach.



3

COMMUNITY ENGAGEMENT

*Summarizing outreach efforts
and incorporating public
feedback*

OUTREACH METHODS & COMMUNICATION TOOLS

Community engagement is a cornerstone for successful urban planning, ensuring that the voices of residents, stakeholders, and local organizations are heard and integrated into the development process. This section outlines a variety of strategies designed to foster meaningful participation in this Downtown Streetscape Master Plan.

Overview

The Streetscape Master Plan outlines a long-term vision for enhancing the public realm in Downtown Tecumseh, encompassing sidewalks, streets, public spaces, and key community corridors. Shaped by public input and local priorities, the plan establishes a community-driven and implementation-focused framework to guide future investments.

In total, approximately 934 community members participated in the planning process. The Steering Committee — composed of 12 representatives from City staff, the Downtown Development Authority, and other community stakeholders — provided consistent leadership and valuable insight throughout the process.

Outreach Methods

Input from the community, stakeholders, and Steering Committee members was gathered throughout the planning process to ensure local needs and priorities were clearly understood. Engagement opportunities included stakeholder focus groups, two community workshops, three Steering Committee meetings, and two online surveys.

Communication Tools

Multiple methods of outreach were used to encourage broad community participation in the process. Engagement was promoted through press releases to local media, articles and inserts in *The Tecumseh Herald*, flyers, social media, the City’s website, project advocates on the Steering Committee, and word of mouth.

FIGURE 14: COMMUNITY ENGAGEMENT	
STEERING COMMITTEE & CITY STAFF	
Members	12
STAKEHOLDER INTERVIEWS	
Participants	34
SURVEYS	
Online Survey #1 - Responses	505
Online Survey #2 - Responses	288
COMMUNITY WORKSHOPS	
Workshop #1 - Participants	approximately 30
Workshop #2 - Participants	approximately 30
DDA MEETING	
Participants	approximately 10
CITY COUNCIL MEETING	
Participants	approximately 25
TOTAL COMMUNITY INPUT	approximately 934

What we heard

- 1

Preserve Small-Town Character While Enhancing Experience

Across all engagement methods, there was a strong and consistent desire to maintain Tecumseh’s historic charm, welcoming atmosphere, and identity. At the same time, the community supports thoughtful improvements that make downtown more vibrant, comfortable, and usable without feeling overly urbanized.
- 2

Pedestrian Safety and Walkability Are Top Priorities

Improving safety — especially along Chicago Boulevard and key intersections — was one of the most frequently discussed concerns. Residents want safer crossings, traffic calming, wider sidewalks, and a more pedestrian-friendly environment that encourages walking and lingering downtown.
- 3

More Gathering Spaces, Amenities, and Everyday Comforts Are Needed

The community repeatedly emphasized the need for spaces to gather and spend time, including outdoor dining, shaded seating, plazas, and activated alleys. Practical amenities — especially public restrooms, lighting, and seating — were among the most commonly requested improvements.
- 4

Activate Underutilized Spaces — Especially Behind Buildings & Evans Street

There is strong support for expanding activity beyond the main street, particularly through rear-alley activation and improvements to Evans Street. These areas are seen as major opportunities for outdoor dining, events, and better connectivity throughout downtown.
- 5

Infrastructure & Functionality Must Come First

Stakeholders consistently noted that long-term success depends on upgrading underlying infrastructure — such as utilities, Wi-Fi, and power for events — before aesthetic improvements. There is also a clear preference for practical, maintainable design solutions that support events, businesses, and daily use.
- 6

Parking Is Important — But Perception vs. Reality Matters

Parking came up frequently, with many emphasizing the need to retain convenient access. However, stakeholders and committee members noted that availability is often sufficient, and better organization, striping, and wayfinding could improve the overall experience.
- 7

Balance Flexibility with Cohesive Design

There is support for a cohesive, well-designed streetscape (consistent furniture, lighting, and materials), while also maintaining flexibility — such as movable planters, adaptable spaces, and seasonal uses — to support events and evolving needs.
- 8

Design Should Support All Ages & Year-Round Use

The community emphasized creating a downtown that works for everyone — families, kids, and older adults — and remains active beyond peak seasons. Ideas included winter activities, play features, comfortable seating, and spaces that encourage people to stay longer.

STEERING COMMITTEE MEETINGS

The Steering Committee played a vital role in shaping the direction of the Tecumseh Streetscape Project. These conversations brought together key community leaders, stakeholders, City staff, and the design team to share insights, validate assumptions, and ensure that every decision was grounded in local experience. By reviewing concepts, discussing challenges, and identifying opportunities, the committee helped guide the project toward solutions that reflect Tecumseh’s values, supported its businesses, and enhanced the daily life of residents and visitors. Their ongoing involvement ensured the design remained collaborative, informed, and aligned with the community’s long-term vision.

07.16.25 – The design team and Steering Committee met for the first time at the kickoff meeting, laying the groundwork for the vision, scope, and priorities of the streetscape project. The discussion began with a close review of the project area, with particular emphasis on elevating the importance of Evans Street as a key corridor for future expansion. Committee members noted that Evans has historically been overlooked yet holds significant potential, serving as both a gateway and the home of the well-attended Market on Evans. This early conversation underscored the need to integrate Evans Street fully into the streetscape plan, improving parking, pedestrian flow, and opportunities for public activation.

The group then reflected on broader programming needs across downtown, including the growing demand for gathering spaces, outdoor dining, art installations, and safe alley activation. Supporting all age groups — especially younger residents — emerged as a priority. Participants stressed the importance of comfort, shade, and flexible design, while also recognizing the community’s desire to maintain Tecumseh’s historic charm and avoid overly urbanized treatments. The ornamental landscape fence, once installed for safety and aesthetics, generated discussion regarding its ongoing usefulness and whether aspects of it should be reconsidered.

Conversation also focused on recent and ongoing challenges, including pedestrian safety along Chicago

Boulevard, stormwater concerns at the four corners, and the need for expanded electrical access to better support festivals and events. Committee members highlighted the importance of wayfinding — potentially digital — and shared insights about community identity, emphasizing Tecumseh’s reputation as a friendly, connected, and family-oriented place. The group also discussed downtown trends, favorite regional destinations, and community expectations for retaining the City’s character while still embracing growth and modernization.

A walking tour further revealed opportunities for rear-lot improvements, enhanced outdoor dining, expanded festival infrastructure, additional public restrooms, and potential redevelopment sites. Issues such as bike accommodations, dead zones during events, Wi-Fi connectivity, alley closures, parking demands, and the role of private properties were openly examined.

This early exploration helped establish a holistic understanding of how people use downtown, what challenges currently exist, and where the greatest opportunities lie for transformative impact. The kickoff meeting ultimately set a collaborative tone for the project, grounding the design process in lived experience, community pride, and a shared commitment to shaping a vibrant and welcoming future for downtown Tecumseh.

11.10.25 – The Steering Committee convened to review draft concepts for the streetscape project and provide early guidance on priorities moving forward. The team began by confirming the refined focus area, which was extended slightly north to encompass the Market on Evans and the public library — reflecting their growing importance as community anchors. Committee members also revisited the project goals and objectives to ground the discussion in the broader vision shaped through Phase 1 engagement.

A summary of community outreach findings helped frame the conversation, particularly regarding infrastructure needs. Committee members emphasized the importance of expanding power, water, irrigation, and audio connections throughout the project area, including both directions along Evans Street and portions of Ottawa Street. The group acknowledged that while businesses currently support events through temporary connections, a more robust and permanent system will better serve long-term activation and programming.

Both proposed design concepts (which can be found in Section 4) were presented in detail, generating thoughtful discussion about opportunities and trade-offs. Concept 1, which was focused on strong rear-alley activation and a transformative pedestrian corridor, was well-received for its potential to enhance downtown vibrancy, support events like the Block Party, and respond to the growing desire for casual gathering spaces. While the projected loss of parking raised questions, committee members noted that parking availability downtown

is often more of a perceived issue than an actual shortage. Several felt that improved striping and better communication could help shift that perception.

Concept 2 prompted discussion around pedestrian safety, traffic calming, and streetscape aesthetics along Chicago Boulevard. Members appreciated the raised mid-block crossing at the market and the opportunities to integrate placemaking elements like public art or a fountain. Concerns about tree selection, visibility, maintenance, and stormwater infrastructure underscored the need for thoughtful species selection and detailed engineering solutions later in the process. Several committee members reiterated a preference for rear-entry activation and the flexibility offered by movable planters and strategic hardscaping.

This meeting reinforced the importance of balancing pedestrian comfort, business support, and downtown character — while continuing to weave community feedback into the evolving design direction.

The Steering Committee was asked to continue thinking about the concepts and add any additional thoughts to an online survey that was sent a few days after the meeting. This allowed the group to reflect on the discussion, provide more detailed input, and ensure that any lingering ideas or concerns were captured as the design team prepares the next phase of refinements. A summary of these results is shown below, with a full list of questions and answers available in the Appendix document. Ten responses were received — seven from the Steering Committee and three from the DDA.

WHAT'S MISSING FROM THE CONCEPTS?

04.14.26 - The design team and Steering Committee reconvened to review the draft of the final streetscape concept and discuss the implementation matrix, also referred to as the Action Plan. This meeting marked an important step in transitioning the project from concept refinement toward a clear and actionable path for implementation.

The discussion began with a detailed review of the final concept. Committee members engaged in thoughtful dialogue around elements such as parking configurations, restroom facilities, and the design along Chicago Boulevard. Conversations reflected a careful consideration of both community feedback and operational needs, including maintaining appropriate access, addressing parking perceptions, and ensuring long-term functionality of public spaces. The group emphasized the importance of balancing community preferences, accessibility, and overall usability, while also recognizing the value of flexibility as the project moves forward. Opportunities such as pilot programs, phased restroom implementation, and potential parking studies were discussed as tools to help validate design decisions and allow the City to make informed adjustments prior to full implementation.

The group then shifted focus to the phasing framework, reviewing how the streetscape improvements have been organized into a series of strategic, implementable phases. This approach was recognized as a practical way to advance key improvements while maintaining the ability to adapt over time as conditions evolve. The implementation matrix was discussed as a valuable guide for prioritizing actions, coordinating future investments, and aligning resources, providing the City with a clear roadmap for both short-term progress and long-term success.

Overall, the meeting reinforced strong alignment around the direction of the plan. The Steering Committee expressed appreciation for the comprehensive and forward-thinking nature of the work, noting that the plan not only responds to current community priorities but also anticipates future opportunities and challenges. The discussion highlighted a continued commitment to creating a vibrant, accessible, and resilient downtown streetscape that reflects Tecumseh’s identity while supporting ongoing growth and activation.



Key Takeaways

1

Welcoming, Character-Preserving Spaces Matter: Early feedback underscored the community’s desire for vibrant, comfortable spaces that support everyday activity yet remain true to Tecumseh’s historic charm. The community’s identity, pride, and small-town character were identified as central guiding elements for the design.

2

Evans Street is a Critical Corridor for Future Growth: The committee emphasized that Evans Street has been historically overlooked but holds major potential. Integrating it fully into the streetscape plan is essential for parking, pedestrian circulation, and long-term public activation.

3

Infrastructure Upgrades Are Critical for Future Activation: The committee stressed the need to extend power, water, audio, and irrigation throughout the project area to better support events, market operations, and long-term downtown programming.

4

Rear Activation is a Clear Priority: The committee strongly favored improvements behind the buildings, noting that rear entries are well-used, more comfortable for outdoor dining, and better suited for events and everyday gathering.

5

Parking Concerns Are Manageable: The committee emphasized that parking shortages downtown are mostly a matter of perception. On-street parking is often overlooked, and improved striping and communication could help address this.

6

Flexibility and Testing Are Key: There was strong support for incorporating flexibility through pilot programs, phased construction, and future studies. These strategies allow the City to test ideas and make informed adjustments before full implementation.

7

Balancing Functionality and Community Needs Is Essential: Discussions around parking, restrooms, and boulevard design reinforced the importance of balancing accessibility, functionality, and community preferences as the project moves forward.

8

Phased Implementation = Clear Path Forward: The committee supported organizing improvements into phases, recognizing this approach as a practical way to advance projects while maintaining flexibility. The implementation matrix was seen as a valuable tool for guiding priorities and coordinating future investments.

STAKEHOLDER INTERVIEWS

08.20.25 - The design team met with 34 community stakeholders in small group discussions to hear their perspectives on downtown Tecumseh. These conversations provided valuable insight into the community’s priorities, opportunities, and challenges. The following section highlights the key themes that emerged.

Community Identity & Values

- SMALL-TOWN CHARACTER:** Residents emphasized Tecumseh’s welcoming atmosphere, historic homes, family-friendly nature, and close-knit feel.
- HISTORIC PRESERVATION:** There is a strong desire to preserve historic charm while enhancing functionality.
- COMPARISONS TO OTHER TOWNS:** Stakeholders made positive references to neighboring towns including Charlevoix, Petoskey, and Escanaba for their openness, landscaping, and color.

Railroad & Southern Michigan Railroad

- MIXED OPINIONS:** Many view it as an asset that helps draw visitors during events such as Wizardly Weekend, Appleumpkin, Fall Colors, and the Santa Express, while others feel it can present challenges to the downtown experience.
- CHALLENGES:** Stakeholders identified areas where improvements could be made, including upkeep of ties, enhancing ADA accessibility, providing restrooms on trains, managing weeds along the tracks, and easing traffic conflicts at crossings.
- CAPITAL NEEDS:** Planned investments will be needed for bridges and crossings, with potential support from MDOT funding.
- OPPORTUNITIES:** If tracks are not active, they could be repurposed for wider sidewalks, and there is potential to further activate alleys and rear building areas.

Public Amenities

- RESTROOMS:** A top recurring theme was that current public facilities are inadequate, hard to find, and misused. Stakeholders support new facilities at the Depot, Pearl/Chicago lot, or a welcome center.
- CHARGING STATIONS:** EV stations are recommended; some lots are already prepped with conduit.
- WATER BOTTLE FILL STATIONS:** Water bottle fill stations were suggested.
- EVENT STORAGE:** Dedicated storage space for barricades, tents, heaters, etc. was also requested.

Separate technical coordination meetings were also held with MDOT, Southern Michigan Railroad, Tecumseh District Library, Pinnacle Irrigation, Vision Performance Group & Technologies, and Mannik Smith Group.

Streetscape & Design Elements

- UNIFORMITY:** There is interest in consistent outdoor seating, planters, and railings.
- FURNITURE STANDARDS:** Draft café guidelines propose an outdoor dining season from April through October.
- TREES & GREENERY:** There is a desire to preserve existing trees (except Bradford Pears), add more along side streets, and integrate landscaping with benches/planters.
- LIGHTING:** Generally sufficient, but historic character must be maintained and expanded to Evans Street.
- SIGHT LINES:** Parking at key intersections (e.g., Pearl and Chicago) block visibility, and there were several concerns raised about the safety at crossings.

Infrastructure & Utilities

- TOP PRIORITY:** Underground infrastructure (Wi-Fi, electrical, storm sewer, irrigation) is a top priority before aesthetic improvements.
- POOR WI-FI & IRRIGATION:** This was a common concern.
- STORMWATER MANAGEMENT:** Having a shared MDOT system poses coordination challenges.
- ACCESSIBILITY:** ADA improvements are needed (curb ramps, sidewalk grades, rear building access).

Transportation, Parking, & Circulation

- PARKING:** There was general consensus that downtown has ample parking, though some confusion occurs during festivals and with accessibility.
- BIKE INFRASTRUCTURE:** Requests were made for more bike racks and connectivity to existing trails (e.g., from Adrian, south of Evans Street).
- PEDESTRIAN SAFETY:** Improved crossings are needed at Pearl, Ottawa, Chicago, and Evans; there is a preference for automated walk signals every cycle.
- TRAFFIC CALMING:** More trees, signage, raised intersections, and potential seasonal street closures were discussed to slow traffic and enhance pedestrian safety.
- TRUCK TRAFFIC:** Chicago Boulevard and Evans Street see significant truck flow, raising safety and noise issues.

Economic & Event Activity

- EVENTS:** Appleumpkin, Wizardly Weekend, block parties, and ice sculpture festival are major draws but disrupt parking and circulation.
- EVENT DISTRIBUTION:** Events often benefit only businesses near the Four Corners; more distributed activity could solve that.
- WINTER ACTIVITY:** There is an interest in holiday markets, ice skating, and extending events to shoulder seasons.
- BACK ENTRANCES:** Many customers use rear doors, but these can be unattractive and uninviting and many are in need of beautification.
- MARKETING & WAYFINDING:** Better signage, maps, and communication is needed to direct visitors to all downtown areas.

Overall Priorities Identified

- 1 Preserve historic charm while modernizing infrastructure.
- 2 Invest in underground systems first, then streetscape features.
- 3 Enhance pedestrian safety and accessibility.
- 4 Expand public amenities — especially restrooms and seating.
- 5 Strengthen connections to Evans Street, alleys, and outlying districts.
- 6 Balance small-town feel with growth, color, and vibrancy.

The stakeholder groups interviewed included:

- City of Tecumseh Department Heads
- DDA Board
- Downtown Merchants Group
- Planning Commission
- Southern Michigan Railroad
- Historic Preservation Committee
- Tecumseh District Library
- Tecumseh Public Schools

ONLINE COMMUNITY SURVEYS

As part of the planning process, two online community surveys were conducted to gather input directly from Tecumseh residents, business owners, and visitors. These surveys served as an important tool for understanding community priorities, preferences, and concerns related to the downtown streetscape.

Survey #1: 08.04.25 - 09.02.25

The first community survey provided important insight into how people currently experience downtown Tecumseh. Participants were asked to reflect on their day-to-day interactions with downtown, including what draws them to visit, as well as what might encourage them to come more often. The survey also invited respondents to identify the types of amenities they believe would enhance downtown, ranging from functional improvements to community-focused features. In addition, an open-ended question encouraged residents to share their own creative ideas for strengthening the character and vibrancy of the streetscape.

Overall, the results were highly positive, reflecting a strong sense of community pride and enthusiasm for the future of downtown. Respondents expressed both appreciation for existing assets and a willingness to think broadly about new opportunities. These insights not only highlight the community’s priorities but also provide a foundation for shaping the design recommendations that follow in the master plan.

Survey #2: 12.03.25 - 01.18.26

As part of the second community survey, participants reviewed two proposed streetscape concepts and section comparisons. They then voted on their preferred option and shared additional feedback, including elements they felt were missing from the designs.

Overall, the chosen concepts and written responses showed a clear preference for blending elements from both concepts while prioritizing function over aesthetics. Maintaining accessible parking remained a top concern, alongside strong support for improved pedestrian safety, wider sidewalks, and comfortable gathering spaces. Respondents also emphasized the need to address traffic impacts and design for durability and maintenance, while prioritizing practical amenities—such as public restrooms, seating, and shade—to enhance downtown’s usability and character.

The DDA and Steering Committee also took a similar survey prior to its community release. Ten responses were received. A summary of these results can be found on page 47, while the full results (Survey #2a) can be found in the Appendix.



Flyers were distributed by the City, encouraging residents to participate in the first online survey. 8.5x11 Flyers were also inserted into the August 7 issue of *The Tecumseh Herald*.



Along with printed flyers distributed by the City, information for the second survey was also shared via social media.

Key Takeaways

1

Downtown is Regularly Visited: A large share of respondents visit downtown regularly, most commonly a few times a week or weekly. The top reasons for these visits are shopping and events or festivals, with services such as banking, salons, and other personal needs also contributing significantly.

2

Enhancements are Welcome: Respondents see opportunities to make downtown even more enjoyable. Top ideas include adding outdoor dining areas, more green space and landscaping, and improved walkability. Many also expressed interest in public seating, bike racks, and cultural features — all improvements that can strengthen downtown’s role as a vibrant, welcoming place.

3

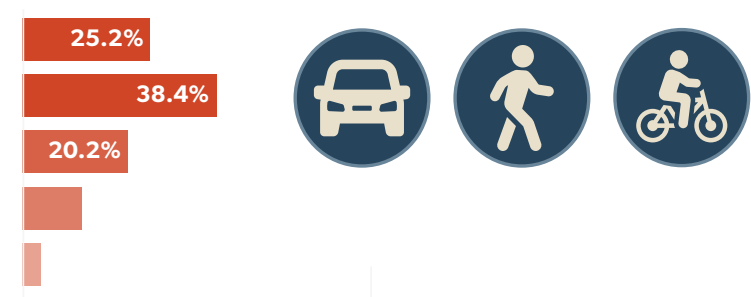
Historic Character is a Defining Strength: The historic charm of downtown stood out as one of its most cherished qualities. Respondents emphasized that preserving the architectural character and small-town feel is essential to Tecumseh’s identity, while modern amenities and investments should enhance — rather than overshadow — its unique historic atmosphere.

4

Need Flexible, Hybrid Design Solutions: Rather than favoring a single concept, many respondents supported blending elements from both options. There is a clear preference for adaptable, multi-use spaces that balance aesthetics with function and allow downtown to evolve over time.

5

Functionality & Everyday Use Outweighs Pure Aesthetics: Feedback emphasized the importance of practical design decisions — such as maintaining accessible parking, addressing traffic impacts, and ensuring durability and ease of maintenance — while still enhancing the overall look and feel of downtown.



WHAT DO YOU LIKE MOST ABOUT DOWNTOWN TECUMSEH?

"The historic small town charm. Being able to go into small businesses and being greet[ed] like they remember me even if it's been a while."

"We LOVE the monthly events! Never been to a town that does it better, and I've noticed the turnout has been increasing..."

"It has a lot to offer as far as unique/boutique shopping and dining and is all within walking distance of each other. It's quaint and I love that it is not too modernized."

"Clean, friendly, attractive, offers many options."

"Aesthetically warm and appealing. It's charming and has numerous walkable shops and restaurants. I can actually spend time enjoying the space and supporting local business owners still."

"How everyone comes together as a community and supports the town."

"I live downtown; a quick walk into town and most all of my needs are met – awesome!"

WHAT IDEAS DO YOU HAVE FOR FUTURE IMPROVEMENTS?

"It would be cool to have an outdoor space with cornhole, giant chess, Jenga, Connect 4, swings, fire pits, space for live music, etc. A food cooperative with separate food businesses in one space would also be awesome..."

"Improved sidewalks for exercising, pushing a stroller, etc. They're very bumpy and uneven in most areas."

"I would like to see a public restroom."

"Outdoor space for gathering. Current seating on sidewalks is nice, but limits the number of people who can sit at one time."

"A patio space with a fountain, have string lights, stone benches, tables with umbrellas. I'm envisioning a really cool space to be able to hangout and have a drink or lunch with friends outside."

"I'd like to see development on some of the empty lots in a way that still works with the historic character, but brings more versatility to the downtown..."

WHAT EXCITES YOU MOST ABOUT THIS MASTER PLAN?

"Specifically, the green space, artistry, and pedestrian safety ... Meeting needs in a way that is not purely economical, but enhances the overall look and feel of downtown."

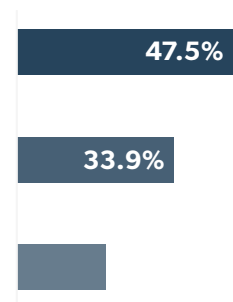
"Public restrooms, train platform, pavers to enhance the streetscape, utilization of the rear areas or pedestrian travel."

"The flexibility it brings to the Downtown while also creating a dynamic and safe experience for visitors."

"...wider sidewalks, pedestrian walkways, seating, outdoor dining..."

"Making our downtown even more inviting."

"The idea of bringing a more youthful, vibrant, active, and cultural downtown experience. It will make it the local hangout area."



IS THERE ANYTHING MISSING THAT YOU BELIEVE SHOULD BE INCORPORATED INTO THE CONCEPTS?

"Heavily defined crosswalks and pedestrian crossing signage. Currently many cars do not pay attention to pedestrian crossings causing daily near-misses and making walking to and around Downtown feel less safe."

"...clear wayfinding and intuitive connections between parking, main streets, and rear pedestrian spaces would ensure the plan functions well day-to-day."

"Just the power hubs for vendors along Chicago to keep electrical cords from being tripping hazards when we have major events, or to try to reduce the need to run them across the sidewalks."

"Include bike racks to encourage bike use and seating to encourage walking."

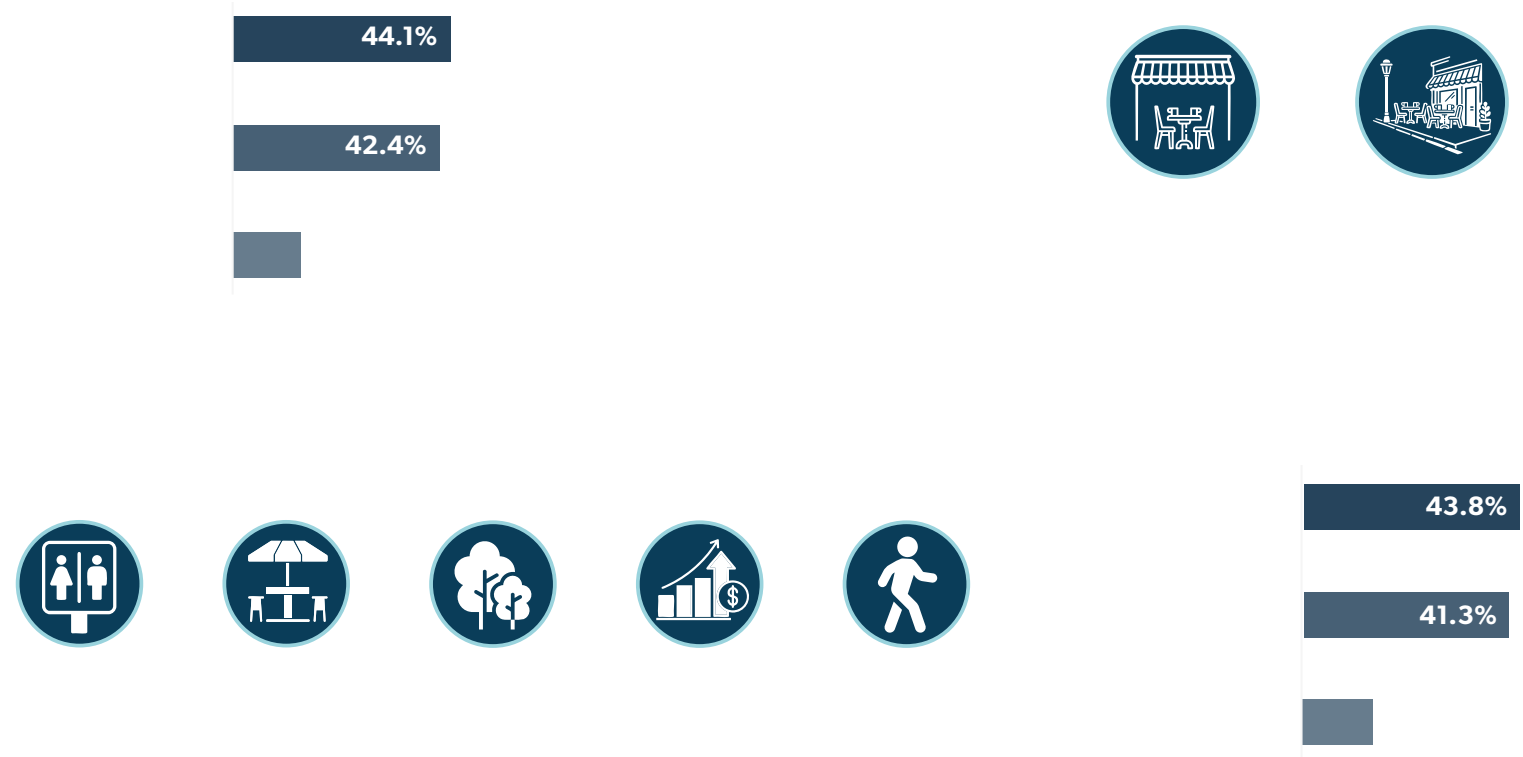
"...murals on North/South buildings to attract folks behind main street buildings ... temporary parks, ice skating, dog park, food truck Saturdays, themed markets in the summer..."

"...equipment or playscapes for kids."

"I would like to see all the lighting updated along the downtown to match the new design and some type of sound system if possible for music or event announcements."

"Shelter at the market. Similar to Kerrytown market in Ann Arbor. Vendors have coverage but not patrons."

"Extra benches and seating along the spaces and perhaps additional lighting along Evans Street..."



COMMUNITY WORKSHOPS

These workshops provide an opportunity for community members to share their ideas, experiences, and priorities in a collaborative setting. These interactive sessions foster open dialogue, build trust between the community and project team, and help ensure that the resulting plan reflects the unique character and needs of the people who live and work in Tecumseh. By involving the community directly, workshops help create a sense of ownership and support for the project’s long-term success.

09.22.25 - Workshop #1: With approximately 30 attendees, the first community workshop served as an important kick-off to the engagement process, setting the stage for residents, business owners, and local stakeholders to share their insights about downtown Tecumseh. The goal of the workshop was to begin identifying the community’s wants, needs, and priorities for the streetscape project — what people love about downtown, what challenges they encounter, and what improvements they hope to see. The event was designed to be informal and conversational, encouraging open dialogue and collaboration.

Multiple interactive boards were positioned around the room, prompting participants to reflect on topics such as mobility, aesthetics, accessibility, and overall downtown experience. Attendees were invited to write comments, share stories, and mark up maps to illustrate what works well and where improvements are needed. This hands-on approach created a comfortable atmosphere where participants could move freely, engage with City staff and consultants, and discuss ideas one-on-one.

Feedback collected during the workshop highlighted both the strengths and opportunities of downtown Tecumseh. Participants praised its walkability, small-town charm, and vibrant local businesses, while also noting areas for improvement — such as lighting, parking, bicycle connections, and public gathering spaces. Overall, the workshop provided valuable firsthand perspectives that will help shape a streetscape design that balances community character with functionality and long-term vitality.

The City distributed flyers throughout Tecumseh and invited residents to attend the meeting.

12.03.25 - Workshop #2: A second community workshop was held to share updates on the Tecumseh Downtown Streetscape Project and gather in-person feedback on the initial concept designs (concepts can be found in Section 4). Approximately 30 community members attended the event. The workshop began with a short digital presentation that provided an overview of the project goals, process, and emerging streetscape concepts. Following the presentation, participants were invited to move around the room and engage with interactive boards, where they could review specific design elements and share comments, questions, and preferences.

Overall, participants expressed strong support for streetscape improvements, particularly along Pearl Street and M-50, with broad agreement on the need for curb bump outs and safer pedestrian crossings. Feedback on Evans Street crossings and sidewalk configurations was more mixed, reflecting differing priorities related to comfort, weather, and adjacent uses. Parking was a significant topic of discussion, with many emphasizing the importance of retaining on-street parking, while also acknowledging generational differences in willingness to reduce parking for safety and pedestrian improvements. Participants were generally supportive of measures to improve pedestrian safety, such as reducing parking lot access points, though concerns were raised about potential parking loss and tight conditions behind buildings.

The activation of spaces behind downtown businesses received strong support, particularly for expanded outdoor dining and gathering areas, though some participants questioned the placement of these spaces where restaurants are not currently present. Additional themes included a strong desire for public restrooms, improved and continuous downtown lighting to enhance walkability, and thoughtful consideration of how proposed changes would affect children and families, particularly near the library. The feedback collected during this workshop helped clarify community priorities and will inform further refinement of the streetscape concepts.

Key Takeaways

- 1 SAFETY FIRST:** A top concern focused on traffic speeds along Chicago and poor visibility at Pearl and Chicago.
- 2 SEATING & SHADE:** Residents want more downtown seating, especially in shaded areas.
- 3 HISTORIC CHARM:** There is a strong preference for design elements that reflect Tecumseh’s historic character.
- 4 SOCIAL SETTINGS:** Outdoor dining, alley activation, and an urban trail were popular ideas.
- 5 SUSTAINABILITY & ADAPTABILITY:** There is support for rain gardens, movable planters, and removable bollards.
- 6 PARKING BALANCE:** Many value retaining parking, while recognizing the need to balance access with pedestrian safety.
- 7 DOWNTOWN AMENITIES:** Public restrooms, improved lighting, and better-designed back-of-house areas are seen as important.
- 8 DESIGN FLEXIBILITY:** Participants were open to varied street and sidewalk solutions if safety and functionality are preserved.



4

STREETSCAPE CONCEPTS

*Visualizing the future: layouts,
features, and design directions*

STREETSCAPE CONCEPT DEVELOPMENT

The streetscape concepts for Downtown Tecumseh were developed through a thoughtful, phased process grounded in community input, on-site analysis, and coordination with City and Steering Committee leadership. This approach moves intentionally from initial concepts to more refined designs, ultimately informing a final streetscape concept that balances vision, functionality, and local priorities.

Initial Concepts: The process began with the creation of initial concepts, which serve as a starting point for discussion and exploration. These concepts are informed by an understanding of existing conditions, ongoing and previous downtown initiatives, and feedback gathered through early engagement efforts. Rather than presenting a single solution, the initial concepts illustrate different ways the streetscape could function and feel, helping stakeholders visualize possibilities, consider trade-offs, and identify opportunities.

Community feedback played a critical role throughout this phase. Input collected through workshops, surveys, and stakeholder conversations helped shape which ideas resonated most and where adjustments were needed.

Using this feedback, the design team refined select elements of the initial concepts — clarifying layouts, enhancing design features, and addressing key themes such as safety, comfort, character, and connectivity.

Final Concept: These refined concepts built upon the initial ideas with greater detail and cohesion, setting the stage for the development of a final streetscape concept. The final concept represents the culmination of this iterative process, synthesizing technical analysis, community priorities, and City goals into a clear, actionable vision for downtown Tecumseh.

Together, the these concepts reflect a collaborative, community-driven approach to streetscape planning — transforming ideas and feedback into a shared vision that will guide future investment and help strengthen the identity, functionality, and experience of Tecumseh’s downtown.



Initial Concepts

CONCEPT 1: OVERVIEW

Concept 1 was shaped by strong community feedback highlighting the importance of business rear entries to the overall downtown experience. Expanded plaza spaces and a varied material palette create visual interest while enhancing comfort for outdoor dining, community gatherings, and a more cohesive rear-entry environment.

Along Chicago Boulevard, a lighter-touch approach maintains the existing streetscape character while extending the paving material palette into the front areas and improving pedestrian circulation through more efficient use of space.

The market area on N. Evans Street incorporates a similar pavement scheme to create a cohesive identity, while introducing additional trees and green space to support market activities and enhance visitor comfort. A new train platform east of the market establishes a dedicated boarding area, reinforcing a stronger connection between the train, market, and library.

Responses from Community Survey #2

- "I prefer keeping the bike lane as a buffer for parking. It's nice to be able to open your car door and not get hit."
- "I love the intersection pavers and rain gardens!"
- "Love the swings. Maybe outdoor games?"
- "I really like creating a train platform that gives a welcoming space to an attraction that we offer frequently. I also like the additional lawn spaces for sitting and relaxing. I hope that we do more big downtown-wide events and having green-space for folks to sit, relax, and/or eat away from the busy streets is key."
- "Market area needs a better parking lot, restrooms and a better crosswalk."
- "Front dining makes the city look more active and vibrant, and draws people in."
- "I think the pattern in Concept 1 is intentional. I feel like it breaks up the road and draws the eye more, which I feel will help protect pedestrians."
- "Public restrooms are desperately needed! Please be sure all restrooms are accessible for all people. Again the social area is much needed. We need to be outside and interacting more..."

REFERENCE PHOTOS



LEGEND

Green Space / Landscaped Area	Decorative Pavers
Open Lawn Area	Decorative Paver Band with Seating
Decorative Pavers / Pedestrian Area	Southern Michigan Railroad
Outdoor Seating Area	Tree
Sidewalk & Pathways	* Central Feature

Initial Concepts

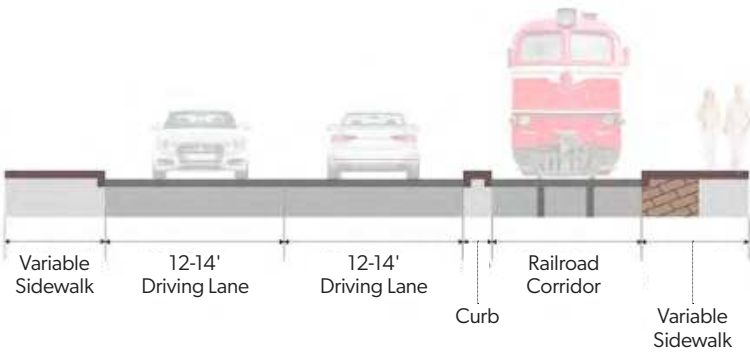
CONCEPT 1: CROSS SECTIONS

Concept 1 takes a “light-touch” approach along the street side, focusing the majority of improvements on rear-entry areas. As a result, cross sections A and B along North and South Evans Street remain largely unchanged from existing conditions, with the exception of a new paver band on the east side of the railroad. Coordination with the railroad will be essential to maximize the pedestrian zone width in this area.

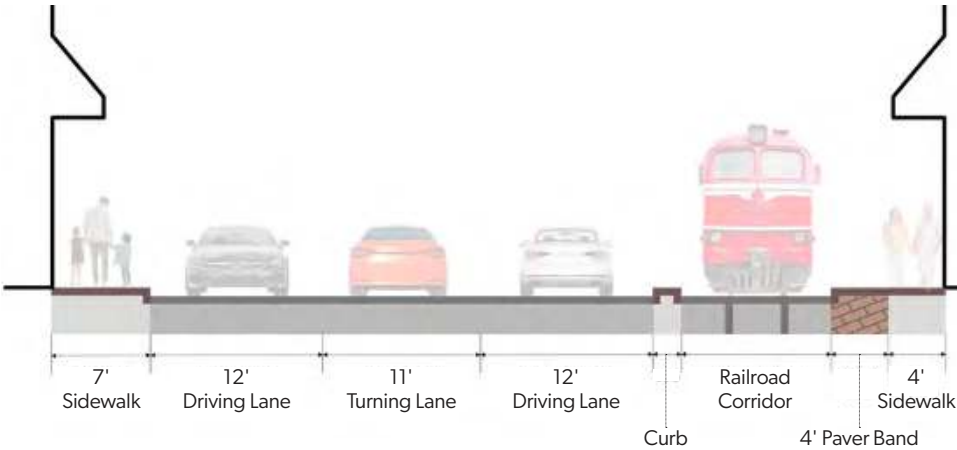
Cross section C illustrates W. Chicago Boulevard west of Pearl Street, where travel lanes are reconfigured to better align with the road diet implemented one block east. Reducing the roadway to one westbound lane eliminates weaving movements at the Pearl Street intersection, improving pedestrian safety and comfort. The reclaimed lane space is repurposed for additional green space and landscaping, helping to define the downtown gateway and encourage slower vehicle speeds. Rectangular Rapid-Flashing Beacons (RRFBs) can be used to promote pedestrian visibility crossing Chicago at Pearl Street.

Cross section D shows the proposed design for Chicago Boulevard between Pearl Street and Ottawa Street. The existing roadway and lane configuration are maintained, while sidewalk improvements focus on enhancing pedestrian flow and usability. The first 9–10 feet from the building face remain clear to maximize circulation. Beyond this, a 4-foot paver band accommodates trees, lighting, seating, and bioswales. These features are spaced to maintain clear access to a 2-foot carriage zone, allowing convenient movement between on-street parking and the sidewalk.

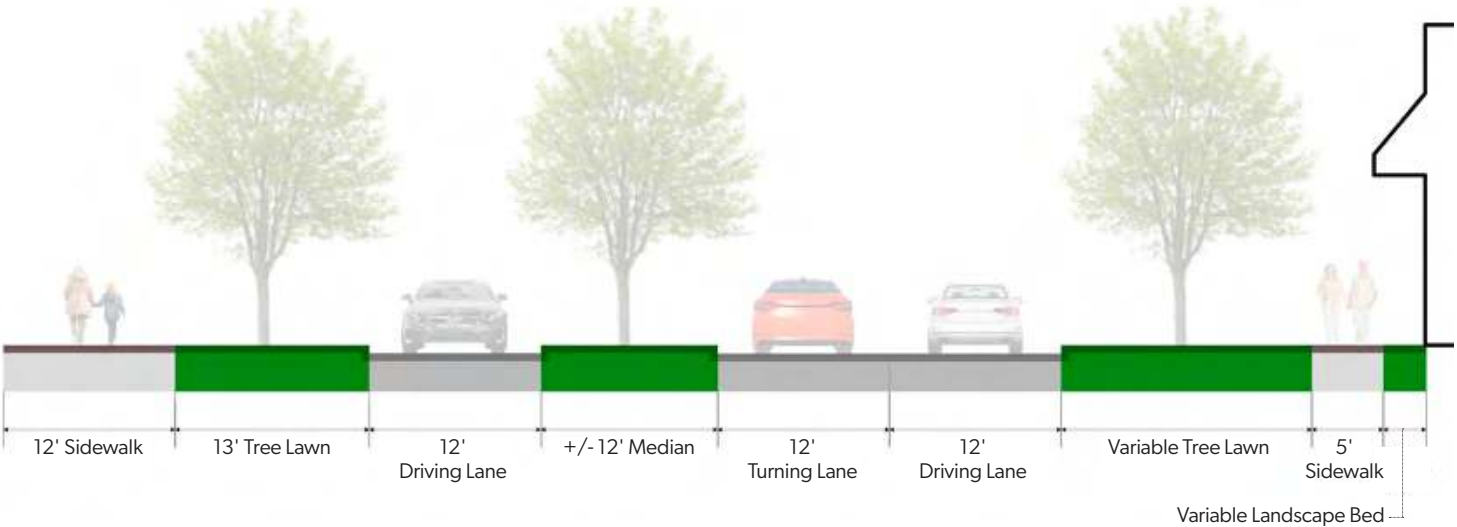
A PROPOSED CROSS SECTION: N. Evans Street (Looking North)



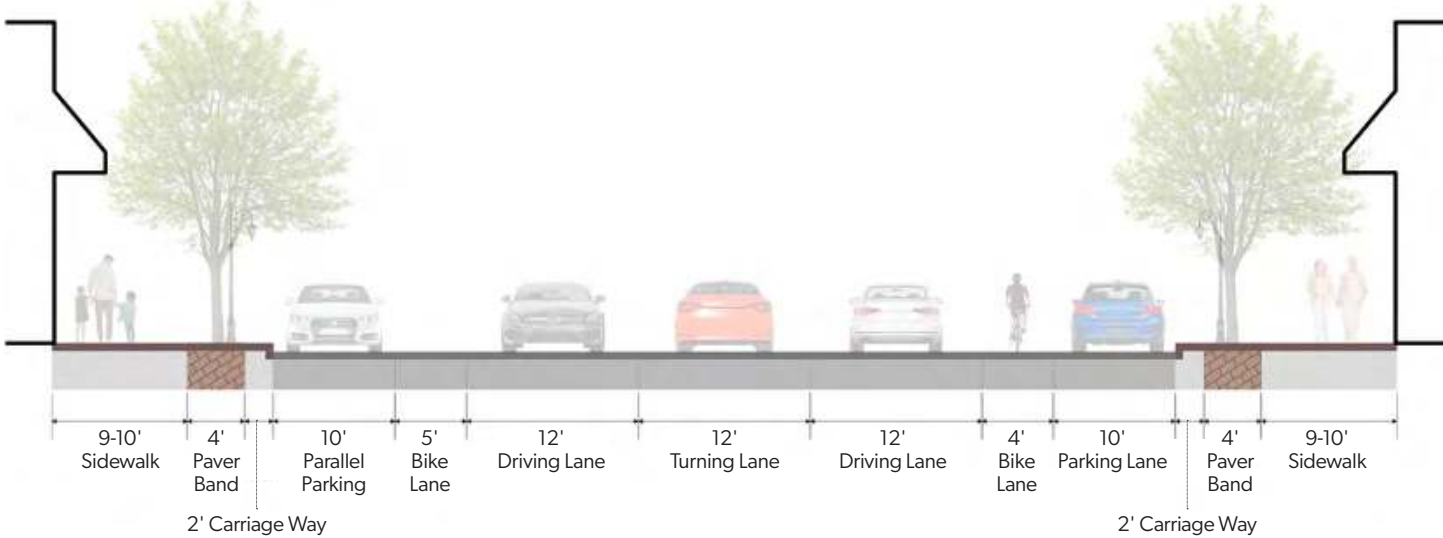
B PROPOSED CROSS SECTION: S. Evans Street (Looking North)



C PROPOSED CROSS SECTION: W. Chicago Boulevard (Looking East)



D PROPOSED CROSS SECTION: E. Chicago Boulevard (Looking East)



Initial Concepts

CONCEPT 2: OVERVIEW

Concept 2 places a stronger emphasis on the primary building frontages along Chicago Boulevard. Paver bands enhance the existing sidewalk texture, creating a more cohesive streetscape that visually connects to the character of Tecumseh’s downtown businesses.

A key feature of this concept is the addition of a sidewalk-level trail along the north side of Chicago Boulevard. This design maintains and enhances bicycle connectivity while removing bike lanes from the roadway. In doing so, it expands pedestrian space on the sidewalk and narrows the street, helping to calm traffic and create a more comfortable, downtown-appropriate environment. The reduced roadway width also allows for shorter crosswalks, significantly improving pedestrian safety and ease of crossing.

The trail corridor extends south along Evans Street, strengthening connections to the Kiwanis Trailhead at Russell Road. To the north, expanded sidewalks paired with narrowed travel lanes help signal entry into downtown and encourage slower vehicle speeds. Within the market area, a complementary yet distinct pavement treatment reinforces its identity, while a raised crosswalk across Evans Street links to a new central plaza, creating a strong and cohesive gathering space.

REFERENCE PHOTOS

A MULTI-USE LAWN & PARK SPACE

B CENTRAL FEATURE

C DOWNTOWN TRAIL CORRIDOR

D OUTDOOR STREET DINING

Responses from Community Survey #2

"Wider sidewalks is exactly what our downtown is missing! It gets very congested during events, especially when pushing a stroller."

"A downtown walking "trail" is a great idea. Brings in people and highlights businesses. Please think of a way to make the front entrances of downtown businesses accessible. As it is now, those with mobility issues have to go in and out the back doors."

"I'd like to see flashing crosswalk at Chicago/Pearl intersection. Its the starting point of downtown where many residents and teens cross. Currently with no signal or stop sign on Chicago it is a very dangerous street to cross. Having flashers would make it visible to oncoming traffic when someone is in the street."

" The central feature isn't needed [at the Market] as it isn't the center of town."

" I like the additional parking on the second concept. On market days, parking is already limited."

"Moving ped traffic off the street is a good idea."

"I really like adding more seating and landscaping space behind the shops. Again, I think we're missing ample space for people to sit and relax and stay longer when we have big events. Having outdoor seating in the back of restaurants would be quieter and more enjoyable, too. I think the loss of parking spaces is going to be an issue though. Additional street parking or another vacant lot/ shared lots would be wonderful to keep people downtown longer."

" I'm not sure what is more cost efficient, but I think all the other proposed changes will be improvement enough. I think for the pavement we should go with whatever is easier to maintain in the long run."



Initial Concepts

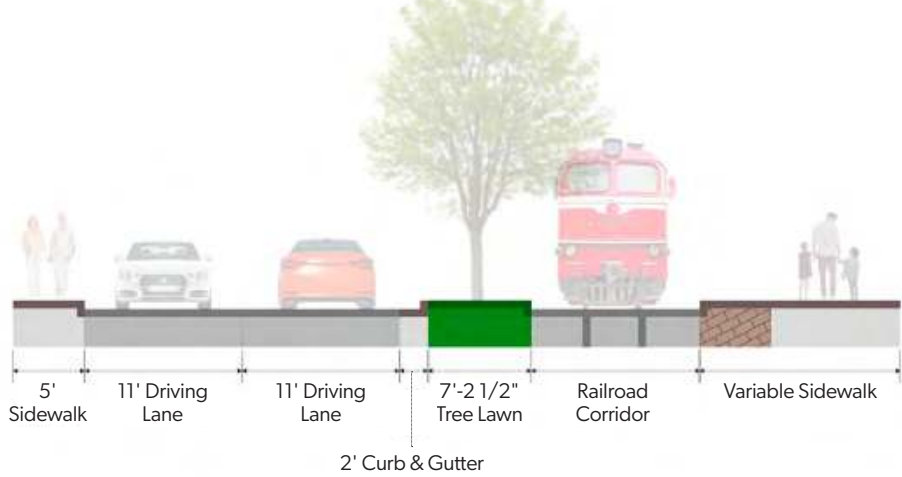
CONCEPT 2: CROSS SECTIONS

Concept 2 places a greater emphasis on activating pedestrian spaces along primary corridors, resulting in more significant changes to the cross sections. Along N. Evans Street (Cross Section A), lane narrowing is used to introduce a substantial tree lawn, which enhances traffic calming and creates a more comfortable pedestrian environment.

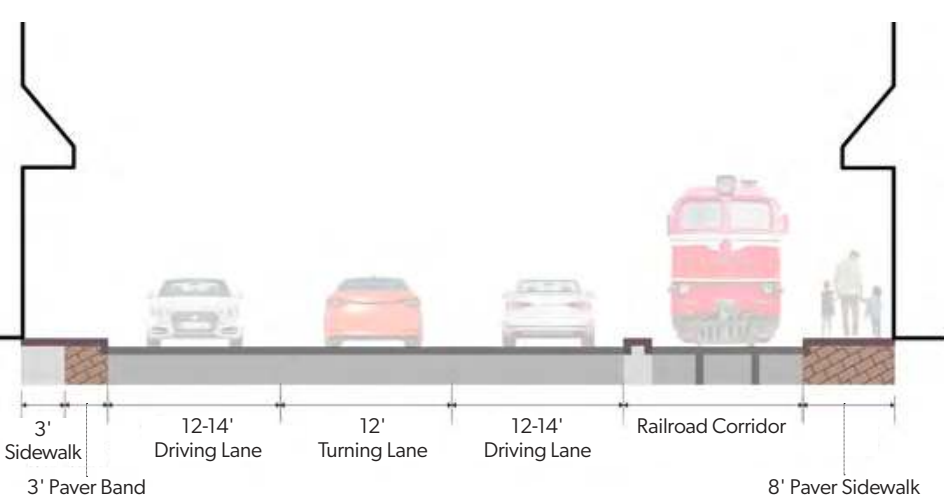
Cross Section B illustrates S. Evans Street, where pavers are incorporated on both sides to extend the streetscape character beyond Chicago Boulevard. Similar to Concept 1, the east side prioritizes pedestrian space adjacent to the railroad. In this concept, a continuous paver sidewalk also accommodates the downtown trail corridor south to Russell Road, expanding from the 8-foot width shown to 10–12 feet where right-of-way allows.

As with Concept 1, Cross Section C highlights W. Chicago Boulevard west of Pearl Street, where lane reconfiguration reduces conflict points. In Concept 2, however, the reclaimed space is dedicated to extending the trail corridor. Cross Section D represents the primary corridor of this trail along Chicago Boulevard, where pedestrian and bicycle movement are organized within a widened sidewalk zone, separated by trees and lighting within a paver band. By shifting the trail to sidewalk level, on-street bike lanes are removed, allowing for tighter curb extensions and narrower travel lanes — further reinforcing slower vehicle speeds through downtown.

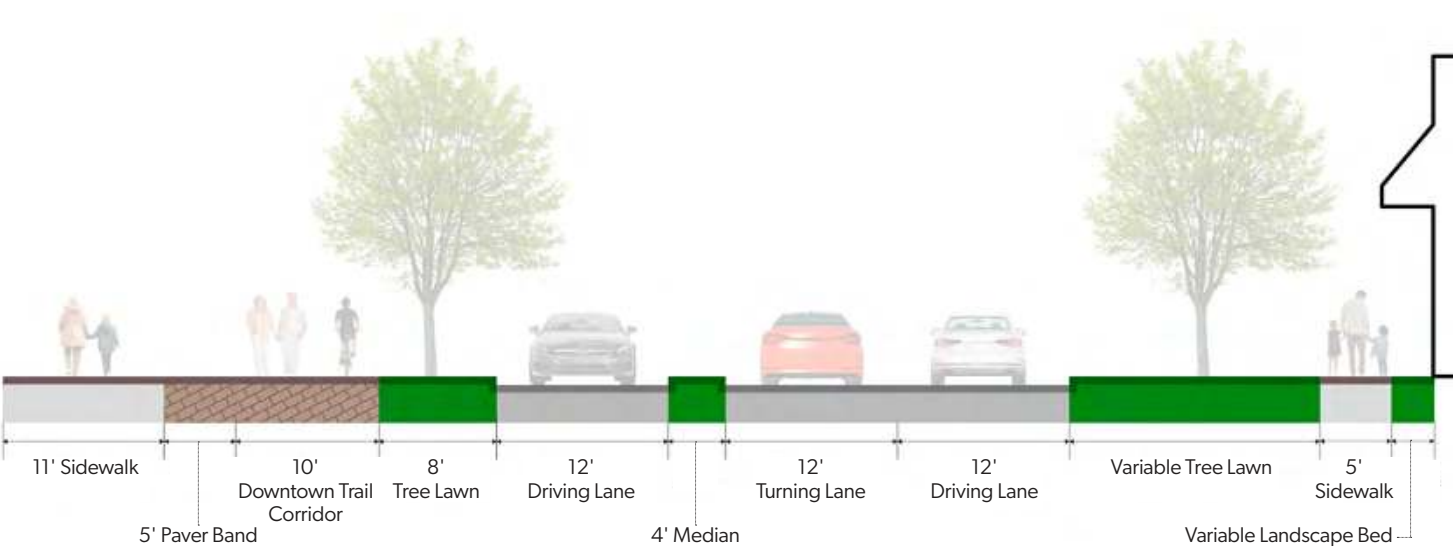
A PROPOSED CROSS SECTION: N. Evans Street (Looking North)



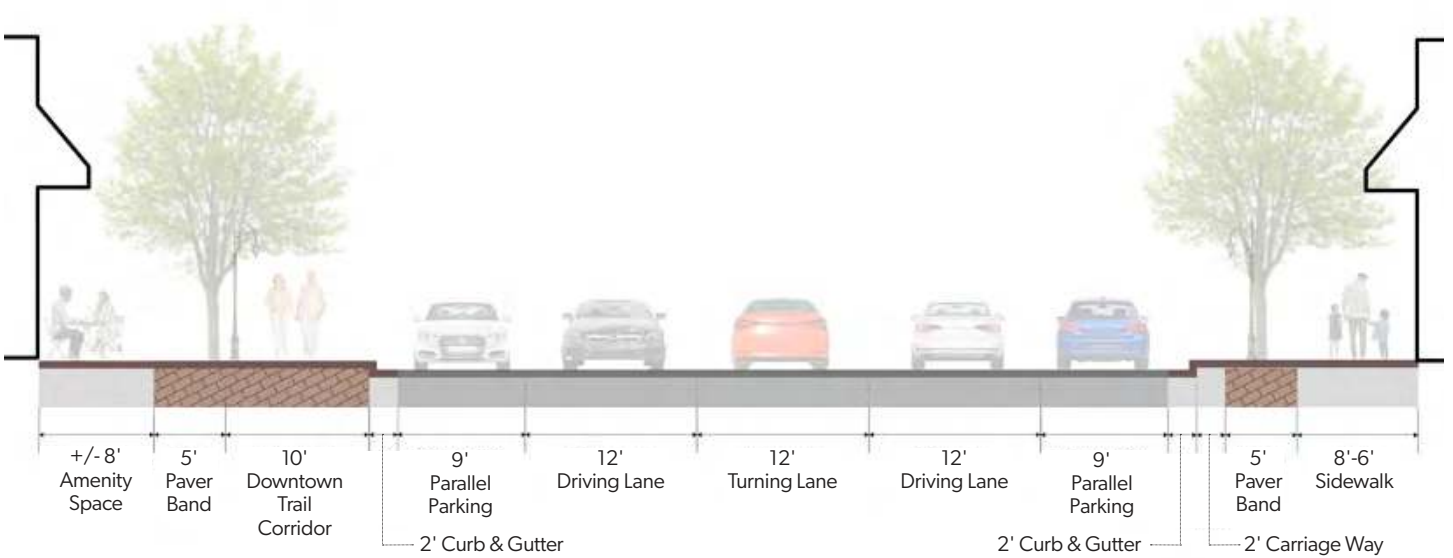
B PROPOSED CROSS SECTION: S. Evans Street (Looking North)



C PROPOSED CROSS SECTION: W. Chicago Boulevard (Looking East)



D PROPOSED CROSS SECTION: E. Chicago Boulevard (Looking East)



FINAL CONCEPT: OVERVIEW

The final concept takes a “best of both worlds” approach, blending the strongest elements of Concepts 1 and 2 based on community feedback. The result is a balanced design that prioritizes functionality, comfort, and long-term flexibility while reinforcing downtown Tecumseh’s character.

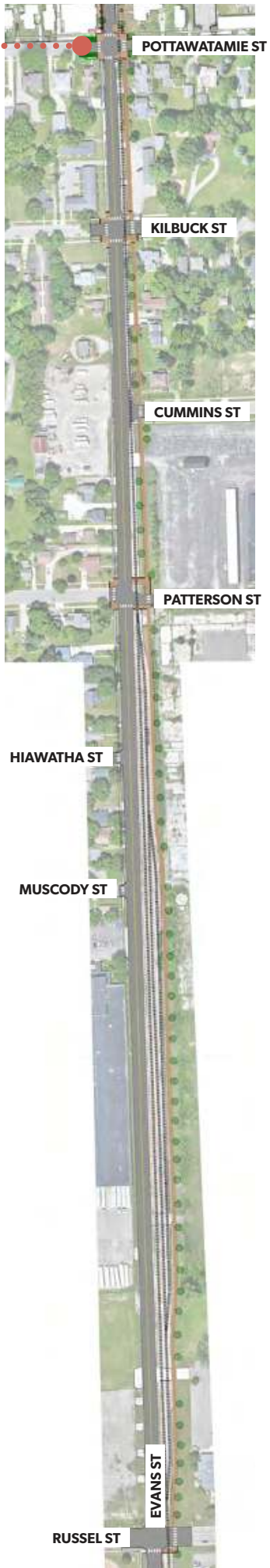
Along Chicago Boulevard, the community expressed a clear preference for maintaining on-street bike lanes. This approach preserves a buffer between moving traffic and parked vehicles, improving comfort for both cyclists and drivers. While this decision eliminates the opportunity for a continuous downtown trail corridor along Chicago, intermittent paver bands — preferred from Concept 2 — are incorporated into the streetscape to expand the traversable sidewalk area. The downtown trail corridor is instead carried south along Evans Street to Russell Road, strengthening overall bike connectivity.

Community input also supported enhanced detailing at key intersections, particularly around the Four Corners. The intersection of Chicago and Evans is treated as the focal point of downtown, with a higher level of design detail. This approach extends outward to other major intersections along both corridors, incorporating coordinated materials, contrasting paver tones, and curb extensions to calm traffic and improve pedestrian safety.

Rear-entry improvements were another priority, especially where impacts to parking could be minimized. These areas build on Concept 1 but are refined with a more consistent, rectilinear layout that maximizes usable space for outdoor dining and gathering while maintaining as much parking as possible. In select locations, shared-use “woonerf” conditions allow pedestrians and vehicles to safely coexist.

The market and plaza area on N. Evans Street combines the robust amenities of Concept 1 with the increased parking

capacity explored in Concept 2. Key features — including a raised crosswalk, central gathering space, and restroom building — are retained to support both daily use and large events. An additional restroom facility near the Four Corners further enhances accessibility and convenience throughout downtown.

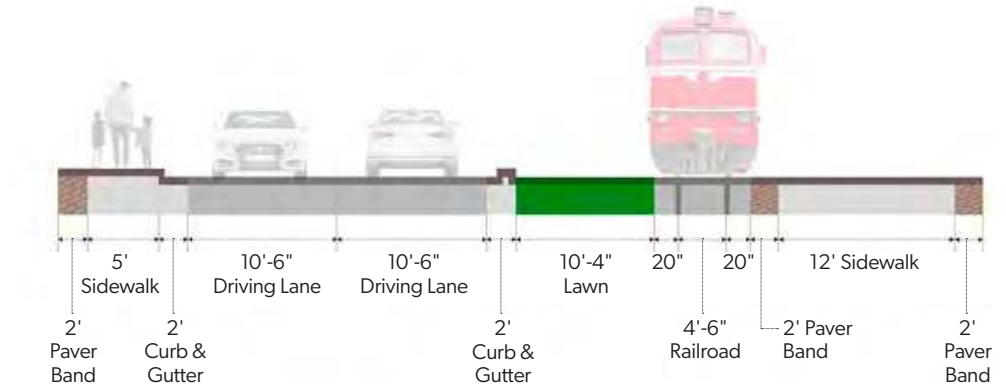


FINAL CONCEPT: CROSS SECTIONS

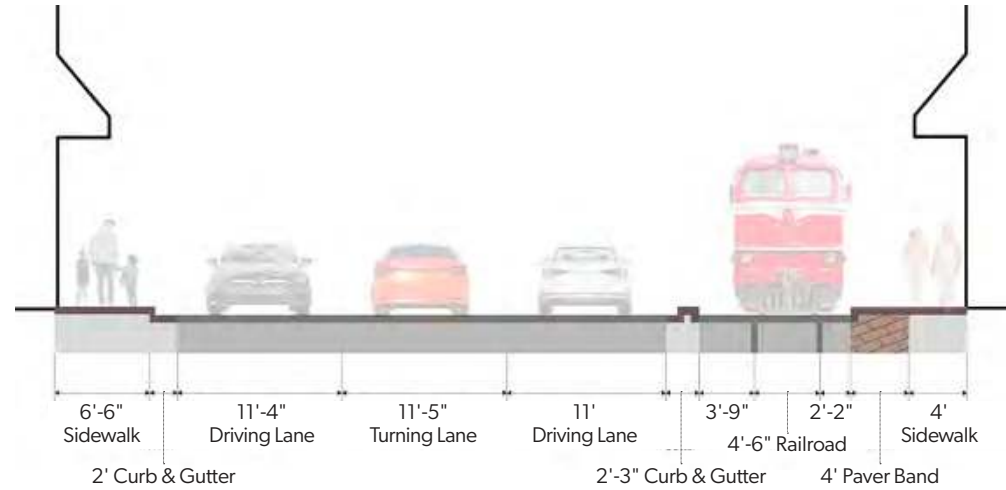
The final concept integrates key elements from both previous concepts, emphasizing expanded pedestrian space, narrowed roadways for traffic calming, and enhanced pavement and landscape treatments.

Cross Section A illustrates N. Evans Street, where lane narrowing is introduced at intersections and select areas to slow traffic, while maintaining wider lanes where needed for event setup. This section also anticipates coordination with the railroad to expand sidewalk space along the tracks, allowing for a wider pedestrian zone and added paver band. **Cross Section B**, along S. Evans Street, builds on Concept 2. A paver band on the west side adds visual interest, while the downtown trail corridor runs along the east side, expanding to 10–12 feet where right-of-way allows. Additional enhancements include curb extensions and detailed paver treatments at major intersections along both Evans and Chicago. **Cross Section C** highlights W. Chicago Boulevard, where a road diet reduces the corridor from four lanes to three, improving alignment through the Pearl Street intersection and eliminating weaving movements. The reclaimed space is repurposed for green space and landscaping, enhancing pedestrian comfort and reinforcing a park-like character at key corners. The use of Rectangular Rapid-Flashing Beacons (RRFBs) is encouraged for pedestrians crossing Chicago at Pearl Street based on strong community feedback. **Cross Section D** shows Chicago Boulevard from Pearl Street through Oneida Street. The existing roadway geometry and bike lanes are maintained, preserving a buffer for parallel parking. Sidewalk space near buildings remains consistent, while intermittent paver bands add visual interest. A 4-foot furnishing zone accommodates trees, lighting, and seating, and a 2-foot carriage way provides access between the sidewalk and parked vehicles.

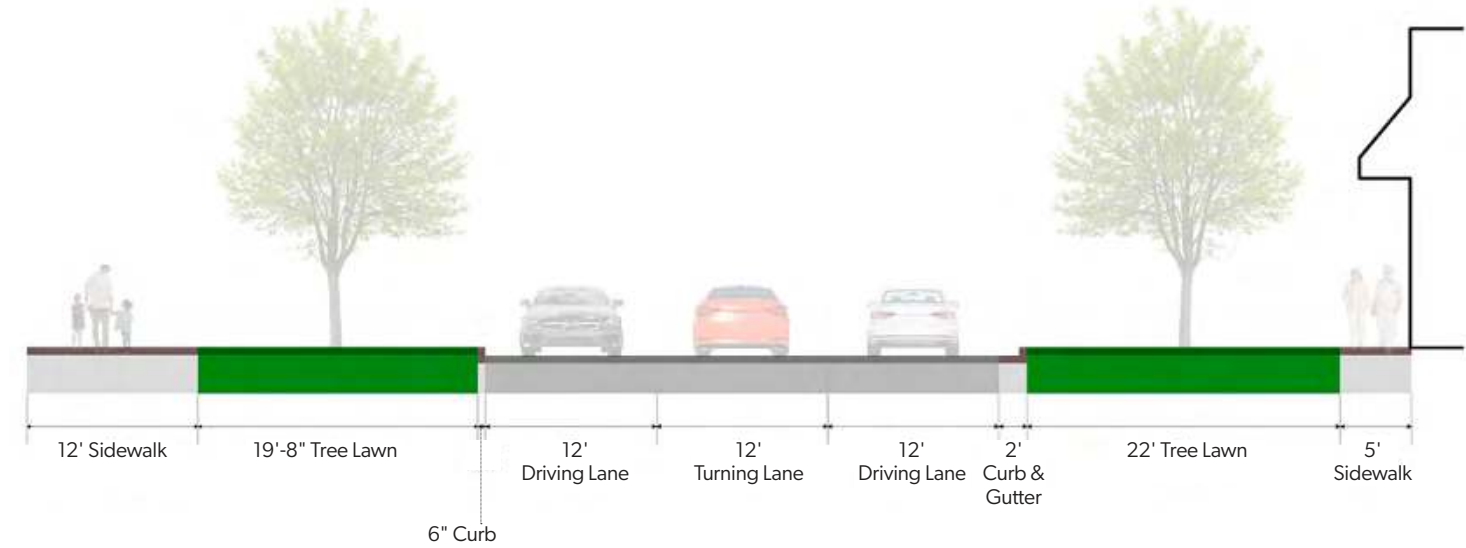
A PROPOSED CROSS SECTION: N. Evans Street (Looking North)



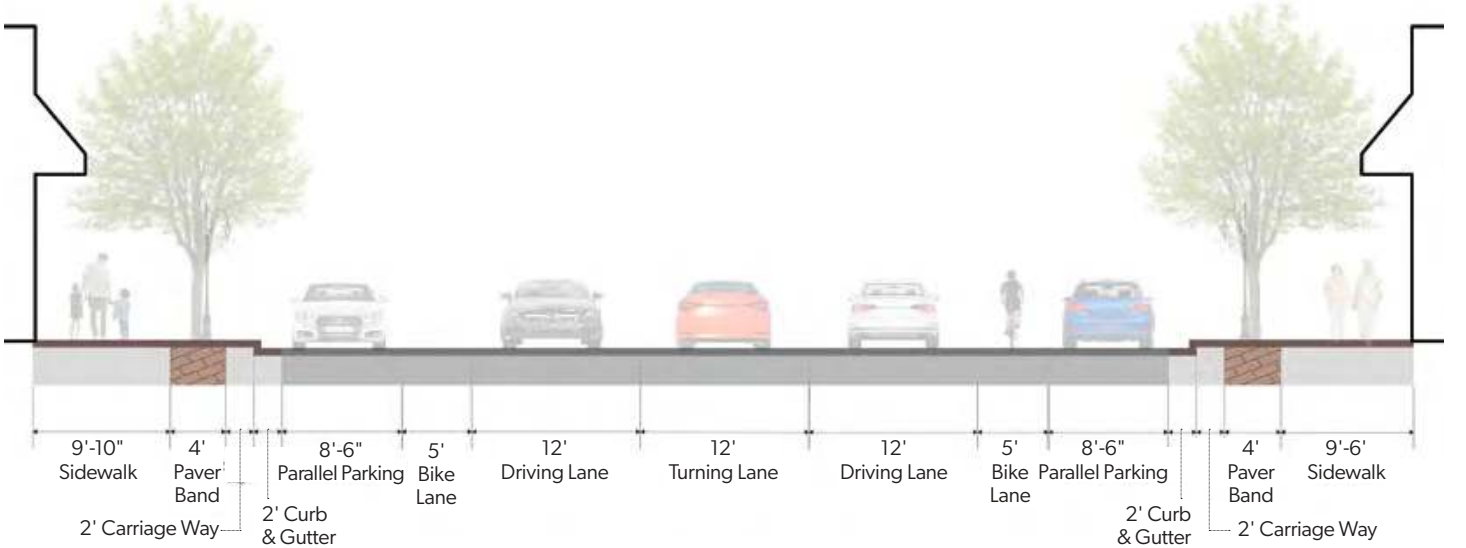
B PROPOSED CROSS SECTION: S. Evans Street (Looking North)



C PROPOSED CROSS SECTION: W. Chicago Boulevard (Looking East)



D PROPOSED CROSS SECTION: E. Chicago Boulevard (Looking East)



FINAL CONCEPT: INFRASTRUCTURE IMPROVEMENTS

The Infrastructure Improvements plan illustrates the coordinated subgrade network that supports a flexible, event-ready downtown. As shown on the map, irrigation and audio systems, along with strategically located power and water hookups, are distributed throughout the project area to create a seamless and functional public realm.

While many of these elements are not immediately visible, the subgrade infrastructure plays a critical role in the long-term success of the streetscape. Utility corridors are designed to extend across phases, allowing each segment of the project to function independently while also connecting into a cohesive system over time. This approach ensures that infrastructure installed in early phases can support future improvements without requiring rework, aligning with the broader implementation strategy outlined in the Implementation Matrix (see Section 5).

The project is intentionally organized into northern and southern sections to respond to differing site conditions, priorities, and operational needs. The northern area, anchored by the Market on Evans and proposed restroom building, serves as a primary hub for infrastructure — supporting irrigation, audio systems, and event utilities. This area is designed to function independently, allowing the Market to operate its own dedicated audio system for frequent events, while the southern downtown area can simultaneously support separate programming. The southern sections build upon this framework, continuing

the extension of utilities along Evans Street and Chicago Boulevard to ensure consistent functionality and connectivity throughout downtown.

A key benefit of these improvements is the introduction of permanent electrical and water hookups for events and daily use. Currently, festivals and community events rely on temporary solutions such as extension cords and hoses that run across sidewalks, creating both safety concerns and visual clutter. By integrating these utilities directly into the streetscape, the plan enhances safety, improves accessibility, and creates a cleaner, more organized environment for vendors, performances, and public gatherings.

Together, these infrastructure investments establish the foundation for a more adaptable and resilient downtown. By coordinating subgrade systems with visible streetscape enhancements and implementing them through a phased, interconnected approach, the City can support both immediate activation and long-term growth while minimizing disruption and maximizing efficiency.

POWER

- Outlets should be enclosed in rigid, weatherproof and tamper proof boxes
- Power can be controlled at a centralized location to prohibit illicit uses

WATER / IRRIGATION

- Centralized timers and valves will allow broad control with ease
- Irrigation lines should have flushing ports at each zone

AUDIO SYSTEM

- Separate audio zones will allow event audio to take place in one location while standard audio continues in the other

All utilities, when possible, should be run in conduit to aid any future replacements or upgrades. Additional conduit could be included to accommodate other future infrastructure, such as Wi-Fi.

EXAMPLES OF POSSIBLE IMPROVEMENTS



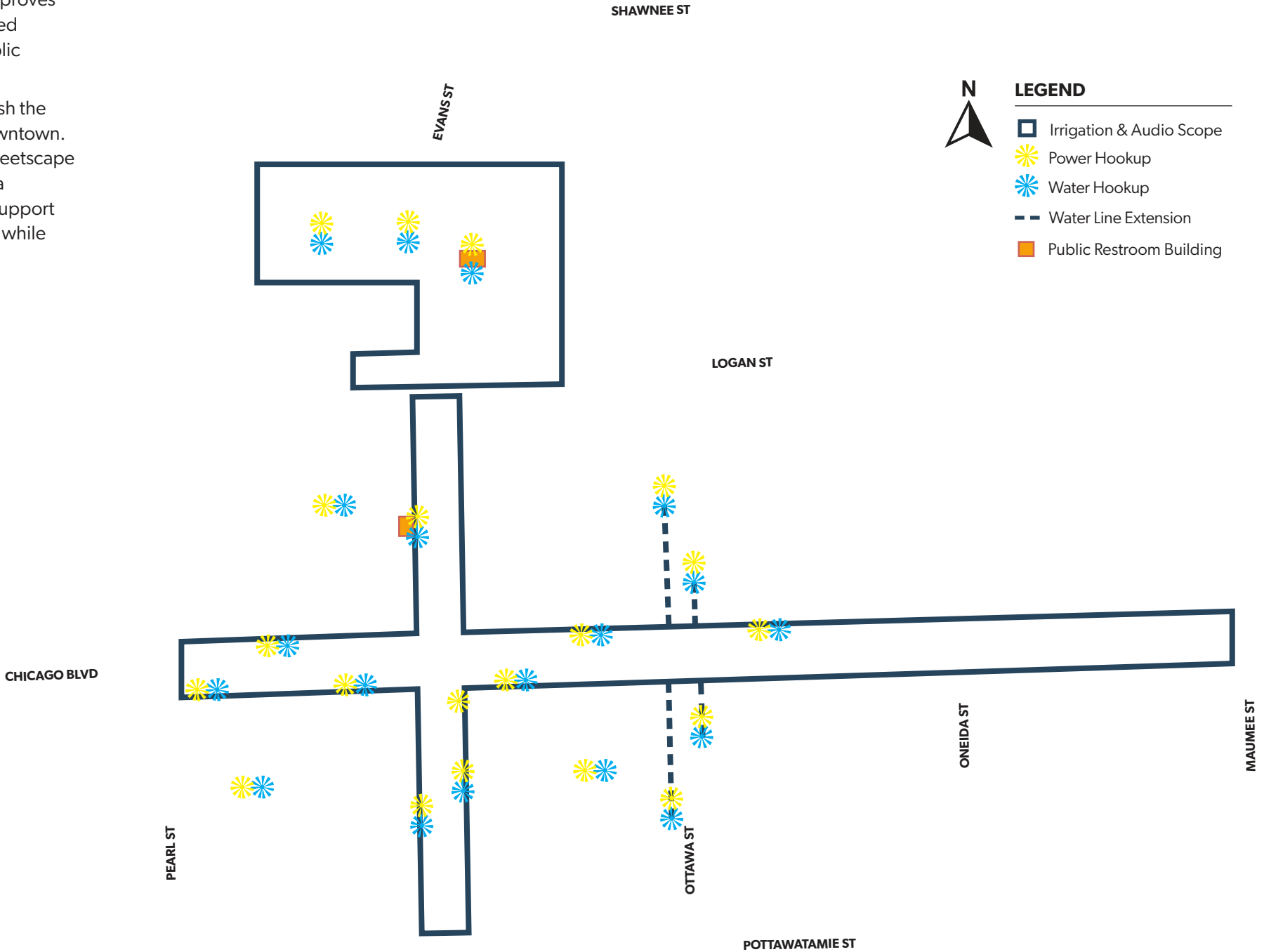
A two-zone audio system provides flexible control to deliver targeted announcements, music, and more.



Powered bollards provide ports to power everything from food trucks to full event stages.



A thoughtfully designed irrigation system is essential for ease of maintenance.



5

PRIORITIES, PROGRESS & FUNDING

*Moving the project from a
plan to reality*

UNDERSTANDING TECUMSEH'S FUNDING RESOURCES

Securing funding for a downtown streetscape project is a multi-faceted challenge, requiring a combination of diverse sources and strategies to support both implementation and long-term success. This chapter explores the funding pathways available to communities like Tecumseh, highlighting public and private financing options, grants, and partnerships. By effectively leveraging these opportunities, Tecumseh can create and sustain a vibrant, attractive, and functional downtown streetscape that enhances community life and supports local economic vitality for years to come.

The most readily available funding sources for improvements will likely include a combination of direct **City of Tecumseh General Fund** allocations and **Tax Increment Financing (TIF)** funds. The City has a strong track record of partnering with local foundations and organizations to support civic and cultural projects. Available funding opportunities from these foundations vary from year to year. In addition to foundation support, other potential funding sources include international service organizations, state grant programs, and partnerships with local businesses.

Foundations & Organizations

Several foundations and organizations in and around Tecumseh offer potential funding opportunities that align with the goals of the streetscape project. The **Lenawee Community Foundation (LCF)** supports initiatives that enhance the health, happiness, and hope of Lenawee County residents, often funding projects that strengthen community well-being and livability. The **Elizabeth Ruthruff Wilson Foundation** focuses on supporting music and the performing arts, presenting an opportunity to incorporate artistic and cultural elements — such as public performances, art installations, or musical programming — into downtown improvements. The **Project for Public Spaces (PPS)** offers grant opportunities and technical assistance aimed at community placemaking, encouraging projects that transform streets and public spaces into vibrant, people-centered destinations.

Additional regional and local foundations may also align with project goals:

- **The Sage Foundation** supports initiatives related to the arts, education, health organizations, social services, and Roman Catholic-affiliated programs. Streetscape elements that incorporate public art, educational components, or community wellness features may align well with the foundation’s priorities.

- **The Alumni Community Foundation** represents another potential funding partner, particularly for projects that emphasize education, community development, or civic engagement.
- **The Stubnitz Foundation** focuses on “benefiting and promoting education, the arts, environmental and humanitarian causes, conservation, and other charitable activities.” This broad mission aligns well with enhancements that incorporate sustainability, public art, and environmental stewardship.
- **The Herrick Foundation**, which has ties to Tecumseh through the Tecumseh Products Company, is believed to support capital and community-based projects. While detailed funding priorities are less publicly defined, its local connection suggests potential interest in meaningful, place-based investments within the community.

Many private foundations also provide funding for community projects, particularly in areas where they have stores, facilities, or an active presence. These foundations often invest in initiatives that reflect their mission and values, with the shared goal of improving local quality of life. Understanding each foundation’s priorities and aligning Tecumseh’s downtown improvements with their objectives will be key to securing future support.

Examples of private foundations that could align with Tecumseh’s project include:

- **Lowe’s Hometowns** – Provides grants to restore and revitalize community spaces.
- **Walmart Foundation** – Offers grants that strengthen local communities.
- **American Cancer Society** – Funds initiatives such as sunshades, which could enhance comfort and health along public walkways.
- **T-Mobile Hometown Grant** – Supports small towns by awarding grants for community-driven projects.

Collectively, these foundations and organizations could play an important role in advancing the vision for a more connected, active, and culturally rich downtown Tecumseh.

Civic Organizations

Local civic organizations play an important role in supporting community projects through fundraising, volunteer efforts, and direct financial contributions. In Tecumseh, several long-standing service clubs may invest in projects that enhance quality of life and foster community pride.

The **Kiwanis Club of Tecumseh** focuses on improving the lives of children and families through service projects, scholarships, and community events. The **Rotary Club of Tecumseh** supports initiatives that promote civic improvement, education, and public well-being, often partnering with local institutions and businesses to make a visible community impact. Similarly, the **Tecumseh Lions Club** contributes to local causes that strengthen health, accessibility, and community engagement, reflecting the organization’s global mission of service.

These groups represent valuable partners in the implementation of streetscape and downtown improvements, offering potential funding, sponsorship, and volunteer support for beautification efforts, public art installations, and community programming.

Corporate Partnerships

Corporate partnerships can serve as an important funding and support mechanism for downtown improvements. In Tecumseh, **Consumers Energy** has previously contributed to community projects through donations that have supported the development of non-motorized pathways, tree planting, and park programming. As one of Michigan’s largest utility providers, Consumers Energy continues to offer a variety of community investment and business partnership programs that align with sustainability, public space enhancement, and quality-of-life initiatives.

In addition to corporate sponsorships, the Downtown Development Authority could explore **matching grant programs** to help local businesses and property owners enhance the public realm. These grants could support elements such as outdoor furniture, planters, and other streetscape amenities, encouraging investment in a more cohesive and inviting downtown environment.

State & National Funding

Several state and national funding programs offer opportunities to support downtown and streetscape

improvements in Tecumseh. At the state level, the **Michigan Economic Development Corporation’s (MEDC) Revitalization and Placemaking (RAP) Program** is one of the most impactful sources, providing substantial gap financing for permanent public space and downtown infrastructure improvements. In 2025, the program awarded 27 applications statewide, supporting approximately 64 projects in 48 communities and leveraging over \$120 million in total investment. Projects funded through RAP typically focus on strengthening community vibrancy, supporting small businesses, and enhancing quality of life.

The **Michigan Shared Streets and Spaces Grant Program (SSSG)** has previously provided funding for walkability, bikeability, and transit-friendly improvements — ideal for enhancing sidewalks, crosswalks, and public spaces. While no funds were available in 2025, if the program is reinstated, it could serve as an excellent opportunity to implement several recommendations outlined in this plan.

The **Transportation Alternatives Program (TAP)**, administered through the Michigan Department of Transportation (MDOT), provides funding for non-motorized transportation and streetscape improvements. Eligible projects include sidewalk construction and replacement, pedestrian crossings, streetscape beautification, lighting, and bicycle infrastructure. TAP is a highly competitive program that requires local matching funds, but it represents a significant opportunity to implement many of the walkability and public realm enhancements identified in this plan.

For smaller-scale enhancements, the **Michigan Main Street Vibrancy Grant Program** provides around \$20,000 to support features such as benches, signage, wayfinding, and public art, though eligibility depends on Tecumseh’s participation level in the Michigan Main Street program.

At the national level, the **National Telecommunications and Information Administration (NTIA) Broadband Equity, Access, and Deployment (BEAD) Program** supports broadband expansion and digital access improvements, which could complement Tecumseh’s downtown revitalization efforts by strengthening digital infrastructure and connectivity.

To position the City to take full advantage of these and future funding opportunities, it will be important to maintain ongoing communication with the senator and representatives.

IMPLEMENTATION MATRIX

The following implementation matrix serves as a practical roadmap for advancing the project from vision to reality. It translates the streetscape concepts and community priorities into clear, actionable steps by identifying specific improvements, responsible parties, potential funding sources and partners, anticipated costs, and recommended timeframes. Organized by project phase, the matrix is intended to support informed decision-making and guide coordinated implementation over time.

This project establishes a comprehensive approach to enhancing the City’s downtown and key corridors, with a focus on safety, accessibility, economic vitality, and placemaking. The actions identified in the matrix are rooted in extensive community engagement, technical analysis, and collaboration with City leadership, ensuring that proposed improvements reflect local priorities while remaining achievable and flexible.

Each action item — whether related to roadway design, pedestrian infrastructure, streetscape amenities, lighting, landscaping, or public space enhancements — has been carefully evaluated for its ability to improve the overall streetscape experience. Together, these improvements are intended to create safer and more comfortable streets, support local businesses, strengthen connections between destinations, and reinforce Tecumseh’s unique character.

Through a phased and strategic approach, the City can align streetscape investments with available resources, upcoming infrastructure projects, and potential funding opportunities. This matrix is designed to evolve over time, serving not only as an implementation guide but also as a tracking and coordination tool as projects advance. Ultimately, the actions outlined herein provide a clear path toward creating vibrant, welcoming, and resilient streets that support Tecumseh’s long-term community and economic goals.



How to Read the Matrix

The following pages present a detailed implementation matrix for the Tecumseh Streetscape Project. Organized by project phase, the matrix outlines recommended streetscape improvements and action items to guide implementation over time. For each phase, the matrix provides a description of the location, the coordination required, prerequisite actions that must be taken prior to beginning, and an estimated investment.

To support strategic decision-making, each action item is categorized by an anticipated implementation timeframe, including short-term (typically within 2 years), mid-term (typically within 5 to 10 years), and long-term (typically 10+ years).

Additional action items that do not fall within the specific phases are also included. Each improvement is assigned to one of three implementation tiers to assist with prioritization:

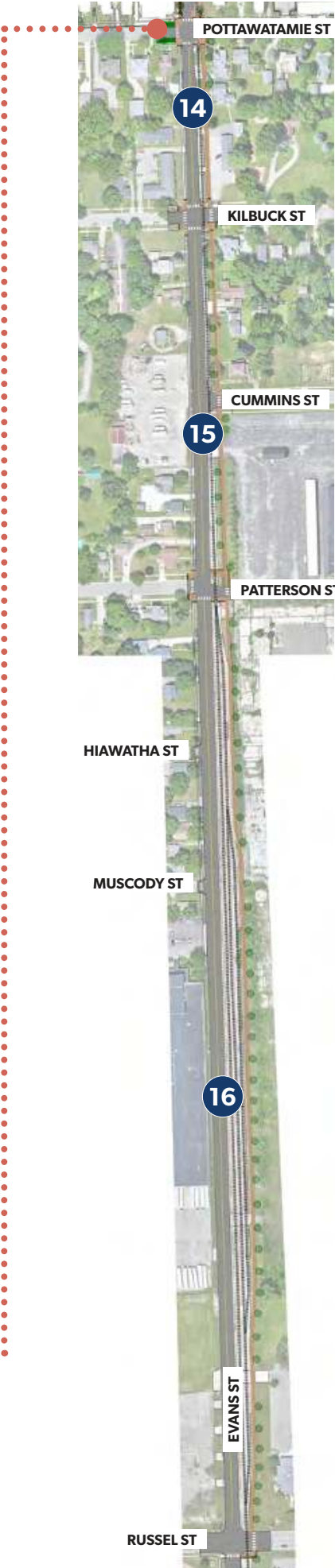
1. **Quick Wins** – Low-cost, high-impact improvements that can be implemented relatively quickly.
2. **Simple but Requires Funding** – Straightforward improvements that are feasible but dependent on securing dedicated funding.
3. **Major Capital Projects** – Larger, more complex initiatives requiring significant investment, coordination, and long-range planning.

This matrix is intended to serve as a flexible, working tool for City staff, elected officials, and project partners. It provides a transparent and actionable framework for moving streetscape improvements from concept to implementation while remaining aligned with Tecumseh’s long-term vision for vibrant, safe, and connected streets.

Action Plan

PHASES 1-17

It is important to note that all work within the M-50 right-of-way (ROW) will require formal review by MDOT and an approved permit prior to construction.



PHASE	DESCRIPTION	REQUIRED COORDINATION / DESIGN CONSIDERATIONS
01	Northeast Parking Lot: Redevelop the parking lot with improved pedestrian access, enhanced alley activation, and updated parking layout <i>(Downtown Development/ TIF Plan Phase 1 Building Businesses Goal and On-going Mobility Improvements Objective)</i>	Relocation of overhead utilities underground; coordination of trash enclosure quantities; relocation of ADA parking; coordination of final locations for festival electrical and water hookups; evaluate screening wall for potential seatwall to increase seating options; add bike parking where available
02	N. Evans Street (Logan to Railroad): Redevelop vacant parcel to include new parking lot; install public restroom and event storage building; develop a plaza with a central placemaking space and enhanced outdoor opportunities; create a mid-block pedestrian crossing to the market; improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings <i>(Downtown Development/TIF Plan Phase 1 Building Community - Event or Gathering Space)</i>	Extend utilities for the restroom building infrastructure; restroom building to serve as a hub for utility (irrigation and sound system) infrastructure; provide provisions to connect sound system with phase 3; extend utility infrastructure to limits of improvements (including across Evans Street); coordinate improvements with the Tecumseh District Library; consider improvements to railroad crossings; explore an opportunity for a road diet vacating unneeded hard surface to better define Evans Street; add bike parking where available
03	Northwest Parking Lot: Redevelop the parking lot with new parking layout; enhanced pedestrian space and new plaza with public restroom <i>(Downtown Development/ TIF Plan Phase 1 Building Community - Public Restrooms)</i>	Coordinate with adjacent businesses regarding the proposed Evans Street drive approach closure; extend utilities for restroom building infrastructure; coordinate final locations for festival electrical and water hookups; restroom building to serve as a hub for utility (irrigation and sound system) infrastructure; extend infrastructure to the limits of the improvements; add bike parking where available
04	N. Evans (Chicago to Logan) and Logan Streets: Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings; enhance pedestrian safety with bumpout at the intersection of Evans and Logan Streets <i>(Downtown Development/TIF Plan Ongoing Building Places - Pedestrian Connections)</i>	Extend utility (irrigation and sound system) infrastructure to the limits of the improvements and consider improvements to railroad crossings
05	Southwest Parking Lot: Redevelop the parking lot with the improved pedestrian space; enhance private "alley" <i>(Downtown Development/TIF Plan Ongoing Building Places - Pedestrian Connections; City of Tecumseh Comprehensive Plan Community Character Goals)</i>	Coordinate with adjacent businesses on the proposed lot revisions and coordinate final locations for festival electrical and water hookups; remove or relocate existing information board to prevent obstruction of private alley; add bike parking where available
06	Southeast Parking Lot: Redevelop the parking lot with enhanced pavement design and enhanced pedestrian space <i>(Downtown Development/TIF Plan Ongoing Building Places - Pedestrian Connections)</i>	Coordinate with adjacent businesses on the proposed parking lot revisions; coordinate final locations for festival electrical and water hookups; consider coordination on relocating overhead lines underground; add bike parking where available
07	S. Evans Street: Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install new fixtures and furnishings throughout <i>(Downtown Development/TIF Plan Ongoing Building Places - Pedestrian Connections)</i>	Extend utility (irrigation and sound system) infrastructure to the limits of the improvements from Phase 3 (crossing Chicago Boulevard), or stub utility infrastructure near MDOT ROW and make connection within Phase 8; coordinate specific power drop locations for larger events; consider improvements to railroad crossings
08	W. Chicago Boulevard (Pearl to Evans) and Pearl Street: Implement enhanced pedestrian safety with bumpout at the intersection of Chicago and Pearl; improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings; and replace pavement at the four corners to create pedestrian scale and placemaking element <i>(Tecumseh Mobility Plan Top 5 Priority, Downtown Development/TIF Plan Ongoing Building Places - Pedestrian Connections; City of Tecumseh Comprehensive Plan Downtown Chicago and Evans Recommendation)</i>	Extend utility (irrigation and sound system) infrastructure to the limits of the improvements; coordinate with the property owner on the southeast corner of the Pearl and Chicago intersection regarding removal of the drive approach; extend improvement limits beyond the MDOT corridor limits on Evans and Pearl Streets to simplify the permit process for future phases; coordinate with MDOT to improve pedestrian crossing signal timing

PREREQUISITE ACTIONS	ESTIMATED INVESTMENT*	
Finalize design and construction management contract and secure easements/ROW for construction behind buildings	\$1,100,000	SHORT-TERM
After coordinating with the Tecumseh District Library on their proposed master plan improvements collaborate to develop final design plans; secure easements/ROW for construction as required; coordinate with and obtain approval from the Southern Michigan Railroad	\$4,400,000	
Develop final design plans; secure easements/ROW for construction behind buildings	\$2,400,000	
Develop final design plans; complete Phase 3 to have utility (irrigation and sound system) infrastructure in place; coordinate with and obtain approval from MDOT (pending the northern limits of improvements); and coordinate with and obtain approval from the Southern Michigan Railroad	\$1,400,000	
Develop final design plans; secure easements/ROW for construction behind buildings and along east side of Clarkson Eyecare	\$1,900,000	MID-TERM
Develop final design plans; secure easements/ROW for construction behind buildings	\$1,400,000	
Develop final design plans; complete Phase 4 to have utility (irrigation and sound system) infrastructure in place; coordinate with and obtain approval from MDOT (pending the northern limits of improvements); and coordinate with and obtain approval from the Southern Michigan Railroad	\$1,300,000	
Develop final design plans; perform a traffic study to evaluate reduction in lanes; coordinate with and obtain approval from MDOT; coordinate with and obtain approval from the Southern Michigan Railroad	\$2,700,000	

PHASE	DESCRIPTION	REQUIRED COORDINATION / DESIGN CONSIDERATIONS
09	E. Chicago Boulevard (Evans to the Old National Bank Entrance) and Ottawa Street: Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings (<i>Downtown Development/TIF Plan Ongoing Building Places - Pedestrian Connections</i>)	Extend utility (irrigation and sound system) infrastructure to the limits of the improvements; extend improvement limits beyond MDOT corridor limits on Ottawa Street to simplify the permit process for future phases; coordinate with MDOT to improve pedestrian crossing signal timing
10	E. Chicago Boulevard (Old National Bank Entrance to Maumee Street): Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings (<i>City of Tecumseh Comprehensive Plan Downtown Streetscape Recommendation</i>)	Extend utility (irrigation and sound system) infrastructure to the limits of improvements; model new traffic pattern and signal timing in coordination with MDOT
11	Market on Evans: Enhance the existing market with improved plaza space, making room for additional vendors (<i>City of Tecumseh Comprehensive Plan Recommendation for open-air farmers market</i>)	Extend utility (irrigation and sound system) infrastructure to the limits of improvements; coordinate electrical for special events and vendors; add bike parking where available
12	N. Evans Street (railroad crossing to Shawnee Street): Narrow road pavement to enhance pedestrian experience and strengthen connection to Hotrum Promenade Park (<i>City of Tecumseh Comprehensive Plan Downtown Streetscape Recommendation</i>)	Consider improvements to railroad crossings
13	Pocket Park: Create a small park at the southeast corner of Pearl and Chicago, creating a public gathering space for daily use and special events (<i>Downtown Development/TIF Plan Phase 1 Building Community - Event or Gathering Space</i>)	Work with property owner to formalize improvements at the property (consider acquisition); extend utility (irrigation and sound system) infrastructure to the limits of the improvements; coordinate electrical for special events
14	S. Evans Street (Pottawatamie to Kilbuck): Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings (<i>Downtown Development/TIF Plan Phase 2 Evans Corridor</i>)	Consider improvements to railroad crossings
15	S. Evans Street (Kilbuck to Patterson): Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings throughout (<i>Downtown Development/TIF Plan Phase 2 Evans Corridor</i>)	Consider improvements to railroad crossings; consider adjacent development conditions or opportunities
16	S. Evans Street (Patterson to Russell): Improve sidewalk with pedestrian-oriented design; replace lighting and streetscape trees; install irrigation and sound system; install new fixtures and furnishings throughout (<i>Downtown Development/TIF Plan Phase 2 Evans Corridor</i>)	Consider improvements to railroad crossings; consider adjacent development conditions or opportunities
17	Pocket Park: Create a small park at the northwest corner of Pearl and Chicago, creating a public gathering space for daily use and special events (<i>Downtown Development/TIF Plan Phase 1 Vacant Lot Development</i>)	Extend utility (irrigation and sound system) infrastructure to the limits of improvements; consider opportunities for stage or more formalized entertainment space

PREREQUISITE ACTIONS	ESTIMATED INVESTMENT*	
Develop final design plans; coordinate with and obtain approval from MDOT; complete Phase 8 to have utility (irrigation and sound system) infrastructure in place	\$2,200,000	MID-TERM
Develop final design plans; coordinate with and obtain approval from MDOT; complete Phase 9 to have utility (irrigation and sound system) infrastructure in place	\$3,100,000	
Develop final design plans; complete Phase 2 to support market operations during construction, or identify an alternative location	\$2,100,000	
Develop final design plans; obtain Southern Michigan Railroad coordination and approval; after coordinating with the Tecumseh District Library on their proposed master plan improvements collaborate to secure easements/ROW for construction, as required	\$400,000	LONG-TERM
Develop final design plans; secure property/easements/ROW for construction within this phase	\$800,000	
Develop final design plans; Southern Michigan Railroad coordination and approval; complete Phase 7 to extend the trail south	\$800,000	
Develop final design plans; obtain Southern Michigan Railroad coordination and approval; complete Phase 14 to extend the trail to the south	\$1,300,000	
Develop final design plans; obtain Southern Michigan Railroad coordination and approval; complete Phase 15 to extend the trail to the south	\$2,700,000	
Develop final design plans, secure property/easements/ROW for construction within this phase	\$1,200,000	

*Please note, the estimated investment for each phase is subject to change and excludes any additional ongoing maintenance or operational needs that would be required after completion.

Action Plan

ADDITIONAL ITEMS

	PROPOSED IMPROVEMENT OR ACTION ITEM	PRIORITY	LOCATION
QUICK WINS	Commission a 10-Year celebration mural	—	Market on Evans
	Install EV charging stations	—	Downtown parking lots
	Stripe existing on-street parking	High	Pearl, Shawnee, Logan, Ottawa, and Pottawatamie Streets
	Develop and implement sidewalk cafe standards and permit process	High	Downtown
	Pursue and maintain Main Street America designation	High	Downtown
	Work with ReTree Tecumseh to identify ways to promote approved street trees for planting in the Boulevard and areas on the downtown fringe	Medium	Citywide
	Pursue a pilot program for the southwest parking lot that temporarily converts the northern parking spaces into an event or outdoor dining area to test and gather community feedback on the concept	High	Southwest Parking Lot

SIMPLE BUT REQUIRES FUNDING	Create a facade activation or enhancement matching grant program with emphasis on rear activation	Medium	Downtown
	Expand public art installations	Low	Citywide
	Complete a comprehensive downtown wayfinding study	Medium	Citywide/Downtown
	Perform a Market Study within the downtown area	Medium	Downtown
	Perform a Parking Study within the downtown area	High	Downtown
	Investigate opportunities to improve WiFi downtown such as an alternate carrier or adding small cell nodes along Chicago Blvd.	Medium	Downtown

MAJOR CAPITAL PROJECTS	Improve sidewalks and tree lawn space on the downtown fringe	Low	Chicago Boulevard
	Continue the road diet for Chicago Boulevard, east of Maumee Street and west of Pearl Street <i>(Development/TIF Plan Phase 1)</i>	Medium	Chicago Boulevard
	Improve railway crossings on Evans Street	High	Evans Street

		TIMEFRAME				NEXT STEPS
LEAD & SUPPORTING PARTNERS	POTENTIAL FUNDING SOURCES	Next 2 Years	Next 5 Years	Next 10+ Years	Ongoing	
—	—					In Progress
—	—					Completed
Department of Public Works, Downtown Development Authority	General fund or TIF					Define or update on-street pavement marking standards
Downtown Development Authority	General fund or TIF					Update current draft and review with downtown businesses
Downtown Development Authority	N/A					Review steps required to meet application requirements
Department of Public Works, Parks & Recreation Department	Michigan DNR Urban and Community Forestry Program, DTE Energy Foundation Tree Planting Grants, ReLeaf Michigan					Develop lists of approved streetscape trees
Downtown Development Authority, Department of Public Works, Nearby Businesses	General fund, TIF, AARP					Determine timing and best way to conduct the temporary closure

Downtown Development Authority	TIF <i>(monitor RAP for future funding)</i>					Develop facade activation or enhancement grant program framework
Department of Public Works, Downtown Development Authority	General fund, TIF, SAD					Identify key locations for future expansion
Department of Public Works, Downtown Development Authority	General fund or TIF					Define limits of study area and desired destinations
Department of Public Works, Downtown Development Authority	General fund or TIF					Define exact study limits
Department of Public Works, Downtown Development Authority	General fund or TIF					Define exact study limits
Downtown Development Authority, Department of Public Works	General fund or TIF					Coordinate with local internet providers to determine options

Department of Public Works, ReTree Tecumseh	General fund, SRTS, Michigan DNR Urban and Community Forestry Program, DTE Energy Foundation Tree Planting Grants, ReLeaf Michigan, ReTree Tecumseh					Prioritize downtown fringe corridors to focus on
Department of Public Works and MDOT	TIF					Model new traffic pattern and signal timing in coordination with MDOT
Department of Public Works, Southern-Michigan Railroad, MDOT	MDOT Office of Rail					Coordinate with Southern Michigan Railroad

Action Plan

ESTIMATED INVESTMENT SUMMARY

TOTAL ESTIMATED INVESTMENT
= \$31,200,000 (construction costs)

.....
\$120.93* per capita over 30 years

**If no additional funding is secured from other sources*

TOTAL ESTIMATED INVESTMENT YEAR-BY-YEAR SUMMARY

Short-Term	\$9,300,000
Mid-Term	\$14,700,000
Long-Term	\$7,200,000



RECOMMENDATION:

The plan should be reevaluated annually, and following the completion of each phase, to reprioritize capital improvement projects and ensure they continue to align with evolving downtown and community goals.



—DOWNTOWN—
TECUMSEH
DEVELOPMENT AUTHORITY

CITY OF TECUMSEH // DOWNTOWN STREETSCAPE MASTER PLAN // 2026