



MIDWEST-TIREMAN NEIGHBORHOOD FRAMEWORK SUPPLEMENTAL EXISTING CONDITIONS ANALYSIS

Prepared by Interboro Partners for the
City of Detroit Planning and Development Department

Welcome to Midwest-Tireman!

The Midwest-Tireman Framework Area is a 2.85 square mile triangle of neighborhoods on the near West Side of Detroit. The Framework Area is bounded on the northeast by I-96 (and just beyond it, Grand River Avenue), on the south by I-94 and West Warren Avenue, and on the west by Oakman Boulevard, Roselawn Street, and the Dearborn city boundary. Livernois and Tireman Avenues intersect at the center of the area.

Until 1916, Midwest-Tireman was the western edge of Detroit, earning it the nickname “The Old West Side.” The former Detroit Terminal Railroad—now being transformed into the Joe Louis Greenway—was the city limit. Now, this neighborhood feels much more central to the action. Within five miles in any direction from

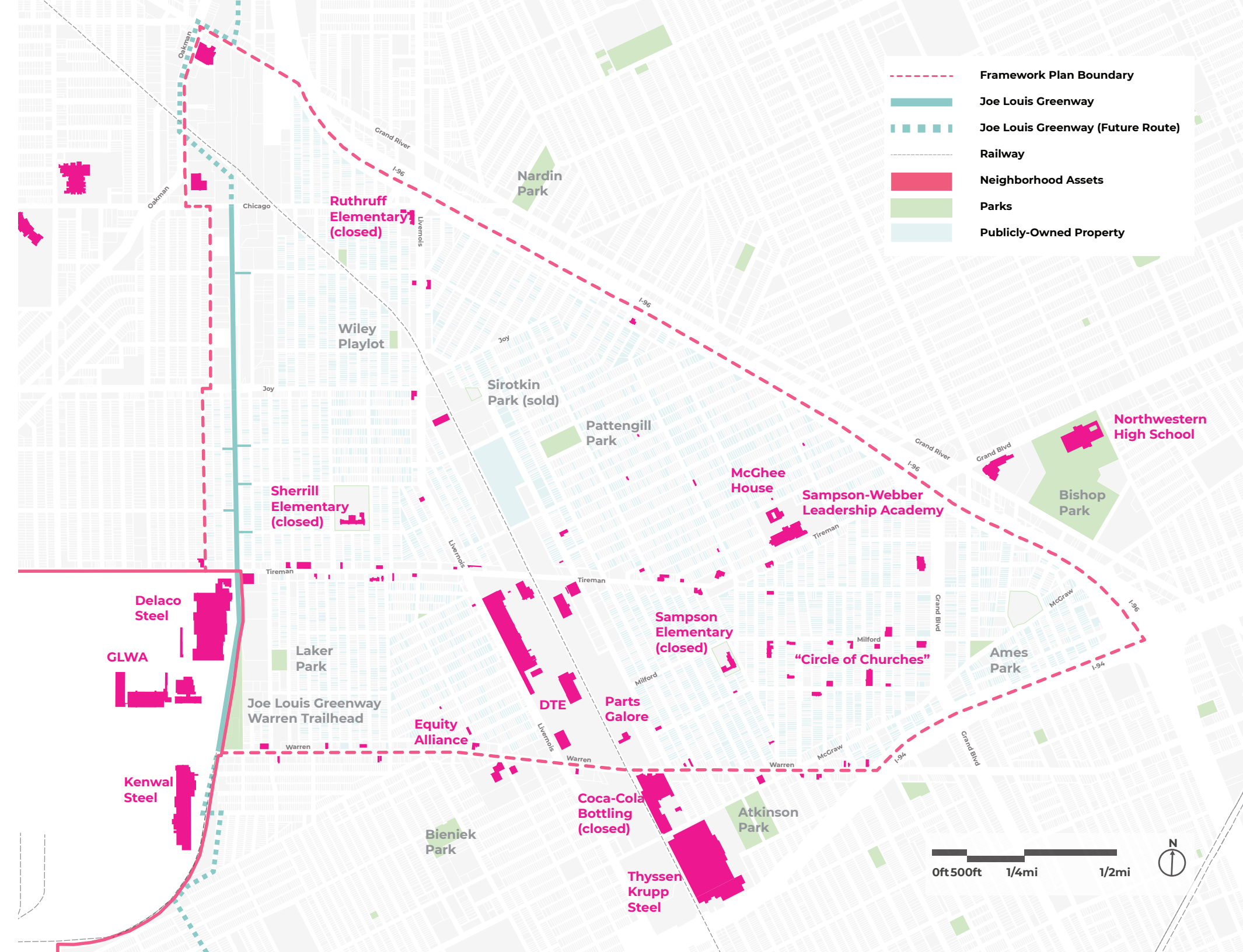
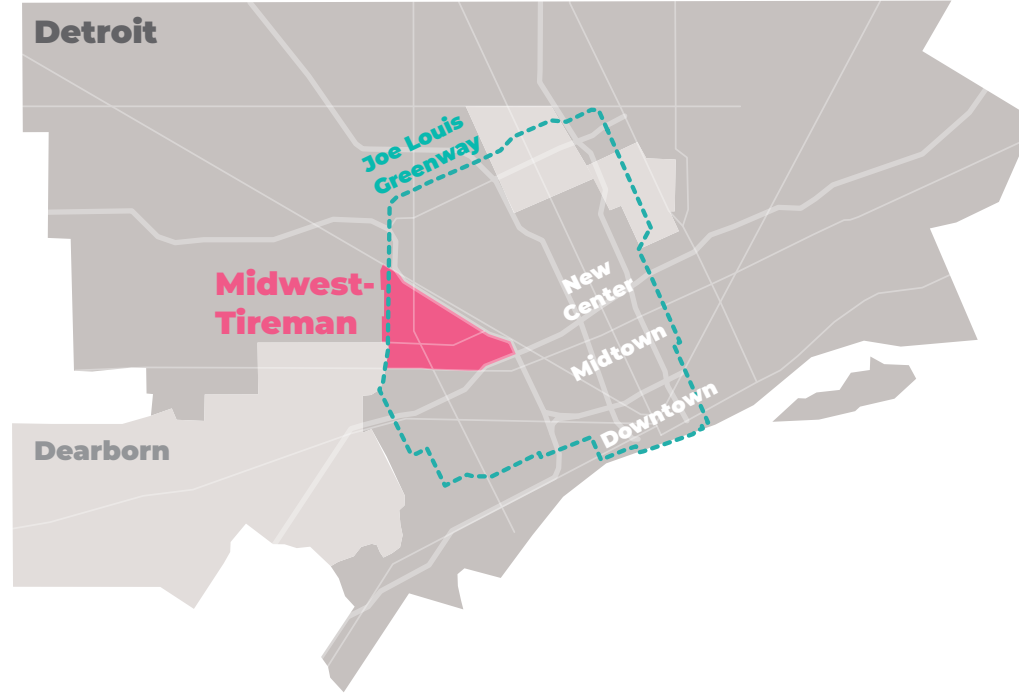
“We’re in a PERFECT location! We’re close to Downtown, we’re close to all the freeways, we’re close to major bus lines...it’s just a perfect area! It just needs a little LOVE, ya know?”

the center of Midwest Tireman (Livernois and Tireman) and you’ll reach several of Detroit’s most important economic and cultural hubs. Take Grand River southwest, and you’ll reach Downtown Detroit and

the riverfront. Follow Grand Boulevard to the east to arrive in New Center and Henry Ford Hospital. Take Livernois to the South to reach West Vernor and Southwest Detroit’s Latine businesses. Or, take Livernois to the north to reach the University of Detroit Mercy campus and the Liv-6 District. To the west, Warren Avenue turns into one of Dearborn’s main Arab-American business corridors.

While many residents have long felt that Midwest-Tireman is one of Detroit’s

“forgotten neighborhoods,” new investments are changing that narrative. The Joe Louis Greenway on the area’s western edge is one of Detroit’s most important construction projects in recent memory, and new neighborhood parks are on the way. Organizations like Equity Alliance and Class Act Detroit are creating new community spaces in old buildings. And dozens of vacant homes are being rehabbed by Latine families looking for more space and affordability in neighborhoods north of Warren Ave.



History & Culture

The Old West Side: Black History in Midwest-Tireman

Midwest-Tireman has played a prominent role in not just local but national Black history and culture. The Old West Side (including the area east of Livernois, and particularly from Tireman south) was one of Detroit's first and most vibrant African-American neighborhoods. It was home to the first Black social club in Michigan (The Nacirema Club) and the city's preeminent venue for bop jazz (the Blue Bird Inn).

The neighborhood also played a role in the national fight for civil rights and fair housing. Historic HOLC maps show that the neighborhood east of Epworth and south of Tireman—the heart of the Old West Side's Black community—were redlined in the 1930s. When the Black McGhee family tried to buy a home in a white neighborhood north of Tireman, it set off a legal battle—featuring a young Thurgood Marshall representing the McGhees—that ended with a landmark 1948 U.S. Supreme Court victory that outlawed the enforcement of racially restrictive housing covenants.



Top Left: framing the Nacirema Club in 1924.



Bottom Left: Joe Henderson, Pepper Adams, Barry Harris, Ali Jackson, and Roy Brooks play the Blue Bird in 1961



Top Right: Orsell and Minnie McGhee, with local attorneys after their 1948 Supreme Court victory.



Bottom Right: Milford Coney Island, one of many businesses that once lined Milford Street (from *The Westsiders*)

The Arsenal of Democracy Midwest-Tireman and Industry

Midwest-Tireman also played an important role in Detroit's industrial heyday, as the location of the main Lincoln Motor Company Plant at Warren and Livernois. Famous as the production site for Lincoln's famous Zephyr and Continental luxury cars, the plant also helped Detroit earn the "Arsenal of Democracy" aircraft engines for World War I, and built engines for tanks in World War II—part of Detroit's wartime "Arsenal of Democracy." Lincoln anchored an industrial corridor that included metalworking and parts suppliers like Holley Carburator, American Metal Products, as well as other types of industry like a Coca-Cola bottling plant.

Today, most of these large sites have ceased production and many have been demolished. DTE now uses the Lincoln site as a service yard, with most of the original buildings gone. Holley Carburator, at Tireman and Epworth, is now a City-owned vacant lot awaiting a developer. And many of the small metal and machine shops along the former Detroit Terminal Railroad line are now making way for the Joe Louis Greenway.



This 1949 aerial photo from DTE shows the massive Lincoln plant stretching for nearly a half mile between Warren and Tireman Avenues, surrounded by a cluster of other manufacturers. Just a few years after this photo was taken, Lincoln moved its car production to the suburbs.

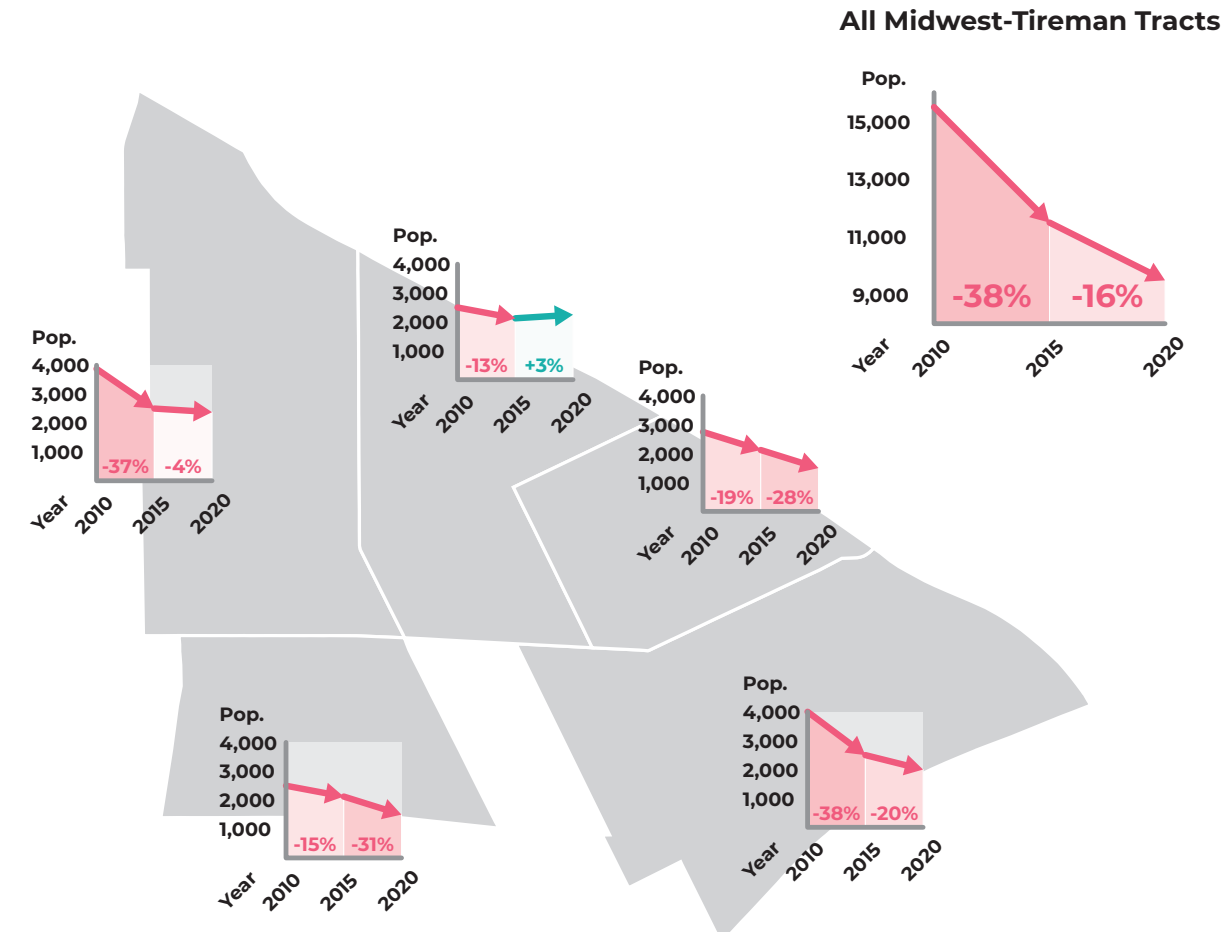
Demographics

Population

Like many neighborhoods in Detroit, Midwest-Tireman has struggled with declining population for decades. In 1950, when Detroit's population was at its all-time peak, approximately 60,000 people called the Midwest-Tireman area home. But, by the year 2000, the area's population had decreased to around 20,000 residents—and there are fewer than 10,000 residents today. At 3,049 people per square mile, population density is well below the city average (4,846 people per square mile).

Midwest-Tireman's overall population still trends slowly downward, but each neighborhood is different. Of the area's five census tracts, the northwest and southeast two had the largest populations in 2010 before shrinking drastically; the southeast tract continues to lose residents, while the northwest tract has stabilized. The southwest and northeast tracts lost population gradually in the early 2010s, then more rapidly in recent years. Meanwhile, the north central tract has remained steady for years.

But today, homes are being bought and renovated in the hard-hit southern neighborhoods, and new families are moving in. Could the 2020s be a decade of new growth in Midwest-Tireman?



Population Trend by Census Tract
ACS 2020 (5-year estimates)

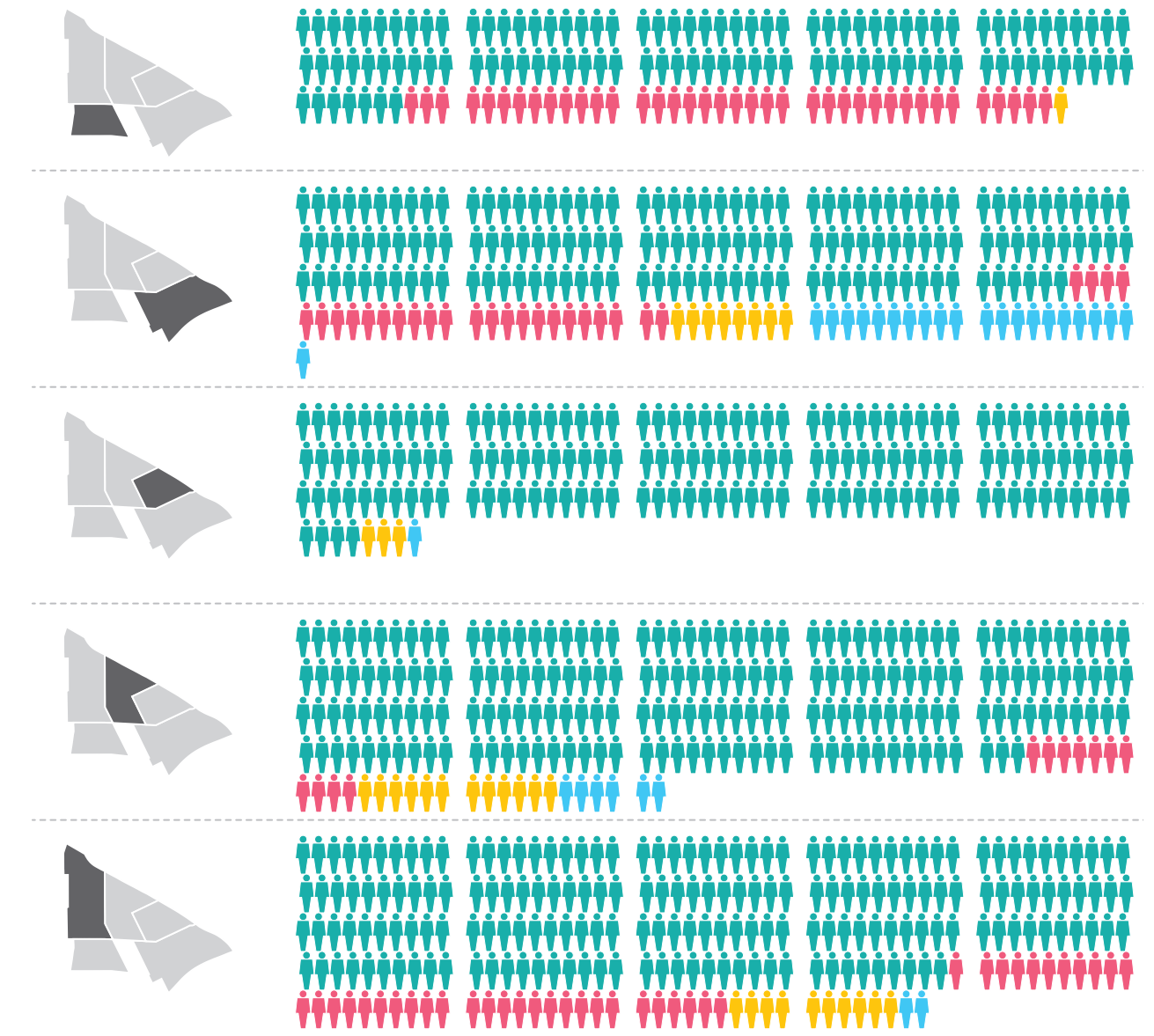
Race and Ethnicity

The racial makeup of Midwest-Tireman today is similar to that of Detroit as a whole. According to the 2020 American Community Survey, 82% of residents identify as African American, about 12% identify as Hispanic/Latinx, and the remaining 6% identify as non-Hispanic white or multiracial.

The “Old West Side” east of Livernois Avenue—and especially the area south of Tireman Avenue—has a long and rich history as one of Detroit's earliest Black neighborhoods

Today, Midwest-Tireman is neighbors with some of Detroit's newer ethnic enclaves: to the south are the neighborhoods of Southwest Detroit, home to the city's growing Latinx population, and to the west is the city of Dearborn, the center of the region's largest Middle Eastern population. Fewer than 5% of Midwest-Tireman's residents identified as foreign-born in the 2020 census (less than 450 people). Of these, almost all were born in Latin America—reflecting the gradual movement of families from the city's denser Southwest neighborhoods in search of more space and affordable housing opportunities.

1x = 10 Residents
 African American
 Hispanic/Latino
 White
 Two or More Races



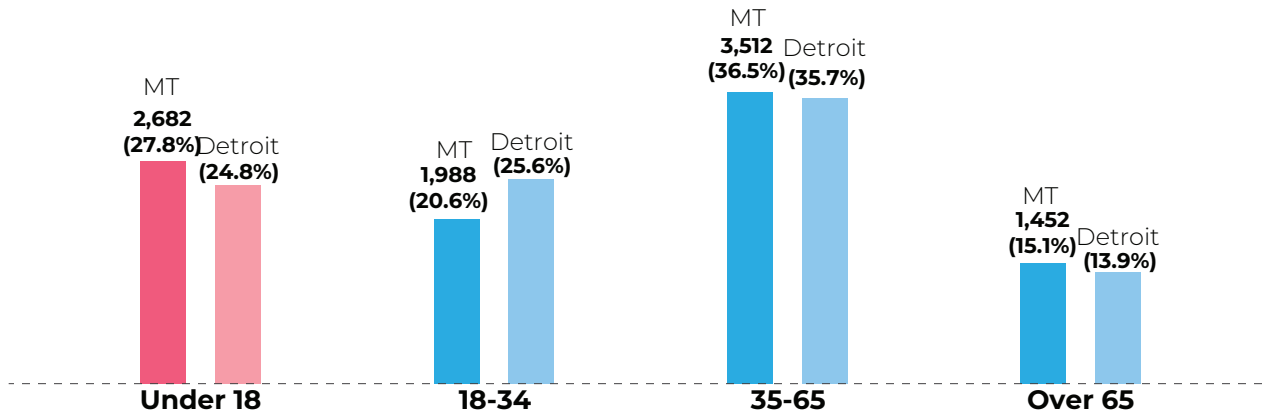
Race and Ethnicity
ACS 2020 (5-year estimates)

Demographics, Continued

Age

Some people say that Midwest-Tireman is an aging neighborhood, and that you don't see many kids around anymore. Data tells a slightly different story: while Midwest-Tireman does have a higher percentage of residents over age 65 compared Detroit as a whole, it also has a higher percentage of residents under 18. Actually, in Midwest-Tireman, youths outnumber seniors nearly two-to-one. As overall population has decreased in Midwest-Tireman, it is certainly true that the number of youth has also decreased. But still, there are more than 2,500 kids and teens who call Midwest-Tireman home today.

So, if a quarter of residents are under 18, then why do people say they don't see kids out and about? Maybe it's not for lack of kids in the neighborhood, but rather, a lack of places in the neighborhood for kids to be and be seen. As this chapter is being written, Midwest-Tireman has one active school (and four vacant ones), one park with play and sports equipment (and five without), no rec center, and no library. Perhaps adding some of these amenities would bring the kids out to play—and perhaps convince other folks that Midwest-Tireman is a good place to stay and raise a family.



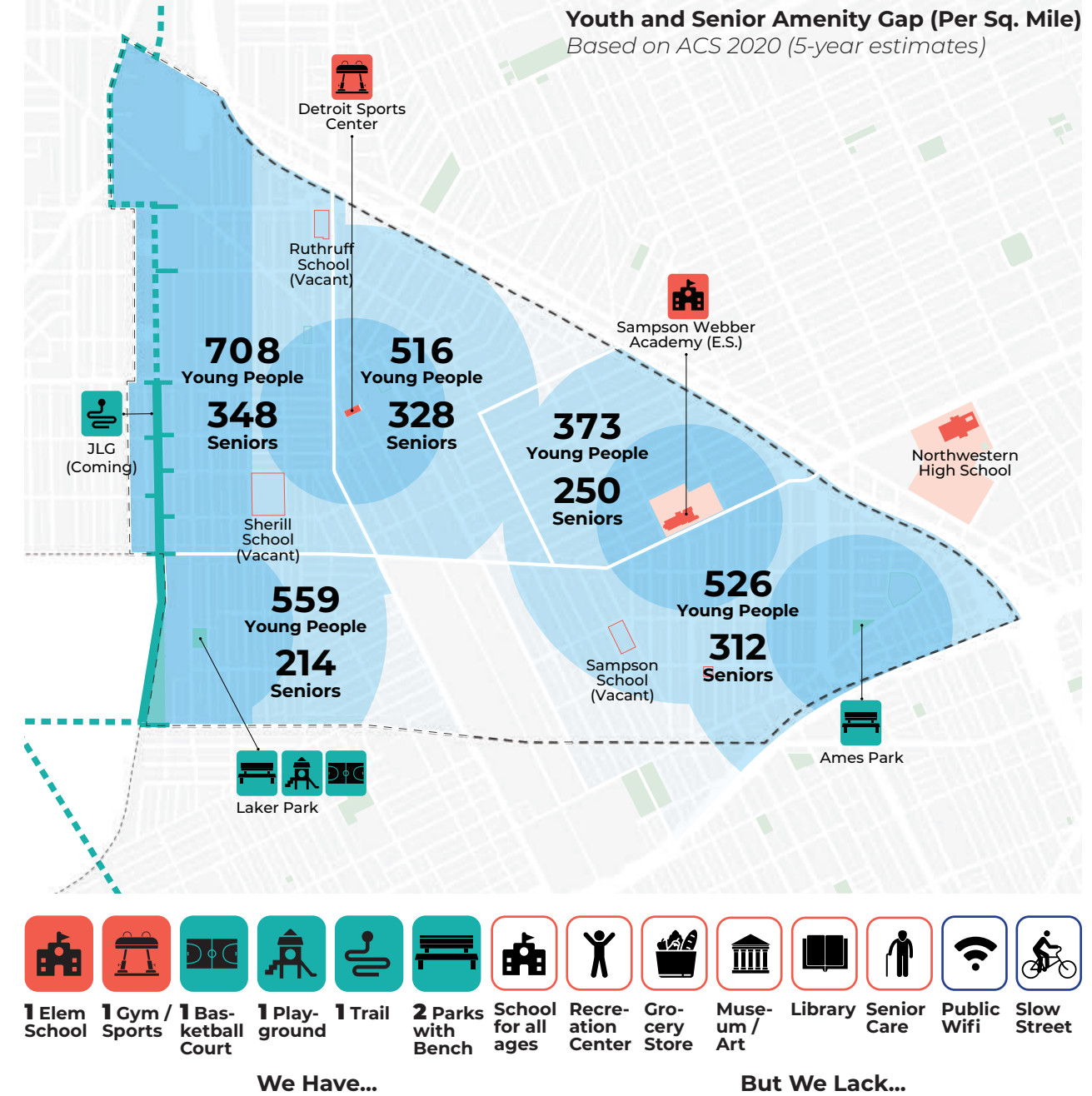
Population by Age in Midwest-Tireman and Detroit (citywide).

Youth (Under 18)

- The framework area has a total young population of **2,682 People**.
- The area lacks resources for youth. There is one active school, but no community centers, recreation centers, or libraries within the framework area.

Senior (Over 65)

- The framework area has a total senior population of **1,452 People**.
- The area severely lacks resources for the seniors. No community centers or other indoor senior activity places exist. The existing parks don't have facilities for the elder people as well.

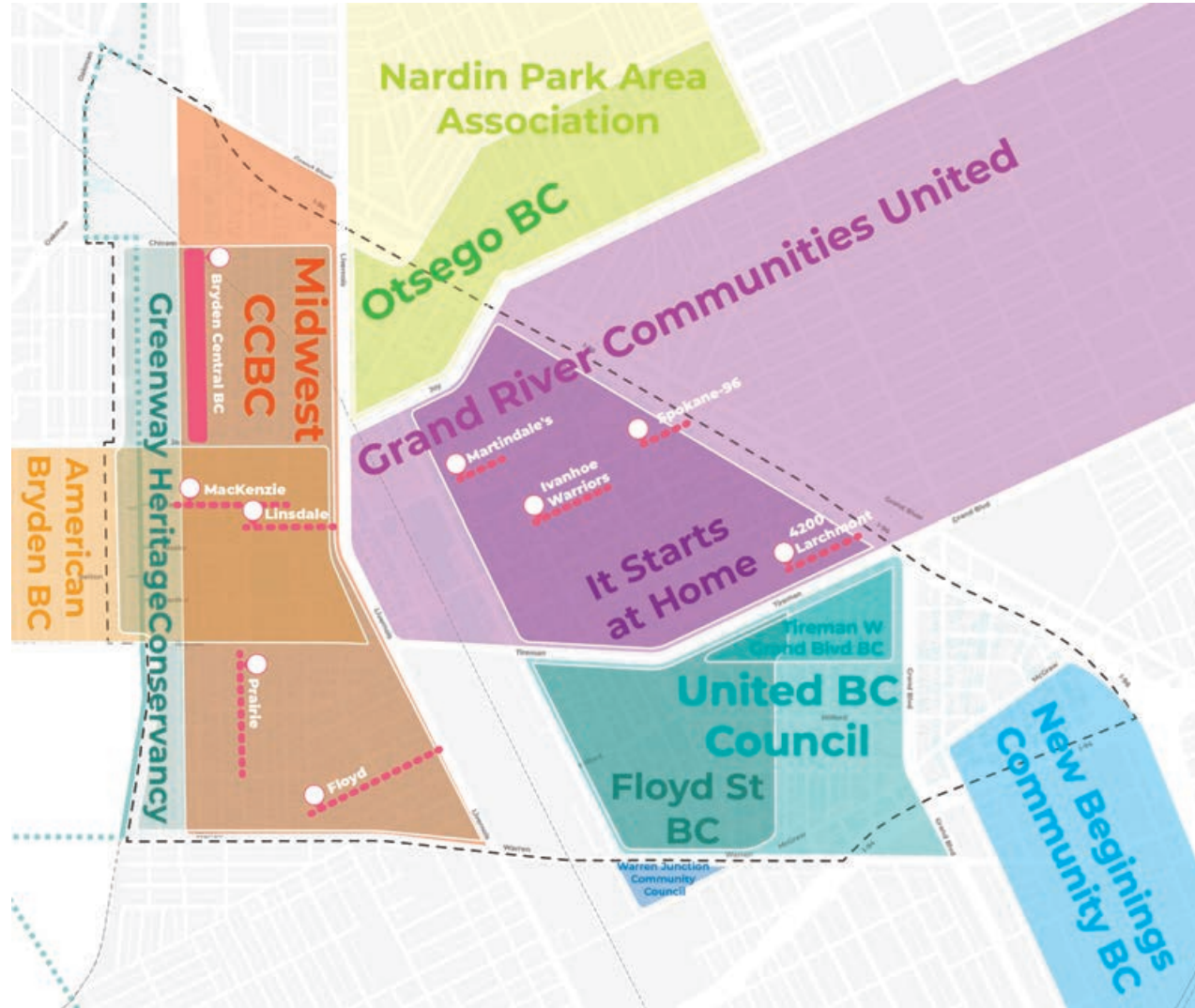


Housing and Neighborhoods

Midwest-Tireman has a legacy as a place where families' dreams of owning a home could come true. Long-time residents speak with obvious pride about owning their home for decades, with many describing their homes being passed down from generation to generation. In recent decades, many neighborhoods have been hit hard by declining population, financial crises, school closures, fires, and demolitions. Many blocks are now marked by large swaths of open land, particularly in the southeast and northwest corners of the framework area. However, despite the physical toll, strong neighborhood organizations, block clubs, and churches have helped to hold Midwest-Tireman's communities together. Residents are proud to live here and are committed to improving their neighborhood.

“I hope this plan would be beneficial to all, especially to the legacy Detroiters that been holding these neighborhoods down.”

Because of the neighborhood's quality housing stock, central location, proximity to the Joe Louis Greenway, and welcoming residents, Midwest-Tireman is ready for its next generations of homeowners and residents.

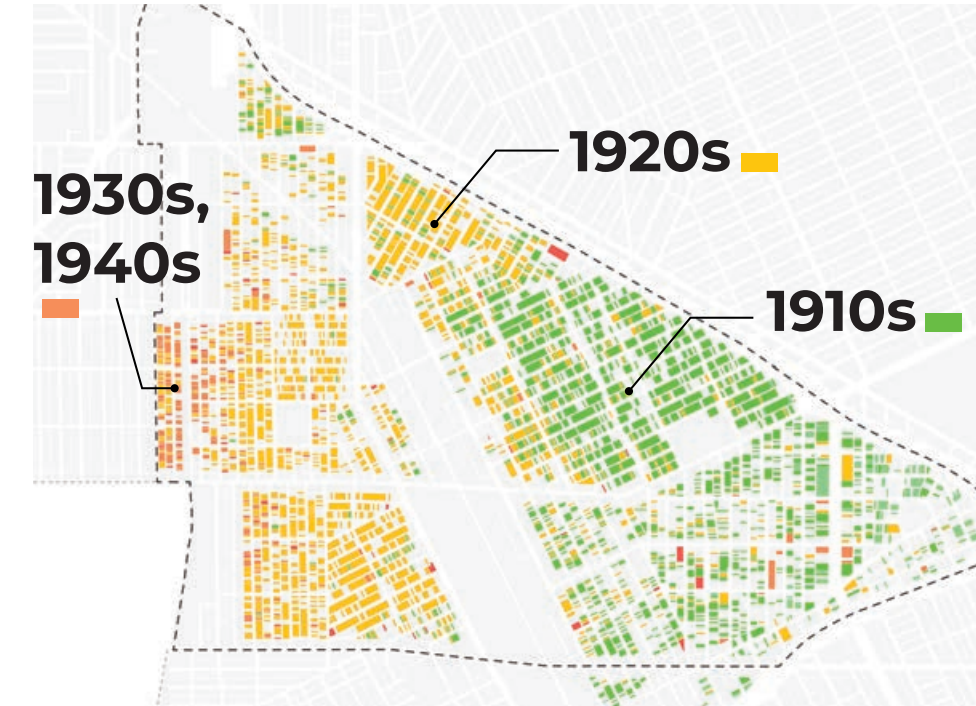


Above: this map shows the tapestry of community organizations that spread across Midwest-Tireman's neighborhoods.

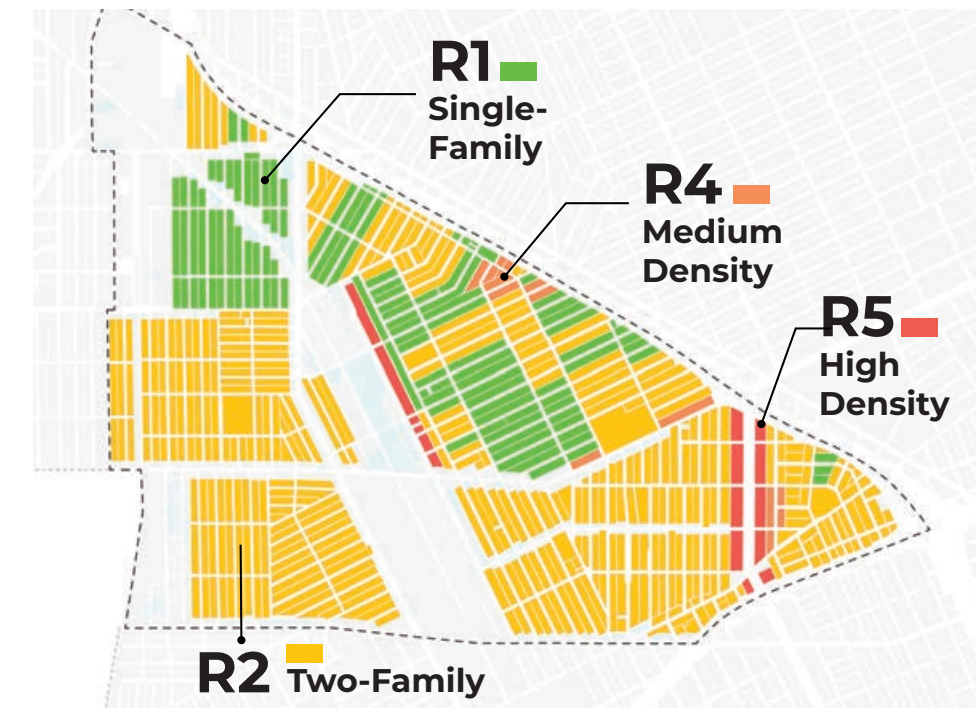
Residential Profile

Midwest-Tireman is mostly a low-density residential area, filled with one- and two-family homes that exemplify the middle-class housing boom that swept Detroit in the early 20th century. Much of the neighborhood east of Livernois was built out in the 1910s, making up what was then Detroit's western edge—hence the nickname “the Old West Side.” The rest of the neighborhood was built out in Detroit's roaring '20s, with small clusters of worker housing built during the Depression and WWII years.

Most of Midwest-Tireman's residential neighborhoods are zoned R2 for two-family residential. There are pockets of single-family residential zones north of Tireman, as well as higher-density zones along key corridors—along Tireman and Grand Boulevard, as well as the Epworth industrial corridor. However, much of the housing stock predates the zoning map, and diverse housing types can be found scattered across the entire area.



This map shows the eras in which Midwest-Tireman's existing structures were built, from Grand Boulevard and the “Old West Side” westward to the current Detroit-Dearborn city limits.



Residential zoning districts in Midwest-Tireman today. The area's actual housing stock is more mixed than this map suggests.

Housing and Neighborhoods, Continued

Home Types

The area is dominated by one- and two-family detached homes mostly dating from the late 1910s and 1920s. The houses are not particularly fancy, but they are generously-sized and solidly-built, hinting at the comfortably middle-class origins of the neighborhood. The diverse styles hint at the different groups of people who have called this area home over the decades.

Single-family detached houses are the largest housing category. The oldest and largest of these can be found on the east side of Midwest-Tireman; they tend to be two stories and made of wood or brick. West of Livernois, houses are slightly newer and smaller—they tend to be one story plus an occupied attic and made of wood. At the smallest end are so-called “income

“No matter what they say, there are pretty houses in Detroit!”

bungalows” that served as workforce rental housing, mostly built in the 1930s and 40s.

Also in the mix are a variety of two-family houses, including ubiquitous stacked flats and grander side-by-side duplexes. These can be found throughout Midwest-Tireman, but are most common along the northeast edge, closest to Grand River Avenue.

Small multifamily apartments, typically from four to eight units, can be found in small clusters—most notably in the blocks to the northwest of the former Sherrill Elementary. There are very few apartment buildings larger than eight units; most are located in the southeast corner near Grand Boulevard.



Income Bungalow

Wood
Ca. 400 - 1200 Sq Ft
Need Work
Built in 1910s-1940s



Single Family-1

Wood
Ca. 800 - 1600 Sq Ft
Need Work
Built in 1910s-1940s



Two Family-1

Wood
Ca. 400 - 1600 Sq Ft
Need Work
Built in 1910s,1920s



Two Family-2

Wood
Ca. 1600 - 3600 Sq Ft
Need Work
Built in 1910s,1920s



Three/Four/ Five/Six Family-1

Brick
Ca. 2000 - 5500 Sq Ft
Need Work
Built in 1910s,1920s



Three/Four/Five/Six Family-2

Brick
Ca. 4000 - 8000 Sq Ft
Need Work
Built in 1910s,1920s



Single Family-2

Wood/Brick
Ca. 800 - 2000 Sq Ft
Need Work
Built in 1910s-1940s



Single Family-3

Wood/Brick
Ca. 1600 -2400 Sq Ft
Need Work
Built in 1910s-1940s



Two Family-2

Brick
Ca. 1600 - 5500 Sq Ft
Need Work
Built in 1910s,1920s



Two Family-3

Brick
Ca. 2000 - 5500 Sq Ft
Need Work
Built in 1910s,1920s



Apartment

Brick
Ca. 5500 - 40000 Sq Ft
Need Work
Built in 1910s,1920s



Mixed-use Apartment

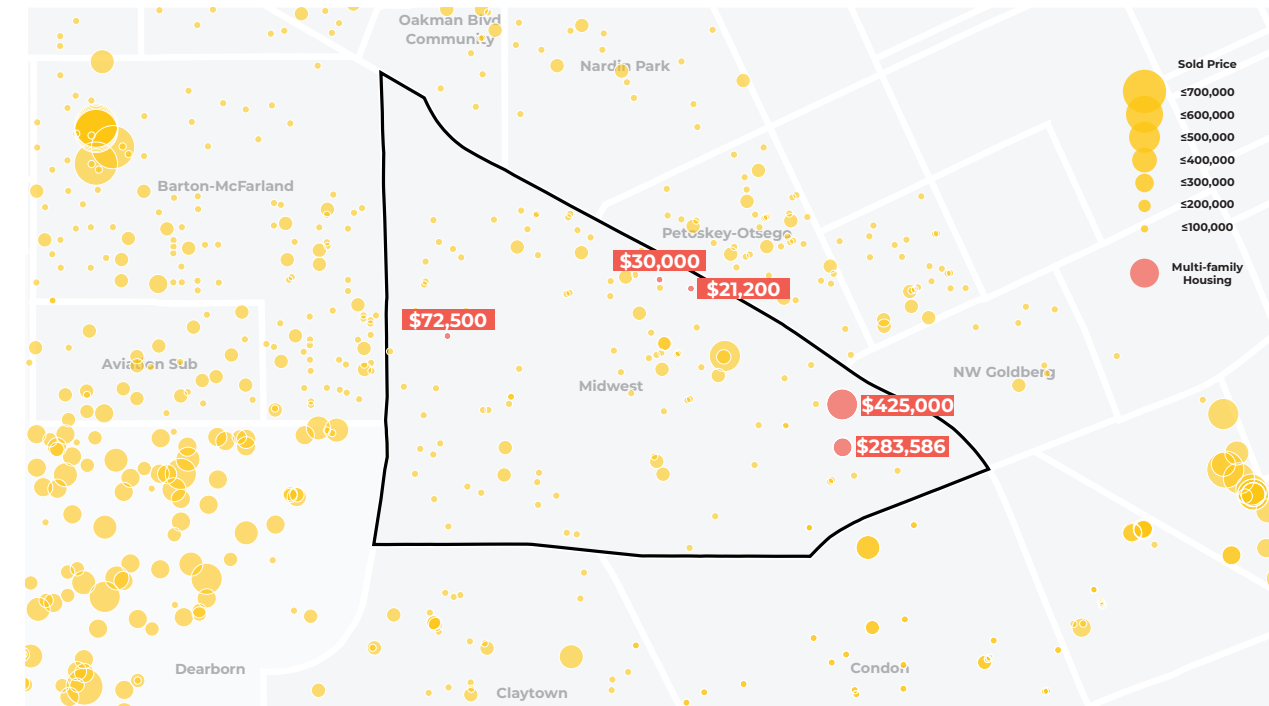
Brick
(Res) Ca. 400 - 3200 Sq Ft
Need Work
Built in 1910s,1920s

Housing and Neighborhoods, Continued

Home Sales and Prices

According to the real estate website Zillow, there were 104 property sales in Midwest-Tireman between February 2022 and February 2023. Of these, 88 properties sold for less than \$100,000; 13 sold for between \$100,000 and \$200,000; and just three sold for more than \$200,000 (including two small apartment buildings). The median sale price was just \$40,000.

Home sales were distributed throughout the Midwest-Tireman area, but the largest concentration and highest value of sales were located in the northeast portion of the neighborhood, which is denser and has larger houses.



Property Price (Sold in 12 Months)

Based on Zillow 23/02/06



\$21,200
Four-family



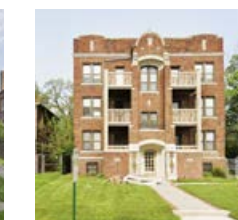
\$30,000
Four-family



\$72,500
Four-family



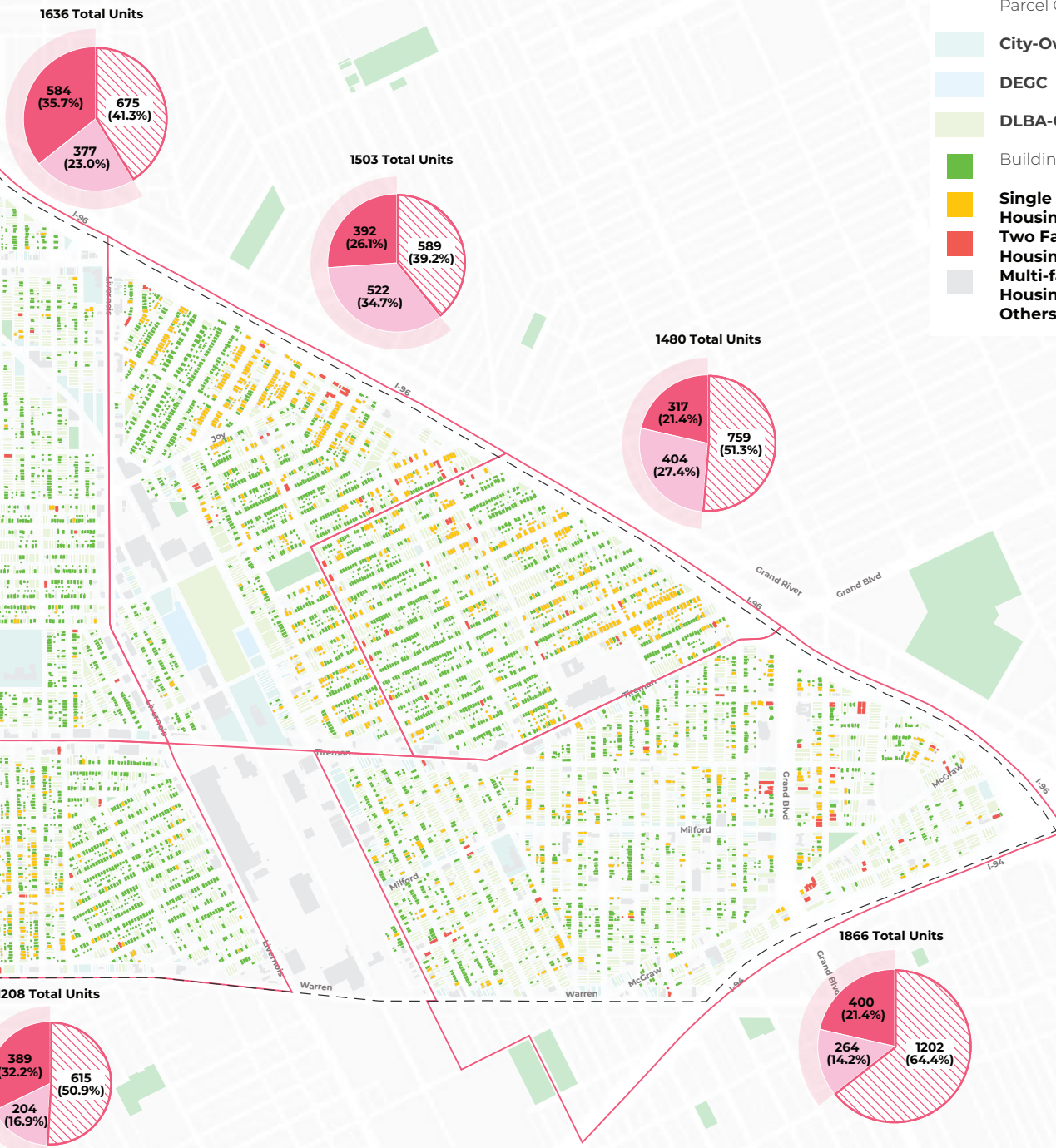
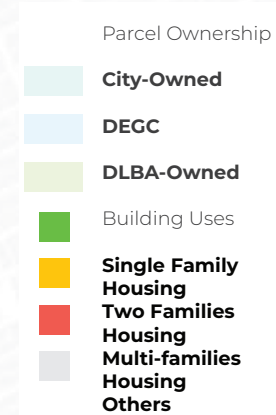
\$283,586
Four-family



\$425,000
Multi-unit Apt

Multi-family housing sold in the Midwest Tireman (Sold in 12 Months)

Based on Zillow 23/02/06



“I pray for renovation without gentrification.”

Housing and Neighborhoods, Continued

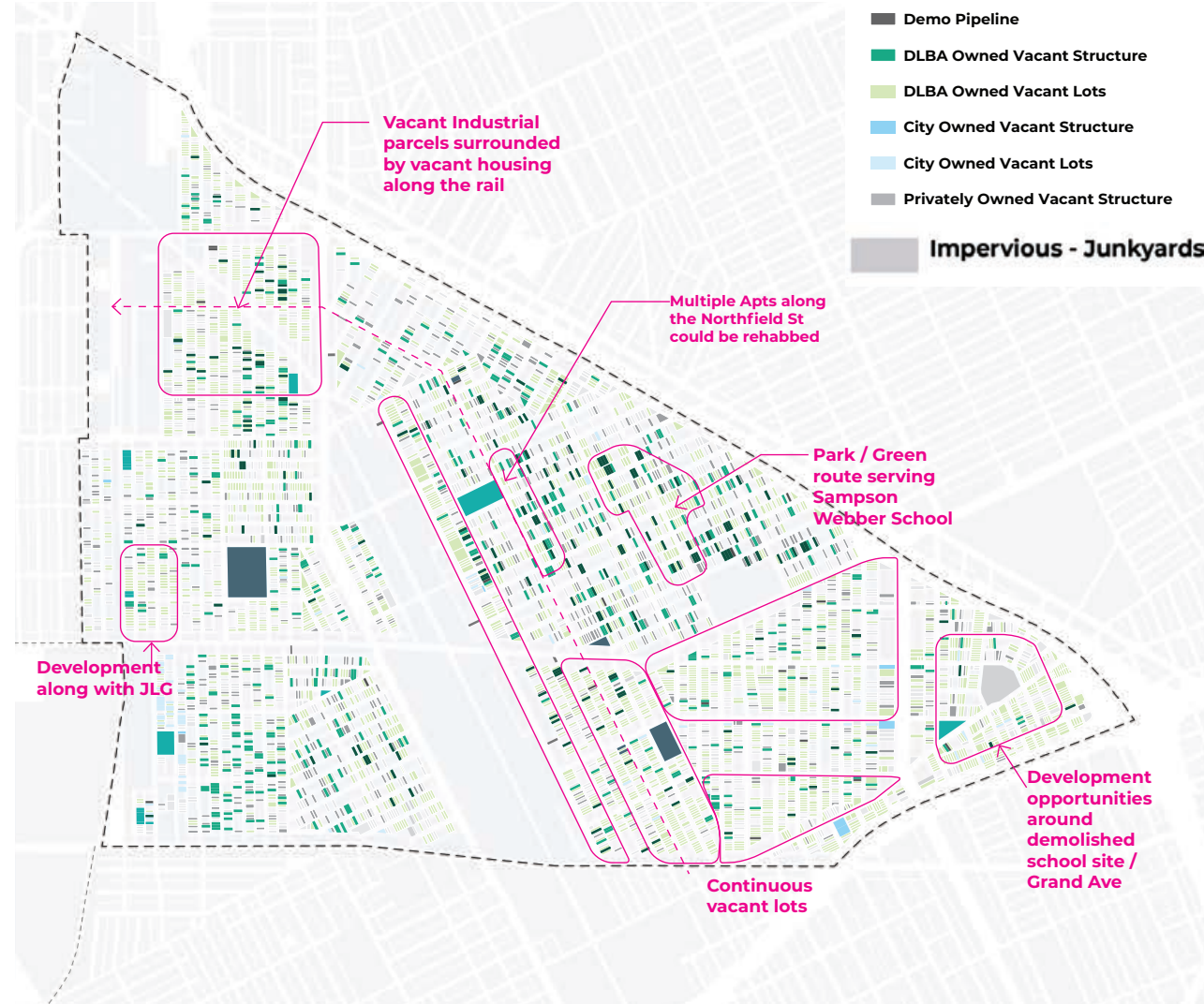
Vacant Land and Opportunities

Many parts of Midwest-Tireman have been hit hard by demolitions in recent years, particularly in the southeast and northwest corners. February 2023 parcel data showed that of 10,038 total parcels in Midwest-Tireman, 4,705 (47%) were identified as vacant lots—with an additional 238 buildings in the demolition pipeline. The Detroit Land Bank Authority owns 3,608 lots (36% of all properties), the City of Detroit owns 304, and the remaining 6,068 are privately owned.

The majority of vacant land is comprised of small residential parcels, which means that open space in neighborhoods is often patchy and scattered. High vacancy neighborhoods may have large clusters of vacant lots that stretch for an acre or more, but it's more common to find blocks with "missing teeth"—pockets of one or two lots mixed in with houses.

Larger open space opportunities also exist, including commercial lots, vacant school sites, and industrial brownfields.

“give us decision-making power over the repurposing of vacant land in our neighborhood for community use.”



Vacant lots and structures
Based on DLBA Data Oct 2022

Land Stewardship

Small-scale “blotting” is a common practice, with many homeowners purchasing sidelots to expand their yard or add parking. Midwest-Tireman blotting is a tidy affair, with many blots featuring mowed, fenced-in lawns, ornamental landscaping, and setups for outdoor entertaining. However, Midwest-Tireman has relatively few examples of more intensive uses of vacant land that appear elsewhere in Detroit—for example, urban farms and gardens, pocket parks, outdoor artworks, and other community-built open spaces.

There are some notable exceptions, however. In Southeast Midwest-Tireman, LaNita’s Memorial Garden on Hartford near McGraw Avenue has converted a full vacant lot into a rain garden and butterfly garden featuring gravel walking paths in the shape of Prince’s famous glyph. And in the southwest, Equity Alliance has big plans to transform a full block at Walton and Warren Avenue into an outdoor event space and has hosted popular summer blues concerts in the past.

Expanding opportunities for land stewardship by residents and community organizations will play an important role in turning Midwest-Tireman’s vacant lots into community assets.



Land and property stewardship at a glance

Parks and Open Space

Midwest-Tireman has long been one of the most under-served areas of Detroit in terms of park space and amenities. Most of Midwest-Tireman has been in a “park gap,” where residents can’t access any public parks within a 10-minute walk. At the beginning of this study, there were only two local parks (Laker and Ames) that had any amenities—including playgrounds, benches, picnic tables, pathways, or basketball courts. Laker Park was the only park larger than one acre and the only park that had been recently upgraded.

But, all that is changing! In October 2022, Midwest-Tireman celebrated the ribbon cutting for the first segment of the west side Joe Louis Greenway between Warren Avenue and Joy Road, including a major new park and playscape at the Warren Trailhead. In 2023, construction will continue north of Joy, giving residents on the entire west side of the framework area first access to Detroit’s most important park investments in a century.

Also in 2023, the northeast Midwest-Tireman celebrate the opening of a brand new park on the site of the former Pattengill Elementary, filling another major park gap in the framework area. And, there are many opportunity sites for creating more new parks and community open spaces in the future, including at the City-owned sites of the vacant Sherrill and Sampson schools.



This map shows formal public green spaces like existing city parks and the Joe Louis Greenway, as well as informal green space like community-run spaces, former school sites, and vacant neighborhood lots. The pink areas have been identified by the City as park gaps.



Joe Louis Greenway

The Joe Louis Greenway is the most exciting and ambitious investments in Detroit’s green space network in a century. When finished, the Greenway will form a 27.5 mile walking and biking loop through 23 Detroit neighborhoods plus the cities of Dearborn, Hamtramck, and Highland Park. The first phase runs along the western edge of Midwest-Tireman, transforming a former industrial rail line into a 1.5-mile strip of green from Warren to Chicago Avenue. And, it is more than just a path: the 4-acre Warren Gateway Trailhead Park will be the largest park in Midwest-Tireman—nearly doubling the amount of city parkland in the framework area.



Laker Park

Laker Park is a neighborhood park serving the far southwest corner of Midwest-Tireman. At 1.5 acres in size, it is the largest city park in the framework area. Laker Park is also home to the best amenities—they include a new playground, paved walking path, basketball court, mini soccer field, horseshoe pitch, picnic shelter and dispersed picnic tables, and a bright-colored mural. The park is a bit of a hidden gem, since it is tucked back in a small industrial district and lacks good connections to the nearby residential neighborhood.



Ames Park

This 1-acre triangular park on McGraw is small but pleasant. The park is shaded by several mature trees around an open grassy lawn, and it features a picnic and grilling area on its western edge. Ames Park has lost some amenities recently. Google photos from 2019 show a small—if outdated—playground; however, the playground was gone as of Fall 2022. There is also a small blacktop area that could be used as a basketball court, but there are no hoops.

Parks and Open Space, Continued



Pattengill Park

Midwest-Tireman's newest neighborhood park is on the long-vacant site of the former Pattengill Elementary School, on Northfield Street between Maplewood and Spokane. The new Pattengill Park includes a large playground, grilling station, and a paved walking path around a large grassy field. This park replaces tiny Sirotkin Park, which was nestled in an industrial area a few blocks to the north. This addition fills one of the city's biggest park gaps and serves the most populated portion of the Midwest-Tireman area.



Wiley Park

Three of Midwest-Tireman's official city parks—Wiley, Dinning, and Dover—are currently parks in name only. These parks range from 0.1 acres to 0.7 acres in size, and lack amenities like playgrounds, sports, benches, paths, or even signage. These spaces are virtually indistinguishable from other vacant lots in the neighborhood. Although these minor parks are counted in the City's park gap analysis, it's hard to argue that these parks are serving their communities well today. Parks like these need improvement, whether as active recreation spaces, or passive—but intentional—natural landscapes.



Sampson-Webber Academy

When is a park not a park? Community institutions like schools and churches often serve as recreation and green spaces, especially when City parks are lacking. The large Sampson-Webber Leadership Academy site (which also includes the vacant Biddle Elementary) features expansive grassy fields, as well as some small playgrounds surrounded by chain-link fences. Improvements to the school's playgrounds and fields would not only benefit the current students of the school, but also other families and neighbors in a part of Midwest-Tireman that has no official city parks.



LaNita's Memorial Park

This new green space in the “Old West Side” is a creation of My Community Speaks, led by Midwest-Tireman resident Carolyn Pruitt. The space is a memorial to a beloved neighbor who passed away in 2007 after battling cancer. The park converts four previously vacant lots into rain gardens and butterfly gardens, arranged along a walking path in the shape of the musician Prince's famous glyph.

Photo source: Lanita's Memorial Park



Vacant School Sites

In 2023, the long-vacant Pattengill school site was converted into a brand-new public park, filling a key park gap on Midwest-Tireman's northeast side. Two other city-owned vacant school sites—Sampson in the southeast, and Sherrill on the west—are also ideal sites for large new neighborhood parks. And, though the neighborhood east of Grand Boulevard is not in a park gap, the large DPS-owned McGraw school site is wide open and waiting for a use. Ames Park is a block away, but its small, triangular site can't accommodate sports fields—could McGraw provide the space?



Vacant Lot

Example of a vacant residential lot cluster that doesn't have anything now, but has potential.

Business and Retail

If there's one thing that Midwest-Tireman residents agree on, it's the need for more businesses along their commercial corridors. Warren and Livernois avenues are two of Detroit's most important thoroughfares, yet the segments that pass through Midwest-Tireman seem to have more open lots than active businesses. Tireman, Joy, Chicago, and Milford were once walkable streets lined with businesses that served their neighborhood; now, churches, liquor stores, and auto shops are most of what's left, and these are few and far between.

A few stand-out local businesses include:

- Equity Alliance, an event space and community kitchen
- Gray and Sons Hardware on Warren, a long-running family-owned hardware store
- Soul on Ice, a newly-opened bar and restaurant on Livernois
- Brooksey's Executive Lounge, a neighborhood bar
- Tireman Conference and Banquet Center, an event space

Some groups and individuals are working hard to reopen some of the area's historic landmarks, including the famed Blue Bird Inn on Tireman, the former McCloud's Bar and music venue on Warren, and the Nacirema Club on Milford. Many hope that the Joe Louis Greenway can catalyze more business development in the near future.

We really mean business: we want a better quality of life. Vibrant businesses other than liquor stores.

Bring businesses here so that I do not always have to go to Dearborn and other suburbs to shop.

Return of a fully-stocked grocery store on Warren Avenue.

I want more healthy food options, maybe a health-focused restaurant.

Bring small minority businesses like fruit & veggie market and farmers market.

Make wider lots

Help to sustain the small businesses that have survived the last 5 decades of systemic degradation and absenteeism.

We need more resources in walking distance.

All businesses need tickets for lack of curb appeal!

I would like to see a grocery store, dry cleaners, ice cream parlor, etc.

A recreation center would be greatly appreciated for residents to be able to come to us for the above as well as additional resources.

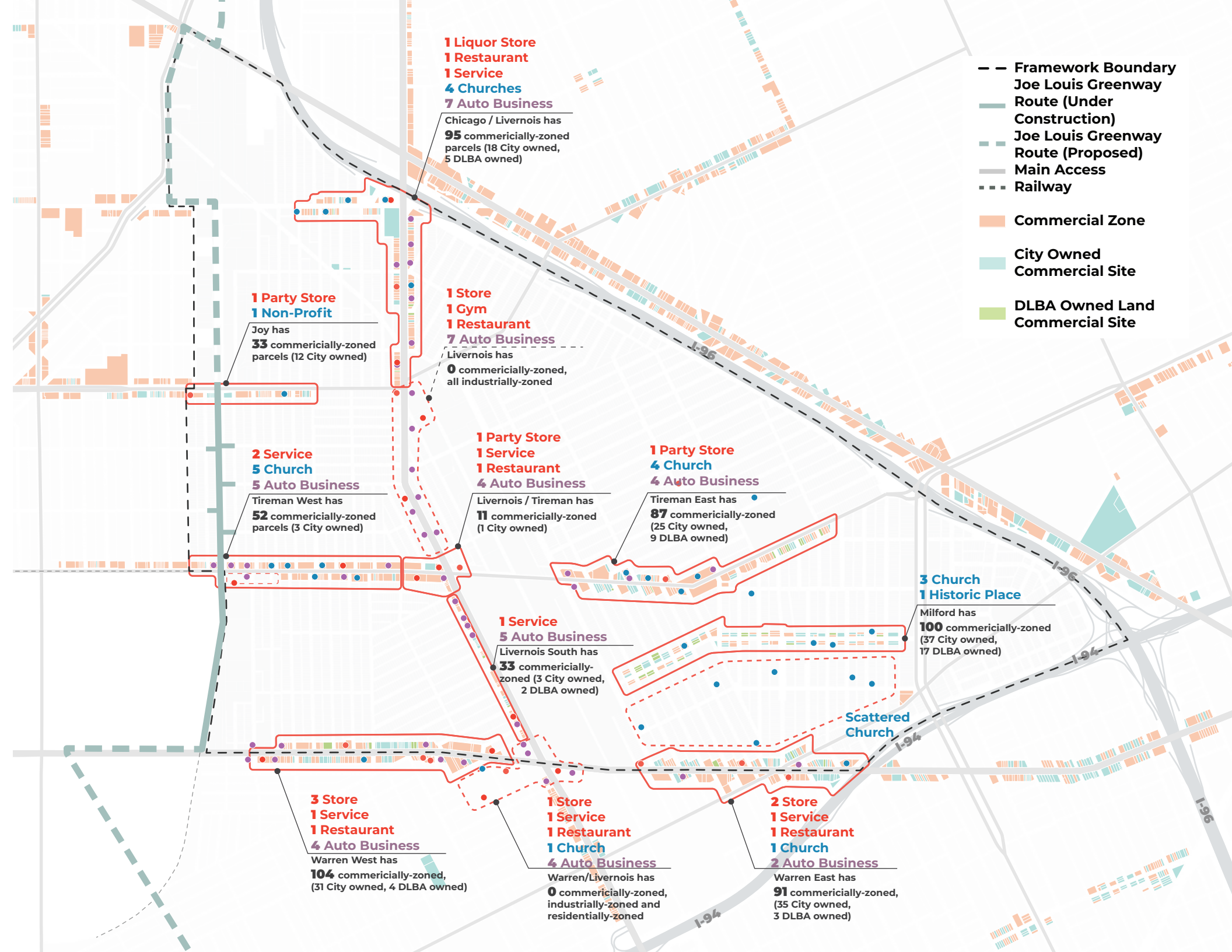
We need business development in the community.

In the empty land spaces, create ways to reactivate the Warren and Joy Road business corridors.

Fund and support local small businesses.

We need a way to bring retail, which is why we fought so hard to get the Joe Louis Greenway over here.

Change zoning in industrial areas along Livernois to increase depth of commercial lots to attract larger businesses



Business and Retail: Potential Commercial Opportunities



SINGLE-STORY RETAIL

Most commercial spaces in Midwest-Tireman are modest single-story buildings. This strip of narrow storefronts has been shuttered for several years and appears to have lost its roof. But, it was most recently home to a soul food restaurant, a cellphone shop (or two?), a printing center, a tax office, and a beauty and barber salon. Small retail spaces like these would be ideal for a small neighborhood business just starting out.



TWO-STORY MIXED-USE

Two-story commercial buildings are rare in this area. This one is located on Tireman near Northfield Street.

In nearby Southwest Detroit, the City has piloted a program to activate the upper floors of multi-story commercial buildings as apartments.



CHURCH

There are a large number of churches and church-related buildings in Midwest-Tireman. Many are active, but some, like the former Burnette Inspiration Baptist Church (pictured above) or the former St. Benedict School on the same intersection are vacant. In other parts of Detroit, former churches have been brought back to life as community gathering space, art and performance venues, and cafes. And in Midwest-Tireman, Class Act Detroit, a youth arts nonprofit, is turning the space at St. Cyprian's Episcopal Church into its new home.



DRIVE-THROUGH RESTAURANT

Midwest-Tireman's more recent commercial development has been of the drive-through variety. The former White Castle shown above was a landmark at Warren and Livernois, and many residents would like to see another food business take over the space. Some people envision this space as a food incubator or community kitchen where local food entrepreneurs can grow.



SUPERMARKET

Midwest-Tireman has no full-line grocery stores, following a 2020 fire that destroyed the Metro Food Center at Warren and Livernois. The former Motown Market, shown above, is another former grocery store located at Milford and Grand Boulevard. Although the building has been vacant for over a decade, the building remains and is owned by the City. Could either of these sites be redeveloped to fill the need for fresh food?



CORNER STORE

There are very few examples of commercial spaces in residential neighborhoods, but a few locations remain. This corner store at Milford and Northfield does not appear to be open, but it is located in an occupied apartment building—could it be reactivated?

A few blocks away, Priscilla's Party Store and CeCe Does It All (a salon) are corner establishments surrounded by 1- and 2-family homes.

Industry and Manufacturing

To understand Midwest-Tireman's industrial development, just follow the rails! There are two main industrial corridors in Midwest Tireman.

One slices diagonally through the center, following the tracks of the former Pere Marquette Railroad between Livernois Avenue and Epworth Street. Through the 1950s, this was the site of the giant Lincoln Motor Company plant and many smaller manufacturers that supplied it with components. Today, most of the manufacturing has left. DTE operates the main Lincoln site as a service yard, and a large auto salvage yard, Parts Galore, occupies the other side of the train tracks. A wood pallet company, a metal treating facility, truck repair and bus garages are the primary businesses in operation today. South of Warren, there is the shuttered Coca-Cola bottling plant, a truck-driving school and storage yard, and a recently-built steel plant operated by ThyssenKrupp.

“Fond memories of the Coca-Cola plant. I would love to see a facility that is community friendly and has job opportunities.”

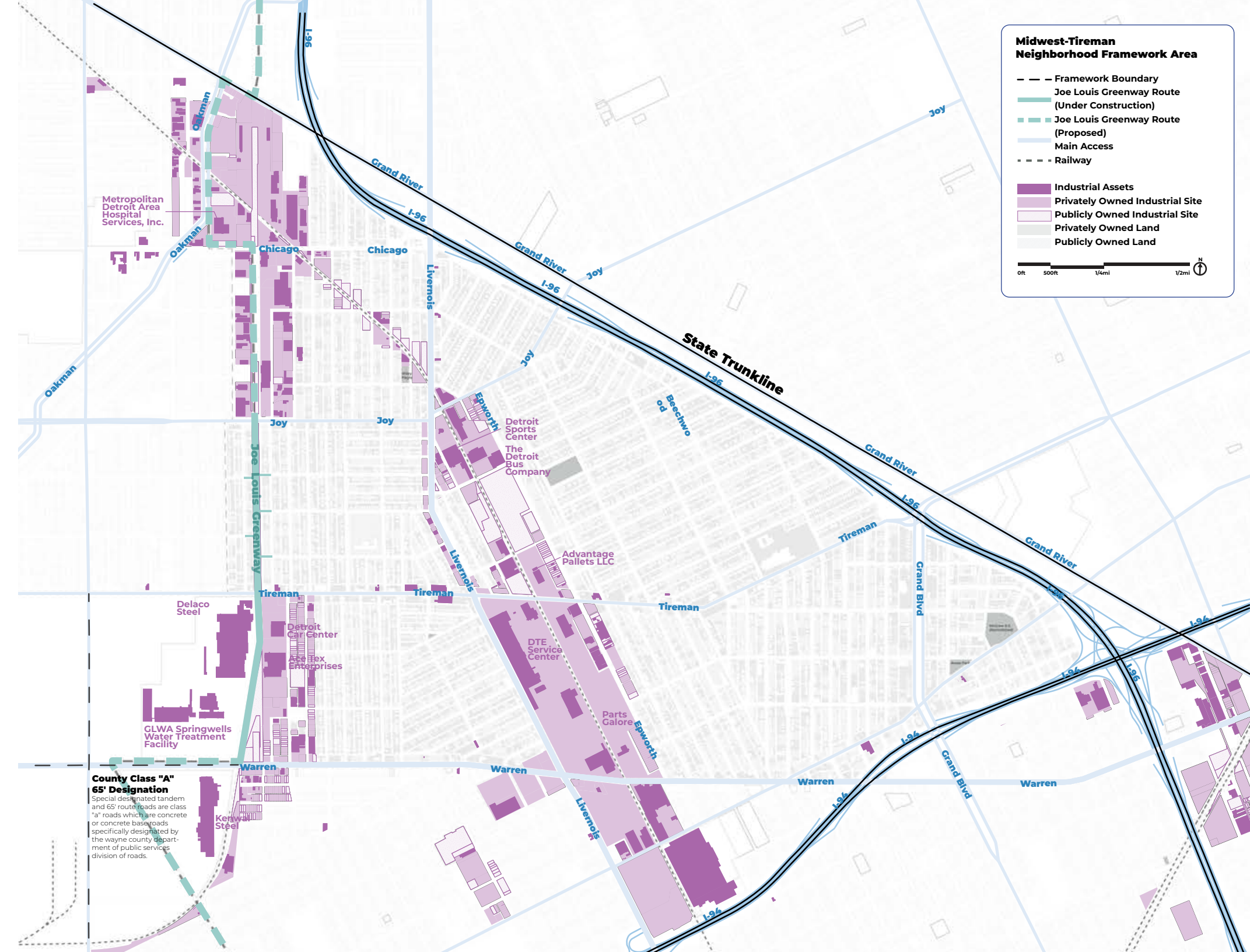
The other main industrial corridor follows the former Detroit Terminal Railroad line, running north to south along Midwest-Tireman's western edge. Businesses here include a variety of small manufacturers, including a textile manufacturer, several scrap metal and auto recycling businesses, metal fabricators, a concrete plant, used car lots, warehouses, and more.

“There's still a lot of potential for small industries to come back.”

Perhaps the most exciting addition to this corridor is not an industrial business at all, but rather, the Joe Louis Greenway, which is being built on the former rail line. With such a high-profile public space being built here, there will be increased pressure on the adjacent industrial businesses to clean up their sites.

“Enforce zoning laws that would force companies to properly clean their business.”

Cleanliness and appearance is the main industrial issue that residents cite in this neighborhood.

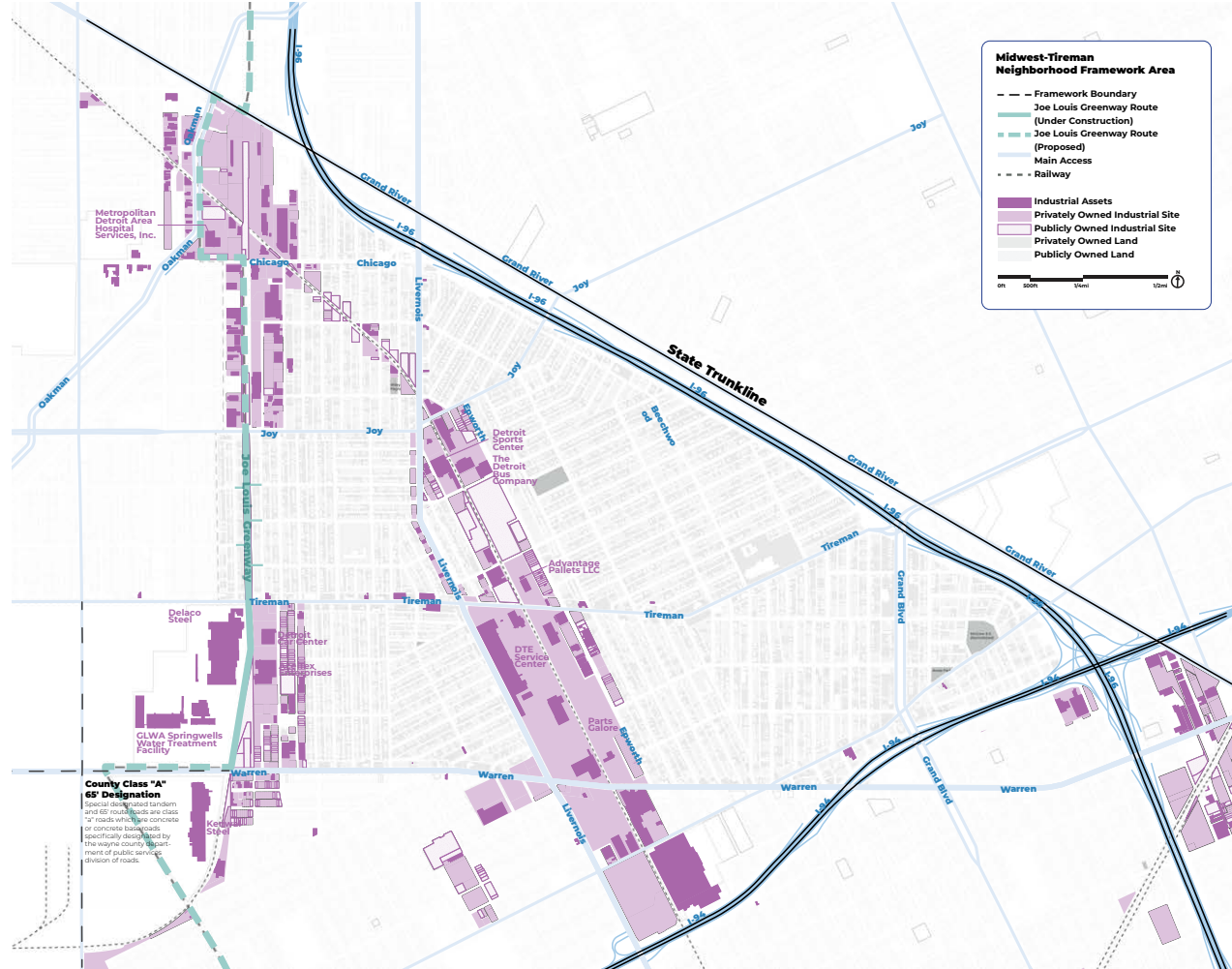


Industry and Manufacturing

Industrial Opportunity Sites

Midwest-Tireman was a neighborhood largely built around industry, and its large industrial belts are still a major presence. However, while industry should remain a part of Midwest-Tireman's future, this neighborhood's industrial sites are stuck in the past. When the first factories were built here over 100 years ago, rail access was everything. Factories and industrial sites were long and skinny, and built to straddle freight rail lines. Today, most factories and warehouses move things by truck, so access to truck routes and freeway ramps is the most important thing. The scale of industrial properties has also changed, with manufacturers favoring sprawling, boxy floorplans with ample storage and loading areas, as opposed to the small and narrow footprints of older factories and workshops.

Midwest-Tireman has some large sites with development potential—most notably the Epworth-Tireman site. But, developers will need to navigate challenges such as narrow sites, obsolete buildings, bisecting rail lines, distance from freeways and main roads, and proximity to residential neighborhoods.



Large industrial development opportunities are limited in Midwest-Tireman.



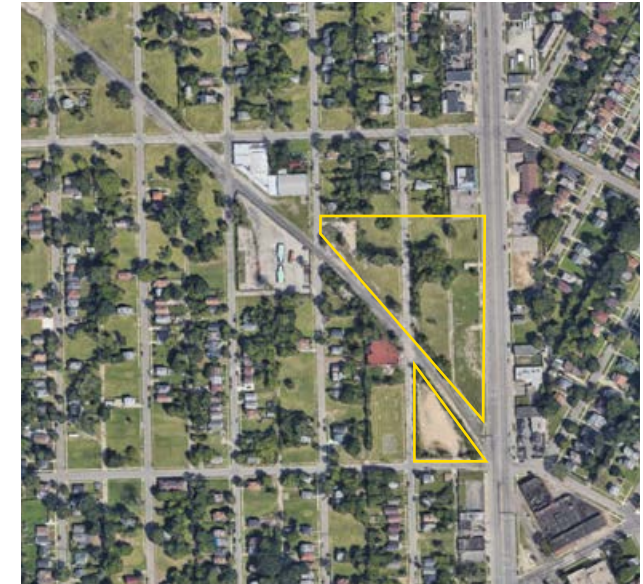
Epworth Corridor

This publicly-owned brownfield at Epworth and Linsdale street is the former site of the Holley Carbeuretor plant. The main parcel (east of the rail line) is approximately 14 acres and owned by the Detroit Land Bank Authority. At the south end west of the tracks, there is still an operating business (Heatbath Corp.), but the remainder of the parcels are publicly owned and total approximately 6 acres. Most adjacent residential parcels are vacant, providing opportunities for buffering future development from occupied homes. Challenges include the active rail line bisecting the site, and the lack of direct access from main roads.



Epworth/Tireman

These sites are located just south of the main Epworth opportunity site. The two parcels fronting Tireman are City-owned and total nearly 8 acres of land. The larger of the two is occupied by an active pallet business with a large outdoor storage area (that likely needs to be cleaned up). The smaller site contains rubble from a previously demolished building. Although not totally contiguous, these sites could potentially be combined with the larger Epworth sites to the north and developed as a single industrial park with multiple tenants.



Livernois

There is a small cluster vacant industrial lots following the Pere Marquette Railroad tracks as they cut diagonally through otherwise residential neighborhoods. Most of these lots are too small, irregularly-shaped, or isolated to be useful as modern industrial sites—these could be opportunities to create a green buffer to shield nearby residents from the still-active rail line. A large city-owned triangle of land at Livernois, however, could be a good opportunity for a variety of development types, including low-impact industrial, mixed-use, commercial, or even a new city recreation center.

Streets and Mobility

Midwest-Tireman is well-connected to the surrounding City. For drivers—it is the Motor City, after all—Midwest-Tireman is conveniently located near two Interstates and criss-crossed by major avenues that make traveling in any direction easy.

“The best way to events Downtown now is to catch the bus.”

There are transit options too. Two DDOT ConnectTen Routes (bus routes with the highest level of service) touch Midwest-Tireman: The Grand River route provides a direct connection to Downtown, while the Warren route spans the city east to west, connecting to Dearborn, WSU, Midtown and the Medical District, and points east. The Livernois and Joy routes are also primary routes that connect to other key locations, including UD Mercy, Avenue of Fashion, and Southwest.

“Our streets aren’t just for drivers!”

But, despite its location and connections, there are mobility challenges within Midwest-Tireman. Overall, its Walk Score is 35/100, making it one of Detroit’s least-walkable and most car-dependent neighborhoods. There are designated bike routes on Warren and Livernois, but more protection is needed to make riding on



Room for improvement: Tireman Avenue is a mixed-use corridor that includes both businesses and housing, an active school and churches, and a bus line. But, its narrow sidewalks, wide roadway, and lack of street markings present safety challenges for walkers, bikers, bus riders, and drivers alike.

those wide-open avenues feel safe.

But, the best is yet to come, with the ongoing construction of the Joe Louis Greenway, a transformational piece of recreational and mobility infrastructure that will ring the city.

In the neighborhoods themselves, the gradual addition of speed humps aims to curb speeding, and the promise of expanded sidewalk repairs and signage should help make it safer for everyone to walk in their own neighborhoods.



Streets

Midwest-Tireman's major roads are wide—but most of the width is dedicated for cars, while bikes and pedestrians get squeezed to the margins.

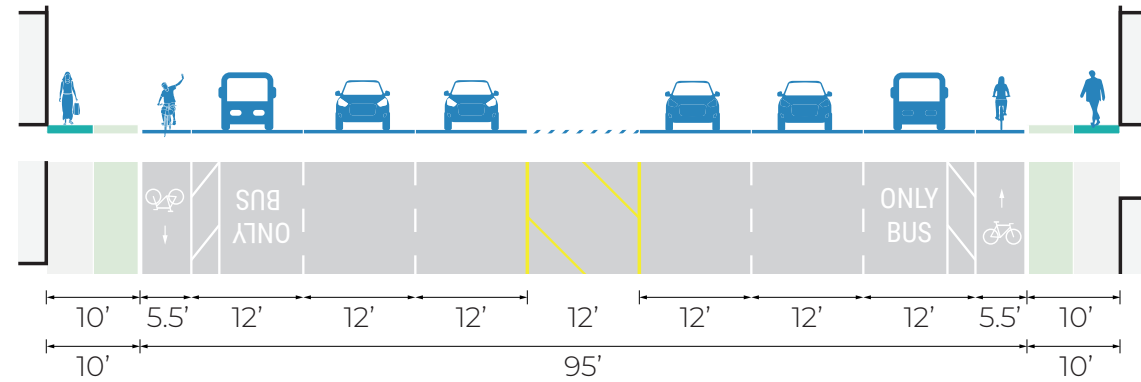
Livernois has been re-stripped recently to include parking-protected bike lanes; however, due to the lack of businesses on this stretch of Livernois, there are few parked cars to provide much of a physical barrier, so the bike lanes feel unprotected. Crosswalks along Livernois are few and far between—1,000ft to 1,500 feet and more—and with no center median or refuge island, pedestrians must dash across the nearly 100ft-wide roadway in one go.

Other streets have few markings and wide lanes that promote speeding and dangerous passing.

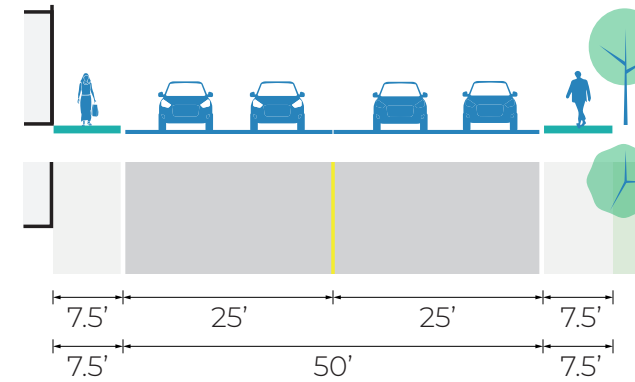
Sidewalks are generally narrow, in poor condition, and have many obstructions. Most of the major streets lack berms between sidewalks and roadway, and when they do exist, they are often too narrow to accommodate street trees. Narrow sidewalks also mean there is limited space for amenities like benches, bus shelters, or bike racks.

The silver lining is that with wide rights-of-way and sparse traffic, there is ample space for redesigning Midwest-Tireman's major corridors to ensure that everybody gets the space they need.

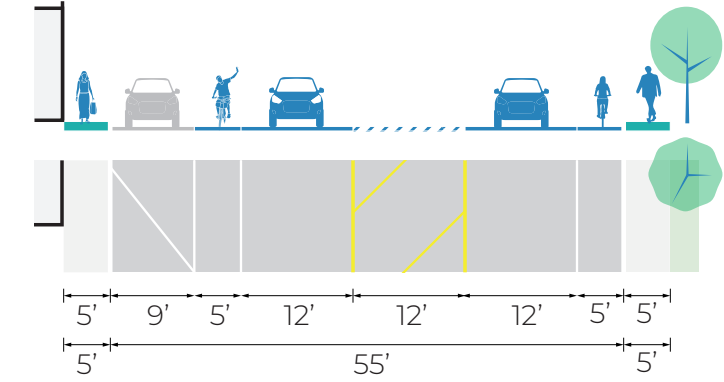
Livernois Avenue



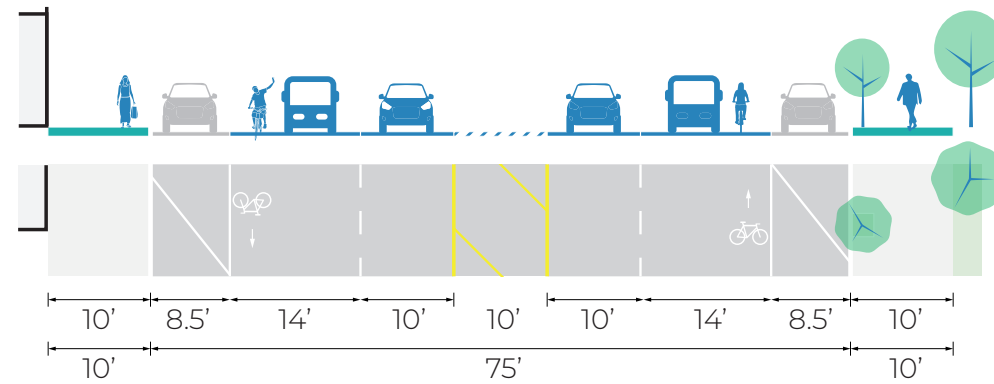
Tireman Avenue



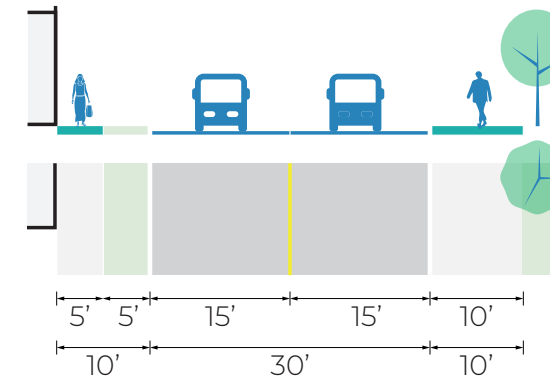
W. Chicago Avenue



W. Warren Avenue



Joy Road



Milford Street

