



**LATIMER
ASHLEY**
DEVELOPMENT GROUP, LLC
A DETROIT BASED JOINT VENTURE



Junction McGraw

CPC Introduction – January 29th, 2026

Agenda

1. Latimer Ashley Development Group - Team Introduction
2. Development Project Introduction
3. Timeline & Community Engagement
4. Next Steps



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DEVELOPMENT GROUP, LLC

A DETROIT BASED JOINT VENTURE



A Development Group Rooted in Detroit



Hiram E. Jackson, Managing Member, Latimer Ashley Development Group

- Managing member, Paradise Valley Real Estate Holdings, LLC
- Manager Member, Hastings Place, LLC
- CEO of Real Times Media, leads one of the nation's largest Black-owned multimedia companies.
- Publisher, Michigan Chronicle
- A Detroit-based entrepreneur and civic leader, Jackson also invests in real estate and serves on numerous local and national boards.



Carla Walker-Miller, CEO

- Founder & CEO of Walker-Miller Energy Services, leads one of the nation's largest Black and woman-owned energy efficiency firms.
- Founded in 2000, the Detroit-based company helps reduce energy waste and expand access to clean energy solutions.
- Certified B Corp and multi-year Inc. 5000 honoree recognized for equitable workforce development and community impact.
- Partnered with major utilities and organizations to deliver energy-efficiency and electrification programs across Michigan.

A Development Group Rooted in Detroit



Develop Detroit

Sonya S. Mays

- Founding-CEO of Develop Detroit, a nonprofit real estate development firm focused on neighborhood stabilization and executing significant revitalization projects throughout Detroit.
- DDI's current portfolio includes:
 - 450 owned rental housing units
 - Over 375 under-development housing units
 - 42,000+ square feet of commercial space, with another +20,000 square feet under development



sixteen42 ventures 

Dennis Archer Jr., Esq.

- Chairman & CEO of sixteen42 ventures, leading with the principle “doing well while doing good.”
- Founding Co-Chair of the Paradise Valley Conservancy.
- sixteen42 ventures oversees companies and investments across tech, healthcare, film, hospitality, and cannabis.
- Portfolio includes Archer Corporate Services, Ignition Media Group, and Central Kitchen + Bar—all creating jobs and driving Detroit’s growth.

A Development Group Rooted in Detroit

- Privately held industrial development company with local office in Canton, Michigan
- Founded in 1984 and entered the Detroit market in 1992
- Currently owns ~23.5 MM sf of industrial/warehouse space in Detroit metro area, ~33 MM sf nationally
- Nearly all new buildings constructed on speculative basis
- Specializes in the redevelopment of large industrial facilities and new construction on challenging brownfield sites with wide ranging levels and types of contamination
- High quality materials and methods used to “overbuild” buildings to last for the long run
- Long-term focus on maintaining strong and lasting relationships in communities in which we develop properties



Kyle Morton
Ashley Capital, VP of Development

AshleyCapital

opportunity into value

Project Description

- 5555 McGraw Avenue
- 400K SQFT M2 Facility
- “Speculative” Construction
 - Projected ~450 jobs
 - No tenant currently identified
- 36' Internal Clear Height
- ~30-acre site across 173 parcels
 - 15 parcels (~1.35 acres) currently owned by Developer
 - Remainder owned by Detroit Brownfield Redevelopment Authority and under LOI with developer for redevelopment



Representative Tenants in Ashley Capital Metro Detroit

Portfolio

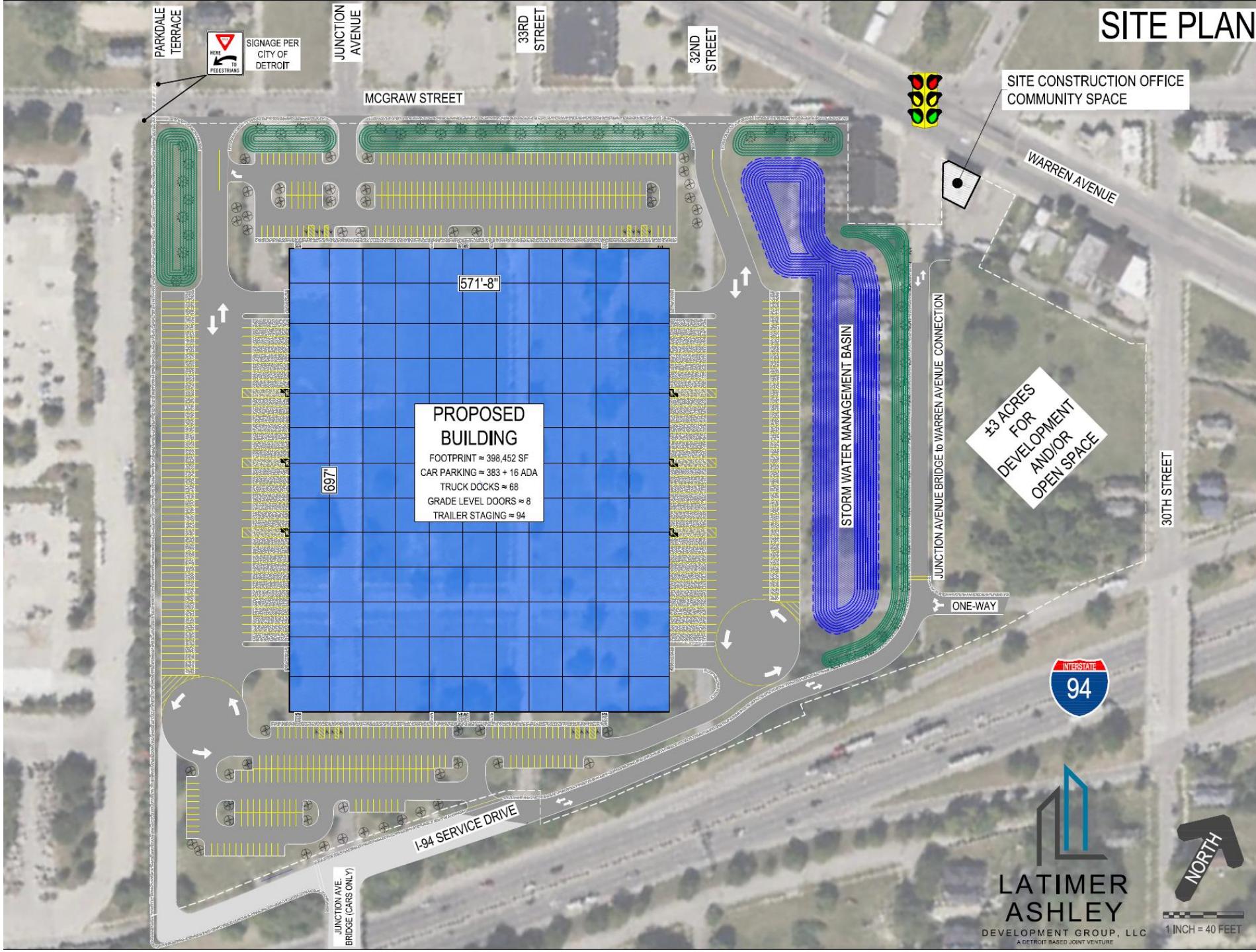


Project History & LOI



- 2019 – City Council transferred city-owned parcels in the “Junction McGraw” project area to the Detroit Brownfield Redevelopment Authority (DBRA) in 2019 for the attraction and construction of an industrial employment center.
- 2021 – Previous iteration of development team signed LOI with DEGC for a larger mixed-use project. Project did not move forward. Development team has since been reconfigured with new partners.
- 2023 – City of Detroit received \$25MM of Blight Elimination Grant funds from the State Land Bank Authority Site Readiness program. Approved by Council in February 2023. A portion of the funds were used by the City for site preparation activities outlined below.
- 2023 to 2025 – Developer acquired non-City owned lots within footprint to facilitate a cleaner rezoning and street vacation process.
- Early 2025 – Streets within project footprint closed by City to facilitate site preparation activities for future development including storm sewer and watermain relocations and abandonment.
- October 2025 – Latimer Ashley Development Group signed LOI with DEGC and was approved at DBRA board.
- October 2025 to Today – Developer held 4 community meetings. Community led changes to site plan.

Site Plan



Site Aerial
NE Corner
Looking SE





Facility View looking Southeast from McGraw Avenue

Site Aerial
SW Corner
Looking NE





Facility View Looking Northeast from I94

Google
Street View
NW Corner
Looking SE





Facility View looking Southeast from McGraw Avenue

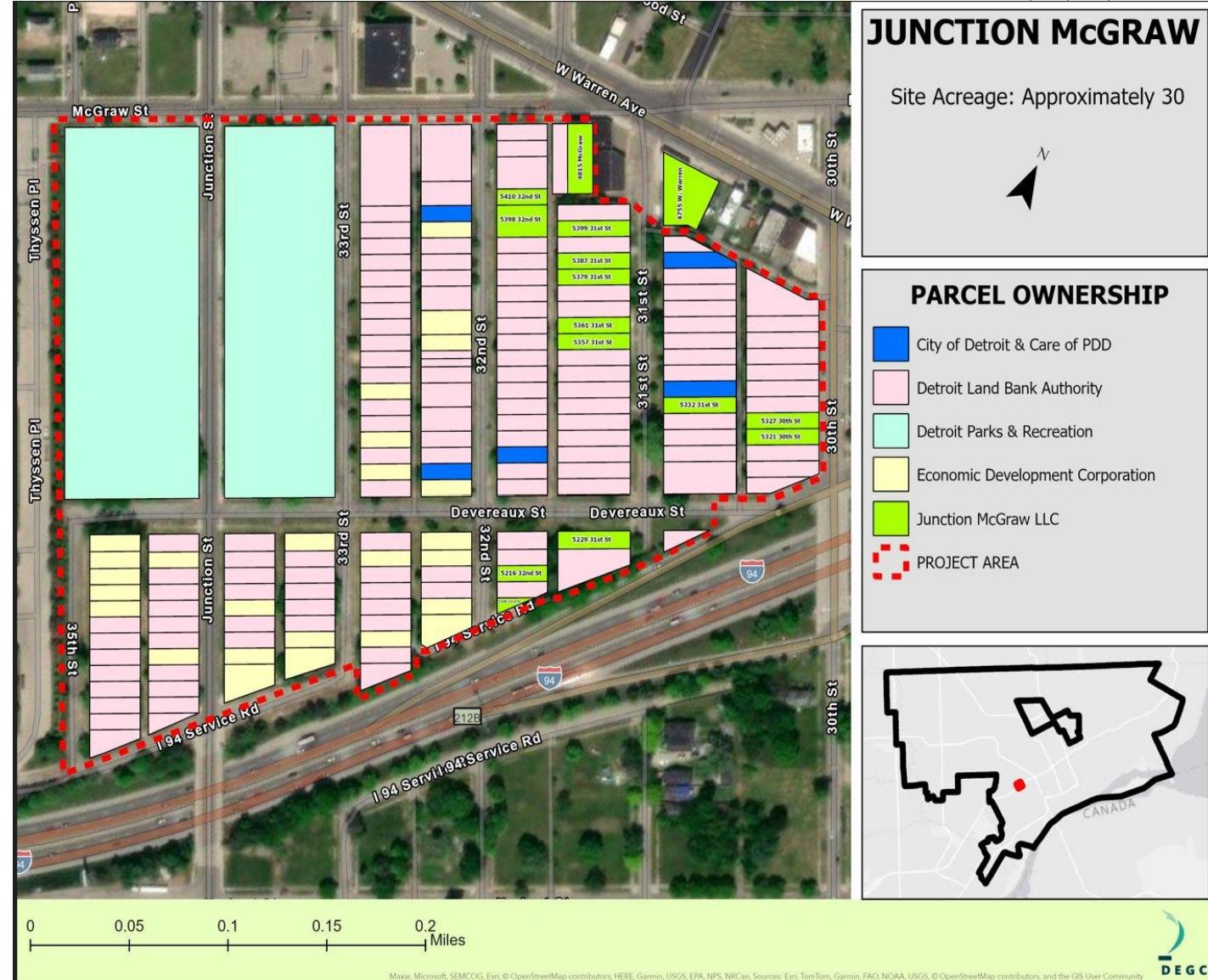


Facility View Looking Southwest from 31st & McGraw Avenue

What will be Asked of CPC?

Review & Consider:

- 1.) Rezoning of parcels in project area from R2 to M2 (Restricted Industrial District)



Light Industrial is the Foundation of Detroit's Future Economy

- Detroit's existing manufacturing infrastructure and skilled labor force positioned itself for the reshoring of manufacturing
- The City of Detroit and the City of Detroit Brownfield Redevelopment Authority engage in land assembly activities aimed at establishing market-ready industrial sites to attract light manufacturing companies
- To meet demand for industrial sites the city evaluated 6 sites that were 20+ acres, Junction McGraw was one of the sites (Kettering, AMC, Cadillac Stamping, State Fair, Airport Cross Runway)
- The City of Detroit adopted Industrial Design Guidelines that complement the zoning ordinance, which encourage industrial development that is appropriate for its urban context and sensitive to adjacent uses
- Light industrial refers to production, manufacturing, and warehousing activities that involve a smaller scale and generate minimal noise, pollution, or environmental impact



Cadillac Stamping



Lear



Kettering



Dakkota



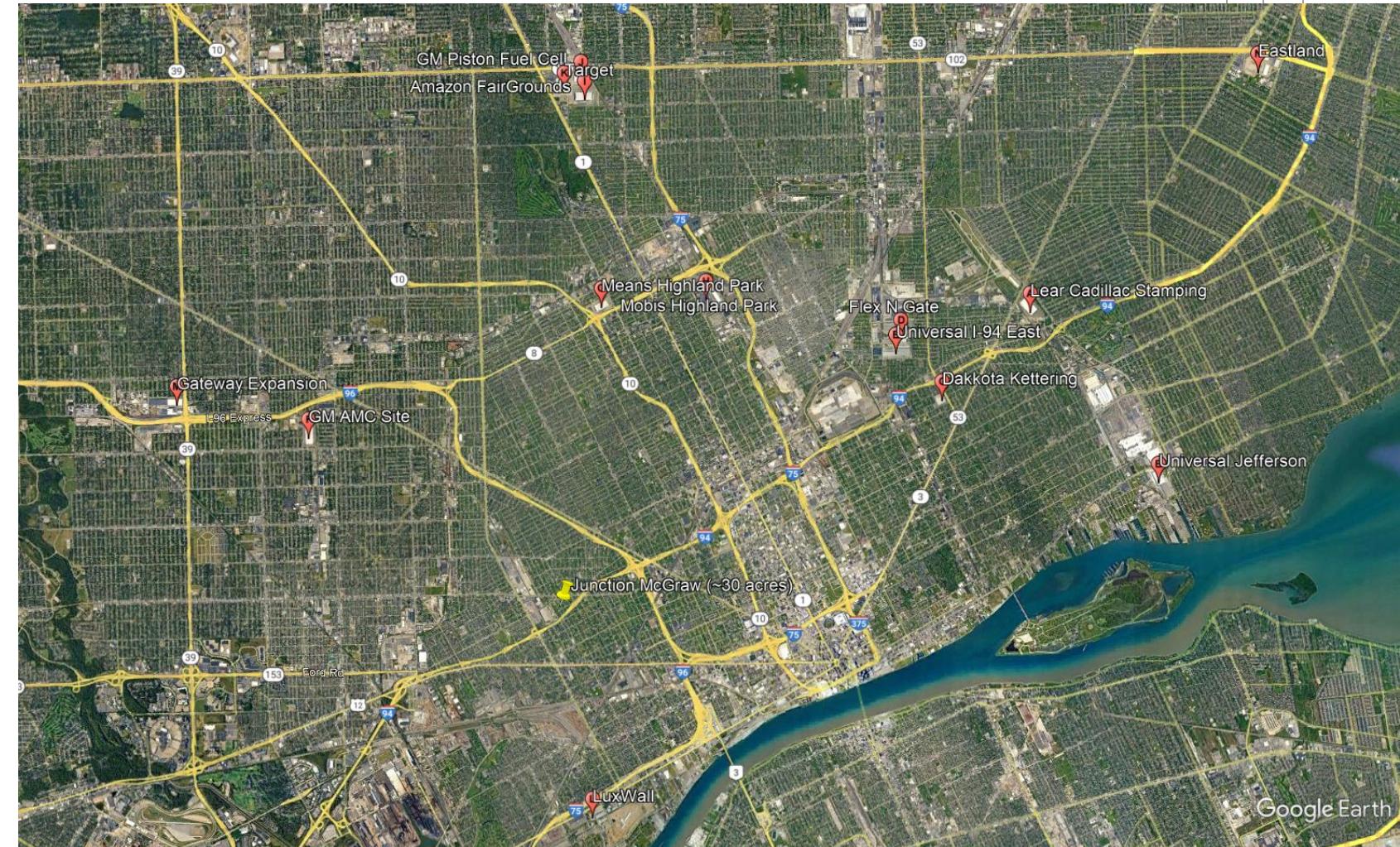
AMC



GM

Detroit Needs More M2 Space to Compete

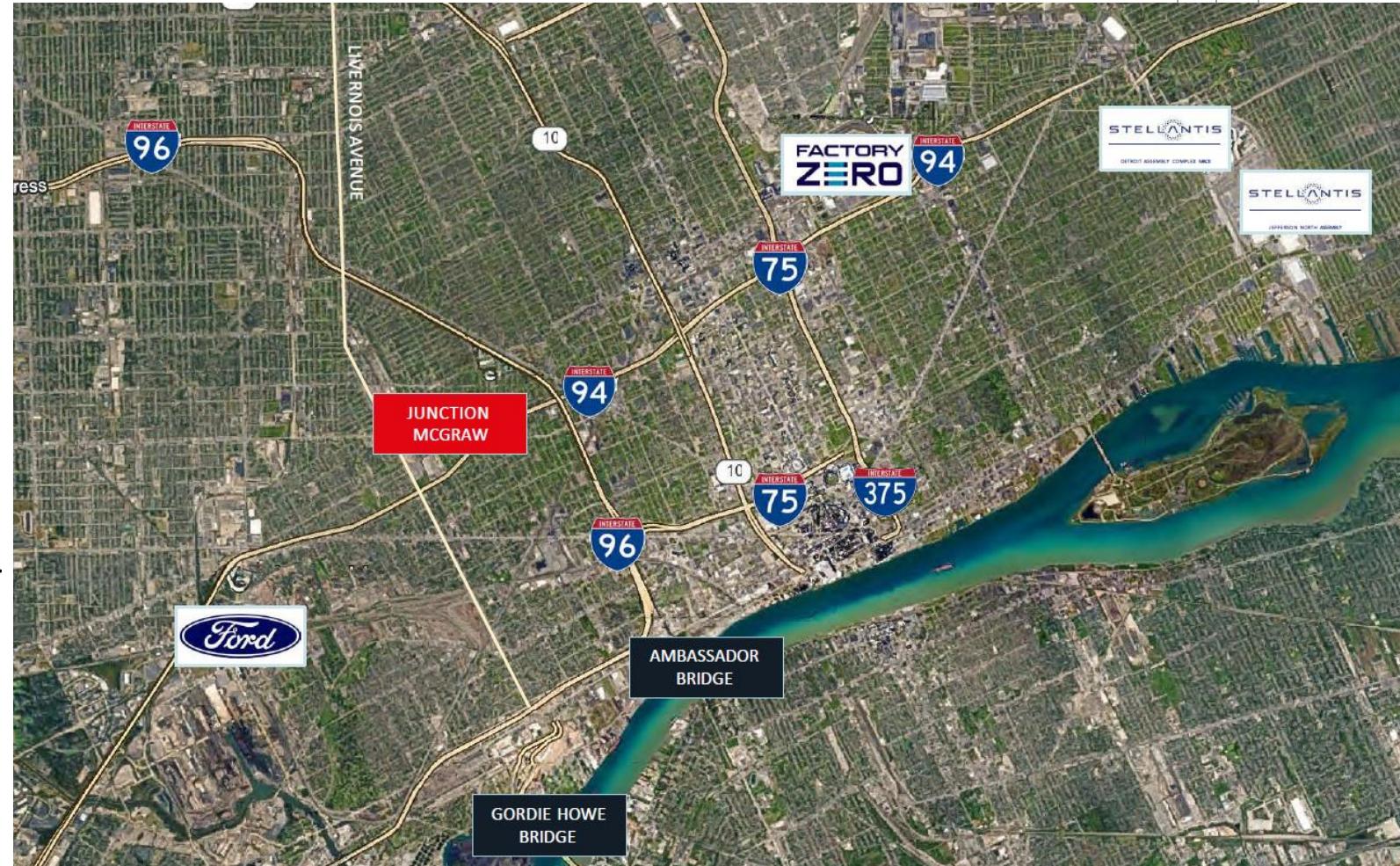
- 16 buildings in last 6-7 years
- ~9MM+ sf
- Nearly 100% leased
- Only Detroit vacancy in Gateway (140,000 sf)
- No planned speculative or under construction buildings in Detroit
- Market availability + construction pipeline concentrated in Western Wayne County (Romulus, Taylor, Van Buren)



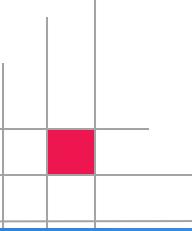
Site Unlocks Access & Employment



- Detroit Market has no Class A vacancy
- Unique opportunity for ~30 acre site
- Site can accommodate larger building that companies/tenants are looking for in Detroit (~400K sf)
- Cross-dock configuration (opposed to rear-load configuration)
- Adjacent to existing industrial (west)
- Close proximity to Livernois Ave and I-94 Interchange
- Strategic location on I-94
 - 3 automotive plants
 - Ambassador & Gordie Howe Bridge



Recent Ashley Capital Projects



- Crossroads Distribution Center – Van Buren
- Flint Commerce Center – Flint
- Means Logistics Park – Highland Park
- Tri-County Commerce Center – Hazel Park
- Livonia West Commerce Center – Livonia



Crossroads Distribution Center –
Van Buren Township, MI



Tri-County Commerce Center –
Hazel Park, MI

Over the last 10 years, Ashley Capital has built/is under construction on 12 buildings that utilized Brownfield Act 381 TIF

- Development team will retain ownership of the property and lease to a third-party
- Ashley Capital has in-house property management in Michigan and is responsible for landscaping and exterior maintenance

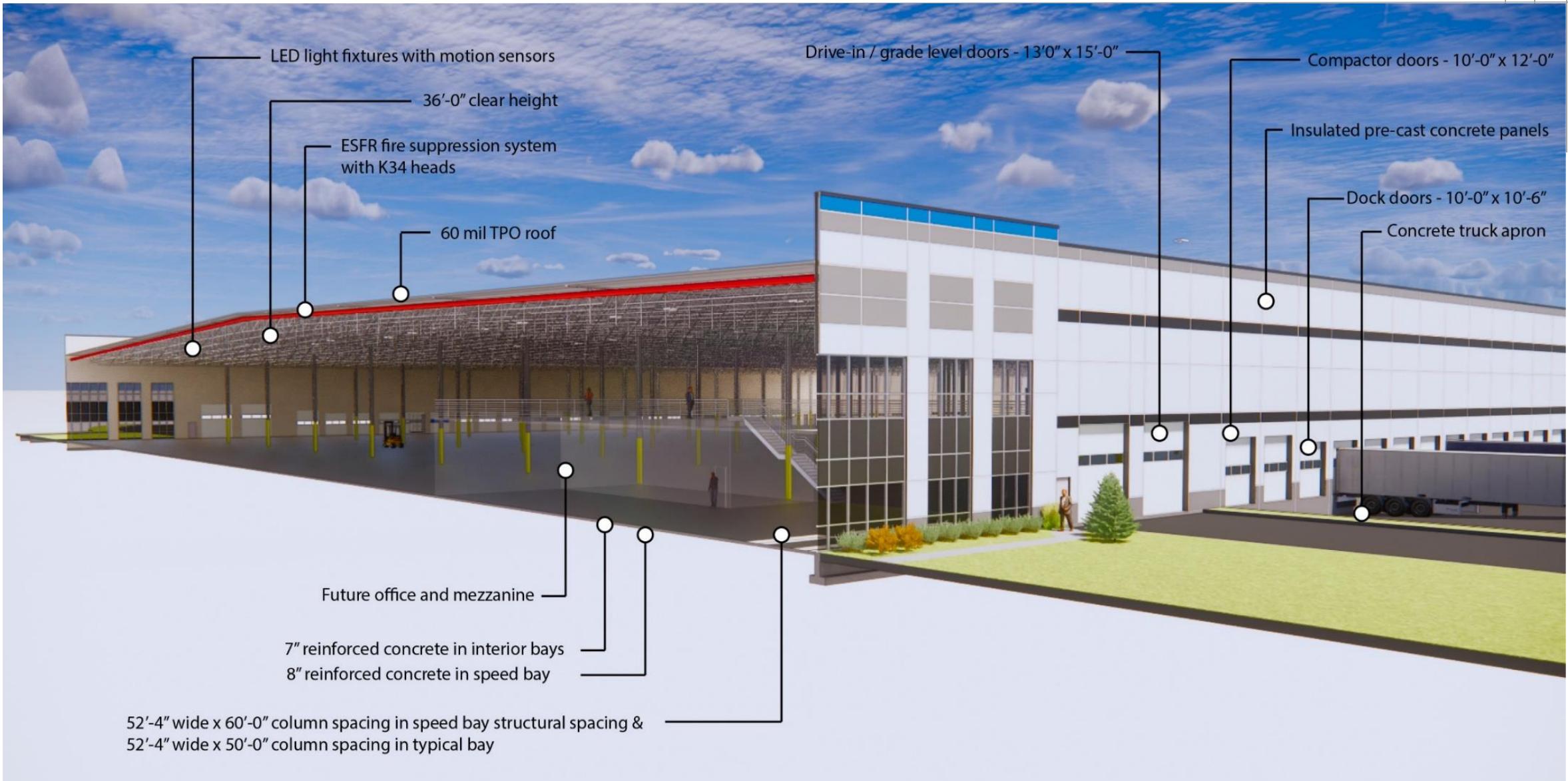


Flint Commerce Center –
Buick City, Flint, MI



Means Logistics Park –
Highland Park, MI

Typical Building Cross Section

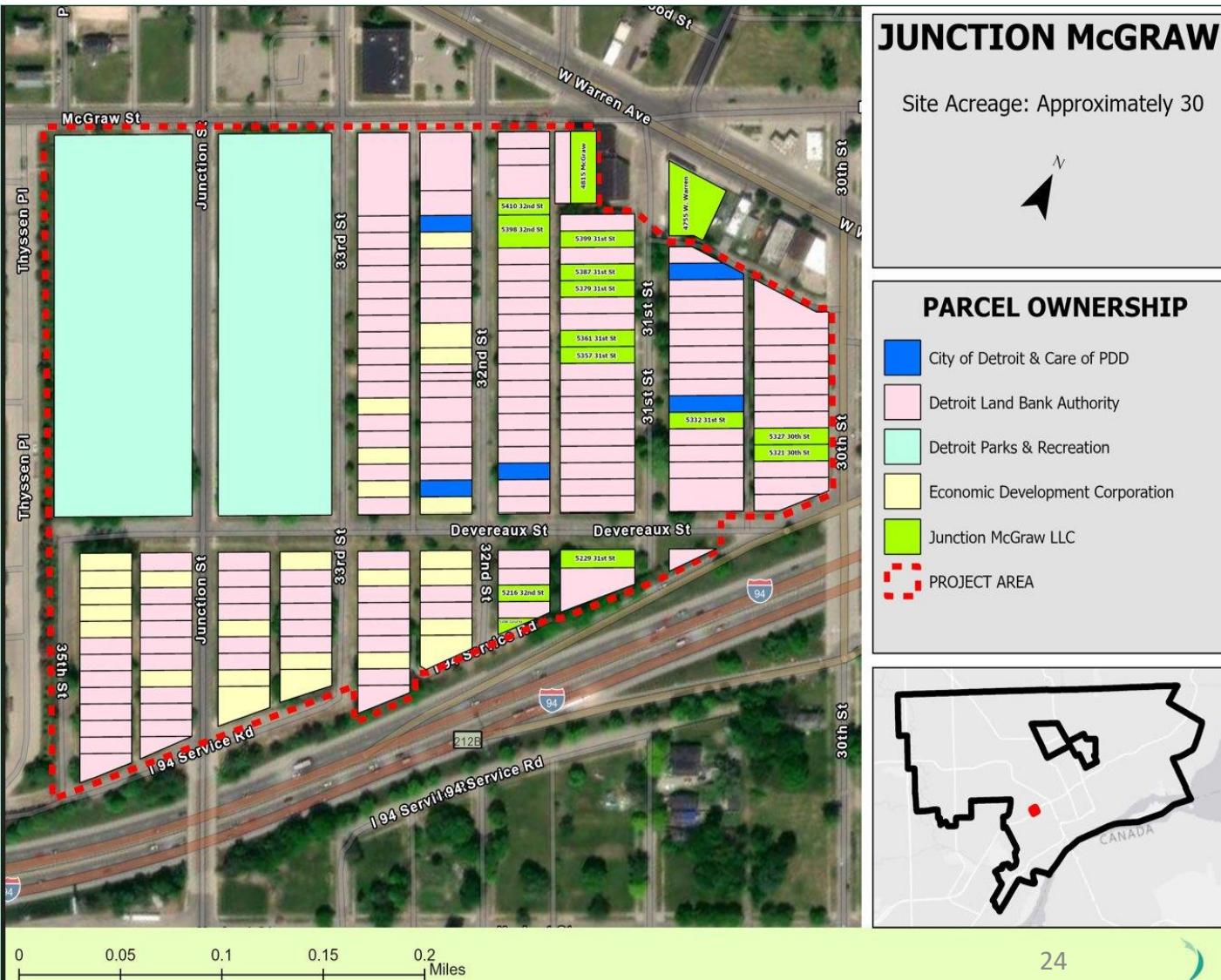




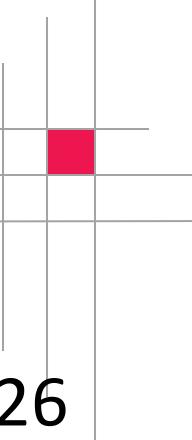
DEGC

Latimer Ashley Project Calendar

- Community Meeting #1 – November 17th
 - Project Introduction + Listening Session
- Community Meeting #2 – December 15th
 - Project Introduction + Listening Session
- Community Meeting #3 – January 12th
 - Design Changes
- Community Meeting #4 – January 26th
 - Design Changes and Feedback
- CPC Introduction – January 29th
- CPC Meeting #1 – February 19th
- Community Meeting #5 – February 23rd
- Community Meeting #6 – March 16th



Community Engagement



- Voluntarily committed to 6 community meetings
- Held four community meetings between November 2025 and January 2026
 - 3 in person
 - 1 virtually (due to snow)
- Last two meetings are scheduled for February 23rd and March 16th
- Received strong community input in meetings. Feedback led to significant site plan changes
- Two opposition letters in early January focused on the permanent closure of Junction Ave bridge. Plans were altered to leave this bridge open as well as provide improvements to pedestrian experience.

Community Engagement



Major Categories of Feedback Received During Community Meetings #1-4

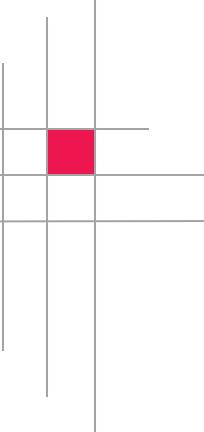
Traffic Routes & Patterns

Buffering/Green Space

Workforce Strategy

Community Amenities and Kronk Gym

Traffic Routes & Patterns



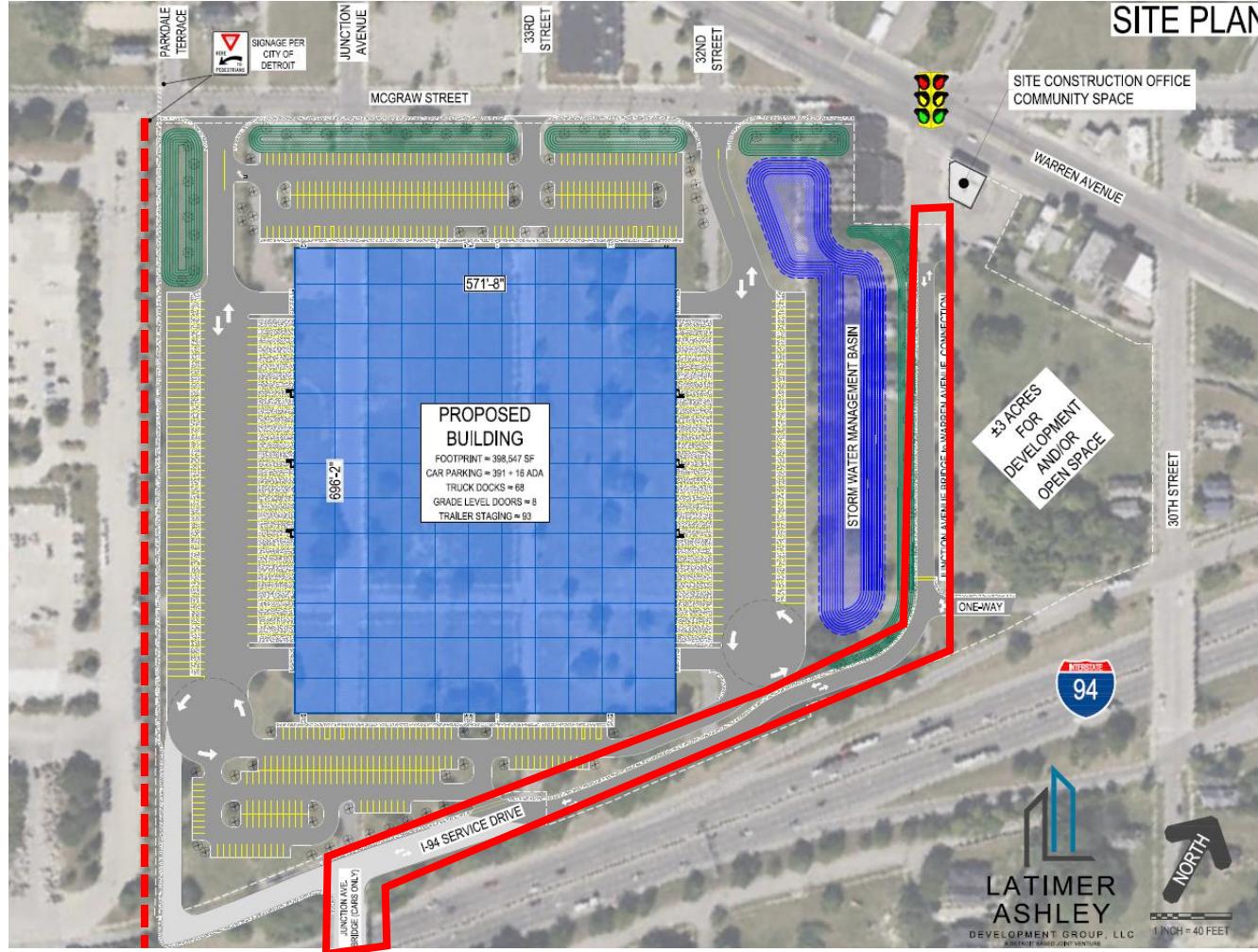
- Feedback:

- Streets currently closed
- Need to keep Junction Ave overpass open in future development
- Keep Junction Avenue open to W Warren
- Poor signage & residents confused with routing
- School Traffic/Rush Hour Challenges
- Explore options at Livernois & I-94
- Herbert needs to be salted & plowed

- Follow-Up:

- DPW says roads cannot be reopened safely
- New routing to keep Junction Ave Bridge open
- Confirming design with DPW on safety for fire life safety
- New pedestrian walkway on west side
- Coordinating Clairmount bus route (#11) with DDOT – stops & routing
- Work with DPW on additional signage
- Contact MDOT for long-term Livernois conversation
- City Adding Herbert street to plowing route

How Community Feedback Improved the Site Plan



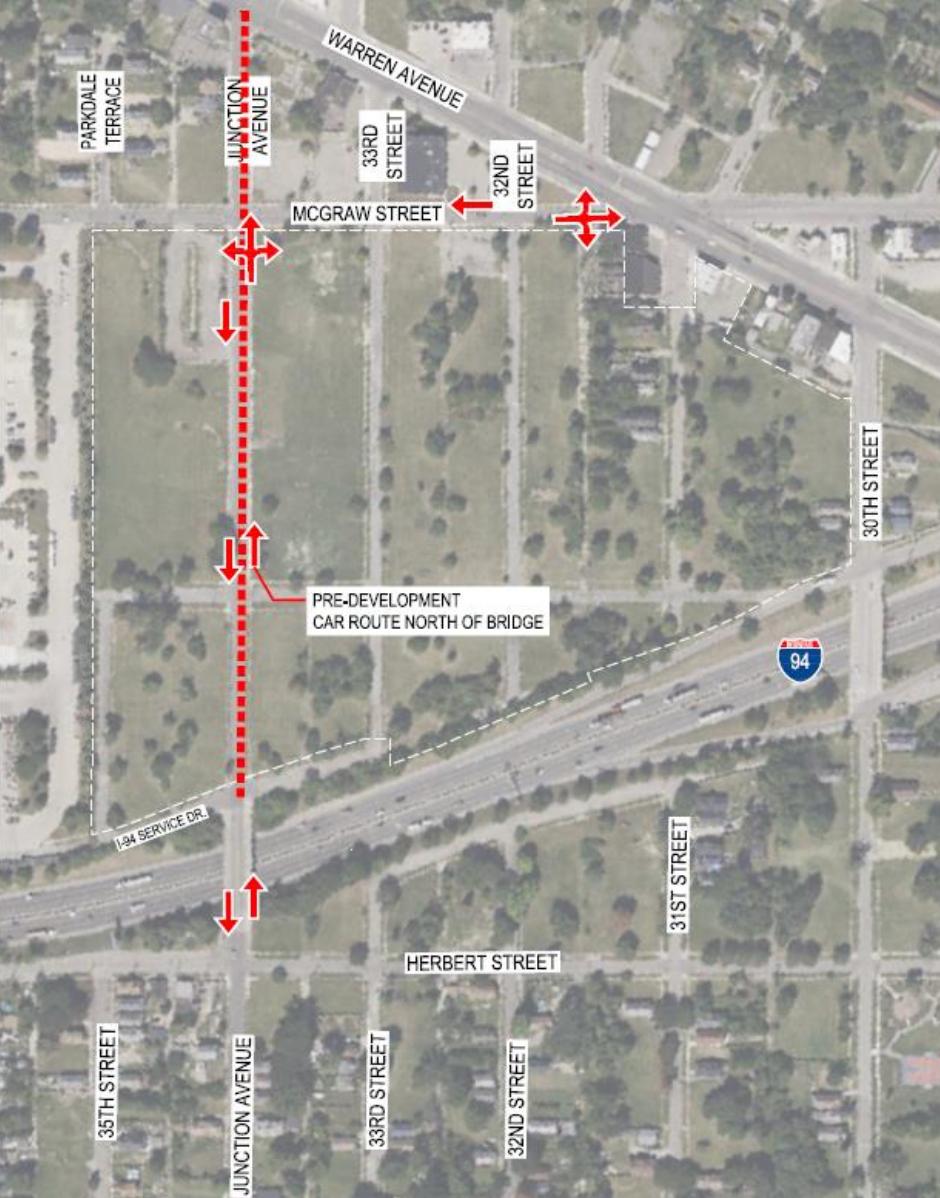
- Reconnection of Junction Ave. Bridge to Warren Ave (currently closed)
- Construction of pedestrian path to support kids walking to school.
- Reduction of building footprint and increased vegetative buffering to minimize project impact to neighbors.
- Creation of 3-acre site for future neighborhood-informed development.
- Community building/space on Warren Ave.

School, Bus & Emergency Routing Change

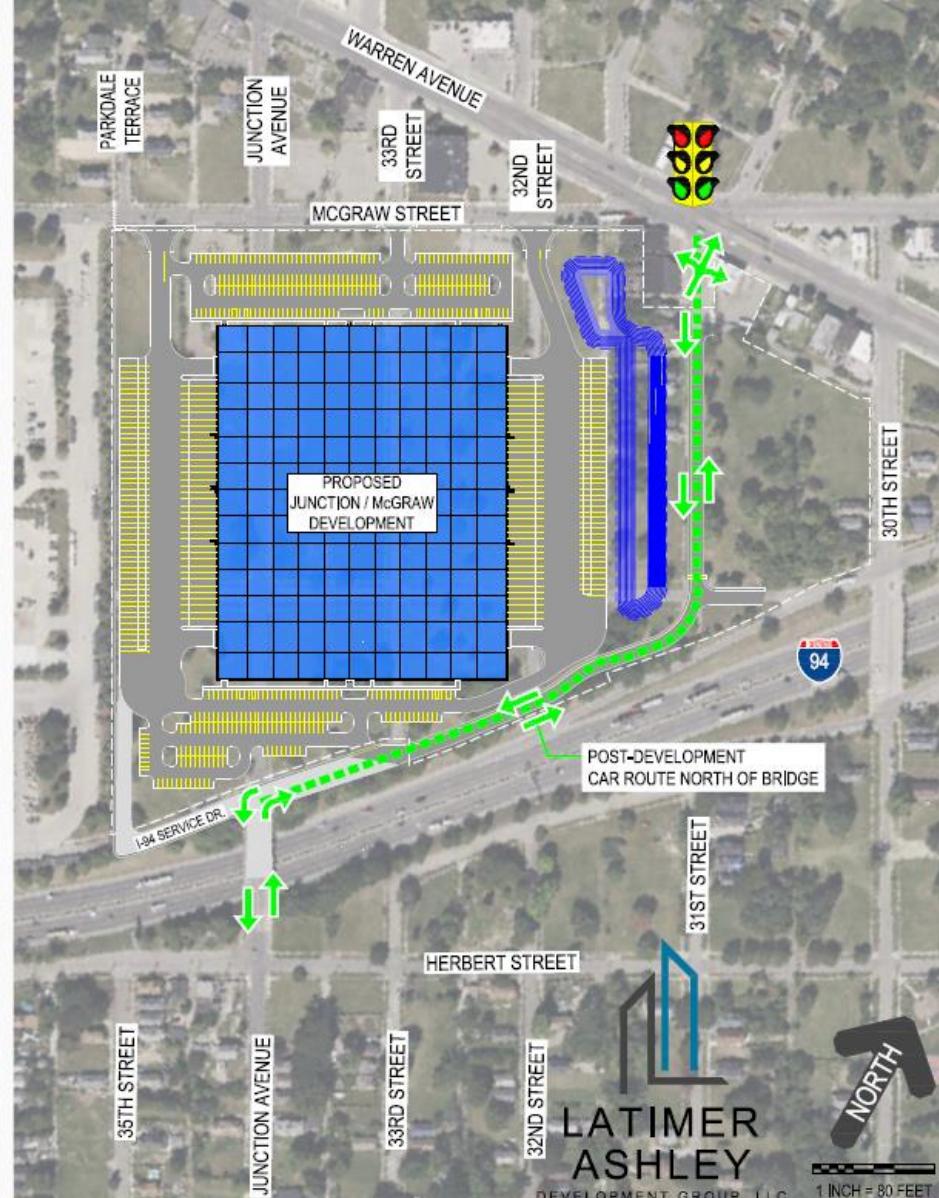
- New route to Warren Ave on north side of I-94
- Comparable distance
- New traffic signal at Warren & 31st Street
- Reviewed by Fire & Police as part of street vacation and plan review



PRE-DEVELOPMENT
CAR ACCESS
NORTH OF JUNCTION BRIDGE



POST-DEVELOPMENT
CAR ACCESS
NORTH OF JUNCTION BRIDGE



**School, Bus & Emergency
Routing Change**

- New route to Warren Ave on north side of I-94
- Comparable distance
- New traffic signal at Warren & 31st Street
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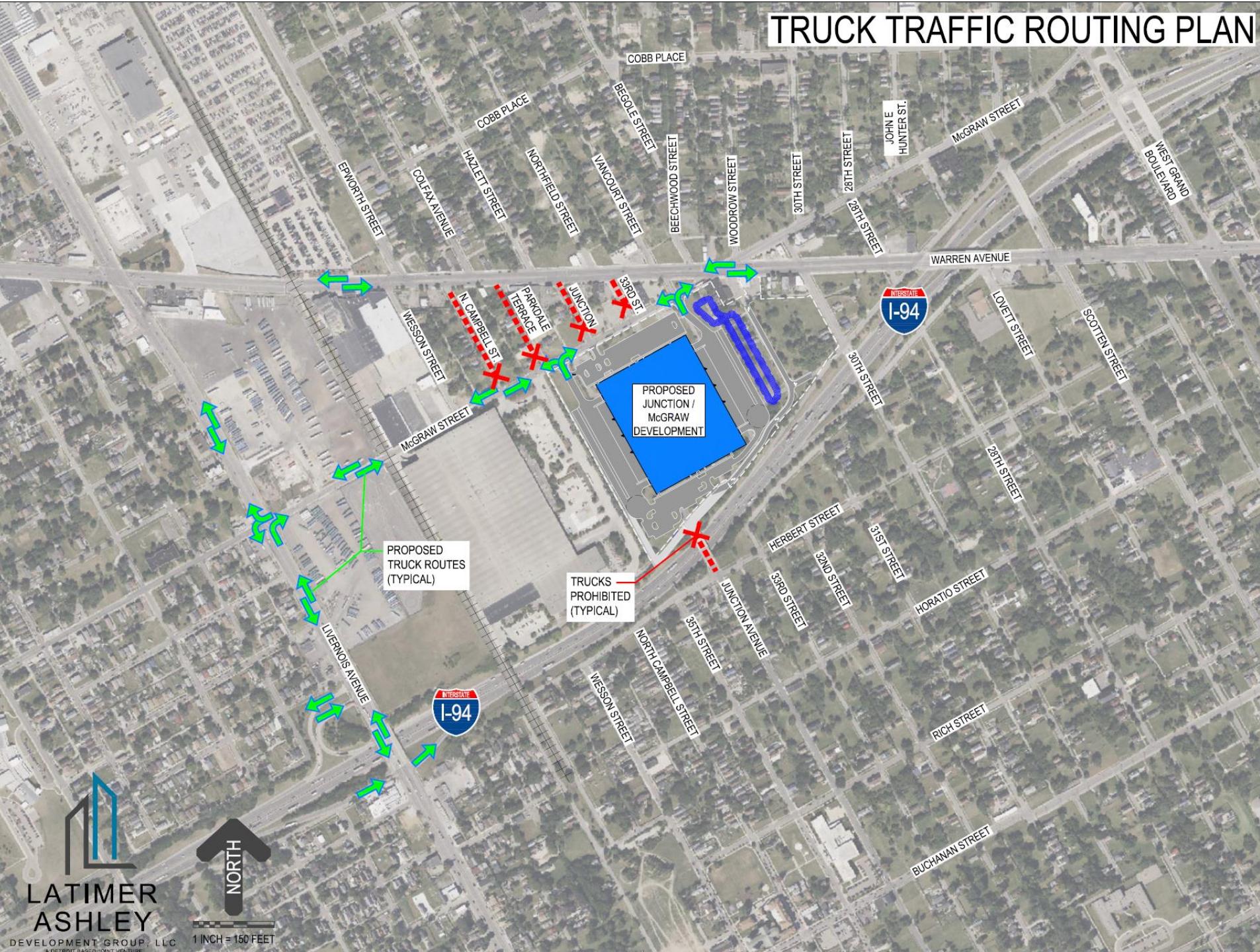


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TRUCK TRAFFIC ROUTING PLAN

Truck Routing Plan

- Site ideally located near I-94 & Livernois Ave intersection
- No trucks on residential streets between McGraw & Warren
- No truck access south across Junction Ave bridge
- Speculative project
 - Traffic study based on Trip Generation Manual projects 50 truck round trips per day





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A DETROIT BASED, JEWISH VENTURE

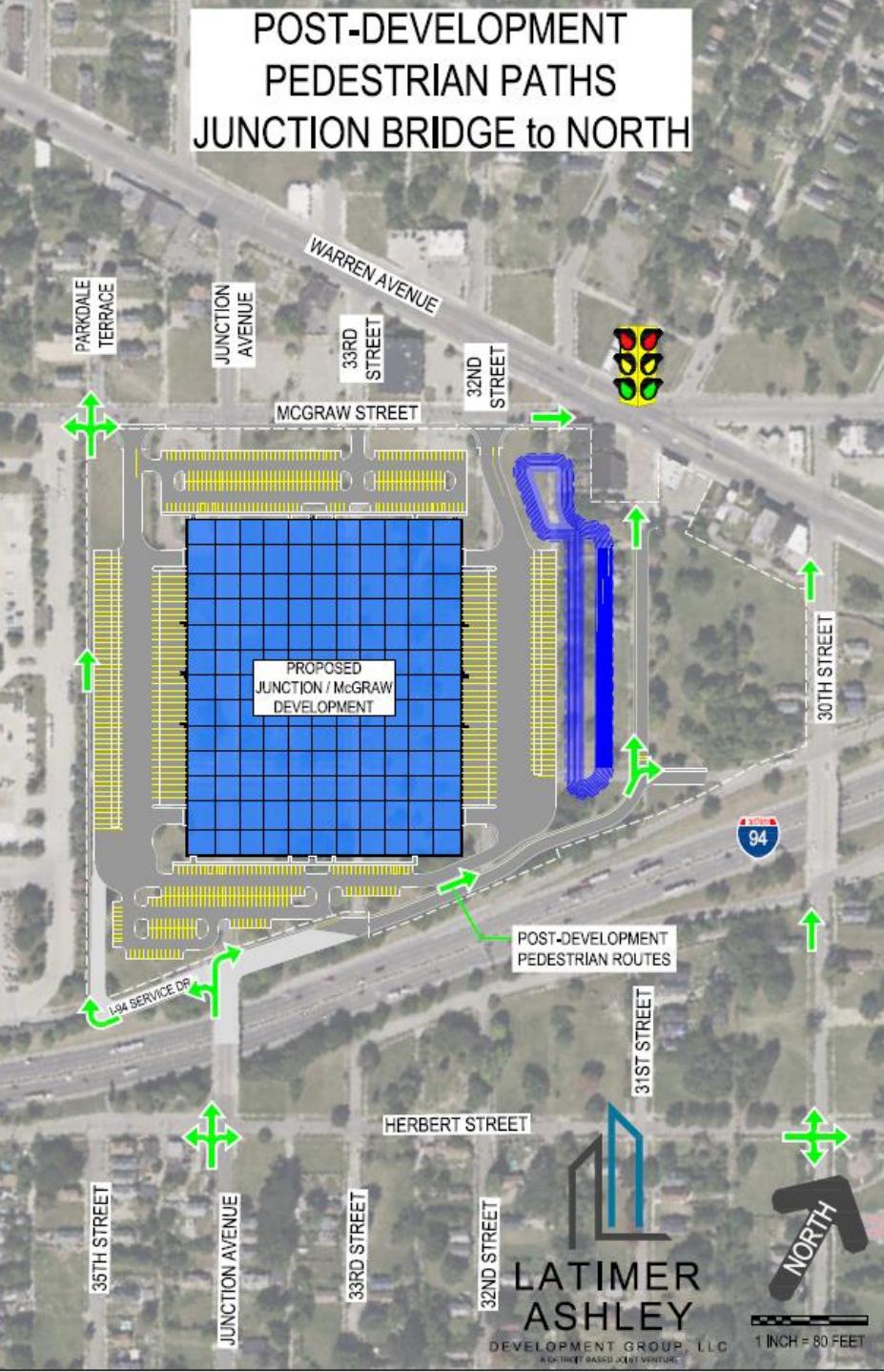
Pedestrian Access

- Based upon community feedback
- Added pedestrian walkway on west side of development project
- Access from McGraw to I-94 Service Drive
- Sidewalks & crosswalks for safety

**PRE-DEVELOPMENT
PEDESTRIAN PATHS
JUNCTION BRIDGE to NORTH**



POST-DEVELOPMENT
PEDESTRIAN PATHS
UNCTION BRIDGE to NORTH



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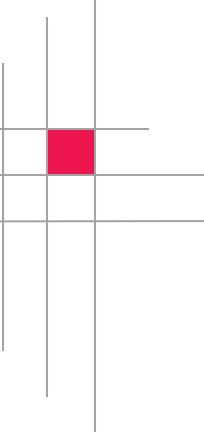
DEVELOPMENT GROUP, INC.
A DETROIT-BASED JOINT VENTURE

1 INCH = 80 FEET



Facility View Looking Northeast from I94

Buffering & Green Space



- Feedback:
 - Like the idea of additional building setback from McGraw similar to project in Highland Park
 - Additional landscaping and greenspace where feasible
 - Pedestrian access along west side
 - ADA Accessibility (side walks & facility)
- Follow-Up:
 - Sidewalk along western property line
 - Revised site plan which reduced building size again and added additional setbacks
 - Add additional berthing & landscaping, following new ordinance

Landscaping/Setback Changes

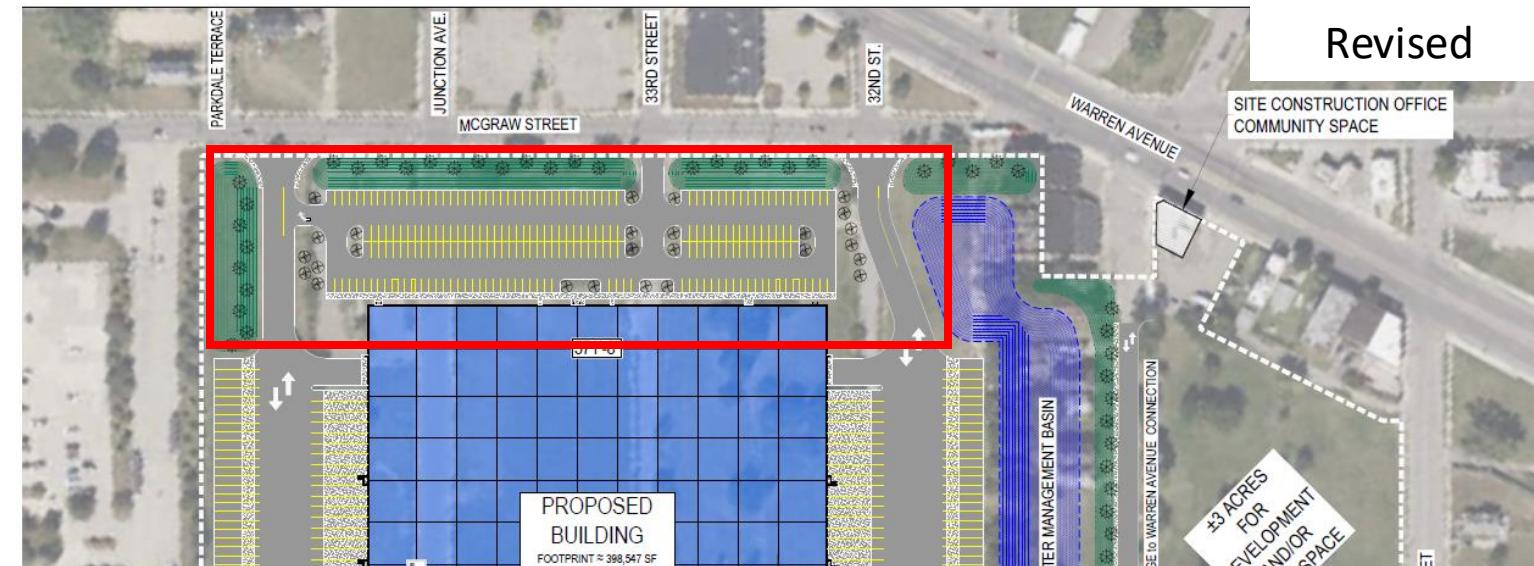
Original



**McGraw ROW building setback
Increased to 186'**

**Additional berms &
landscaping added**

Revised

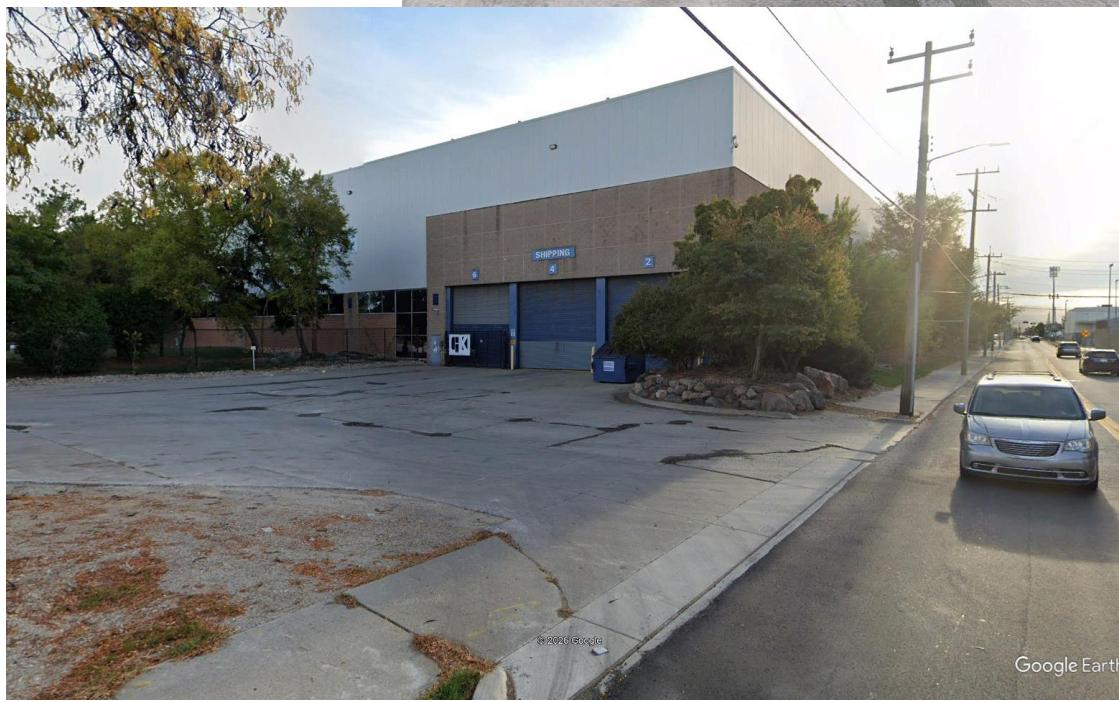




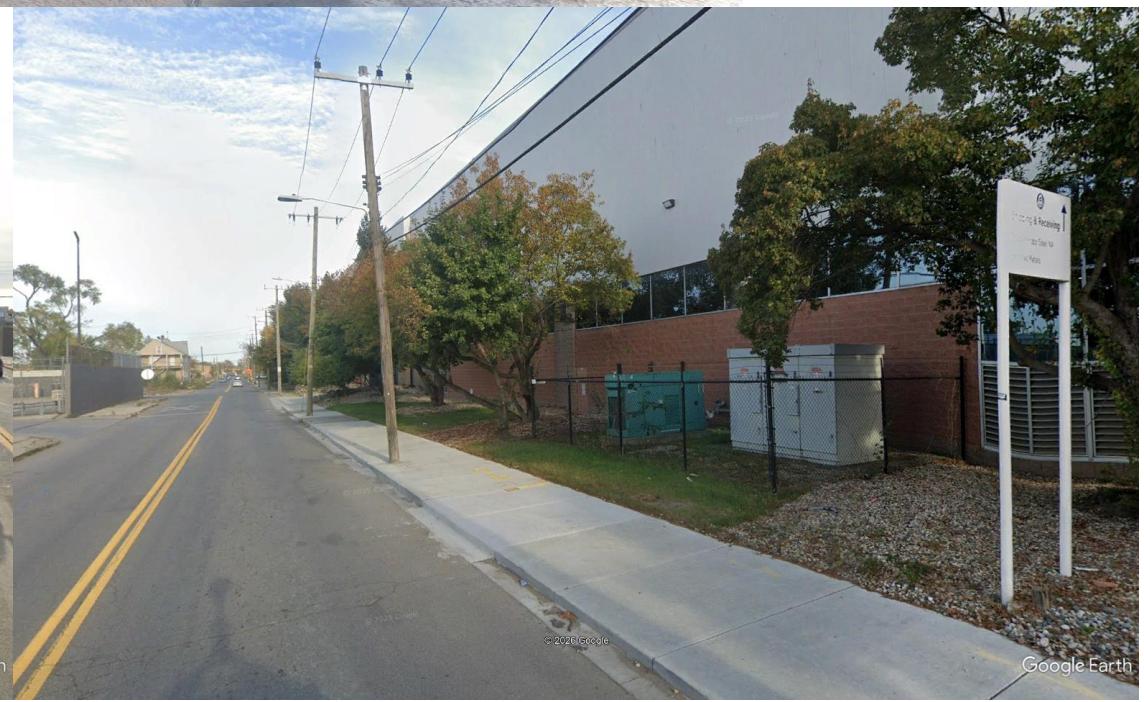
Facility View looking Southeast from McGraw Avenue



View from McGraw Compared to Adjacent Facility



© 2016 Google



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Google Earth

Workforce Strategy



Feedback:

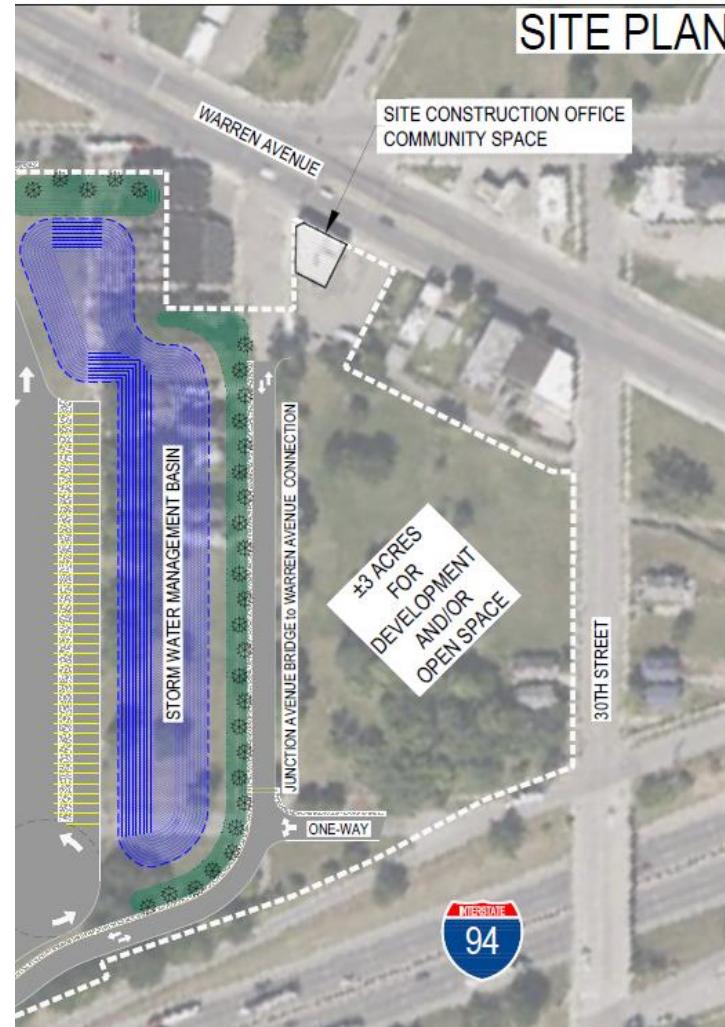
- Create hiring priority for neighborhood residents.
- Create training programs once tenant is identified that build onramps to employment for residents

Follow-Up:

- Developer has committed in LOI to open a window for Detroiters to be hired first
- Developer will coordinate with State/County/City for job training upon identifying a tenant

Community Amenities and Kronk Gym

- Residents asked for support attracting grocery and recreational development opportunities to project footprint.
- Developer reduced project footprint to create a 3-acre surplus site that can be marketed for these uses.
- City committed to marketing surplus site for future development once Latimer Ashley approvals process is complete.



Community Space & Kronk Gym Legacy



4765 W Warren
Construction office → Community Space

- Residents asked for community space within project footprint and a way to honor Kronk Gym legacy.
- 4765 W Warren will be donated to a community-oriented use. Will be an obligation in the Development Agreement.
- Developer working City & community on the best way to determine future use(s) and buyer through application process.



DEGC

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Next steps



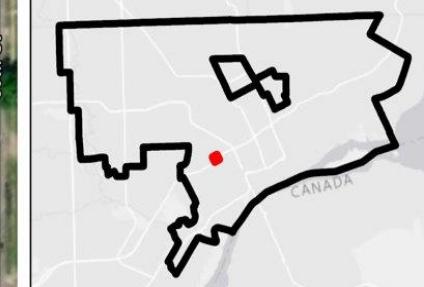
JUNCTION McGRAW

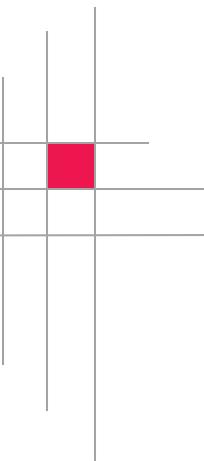
Site Acreage: Approximately 30



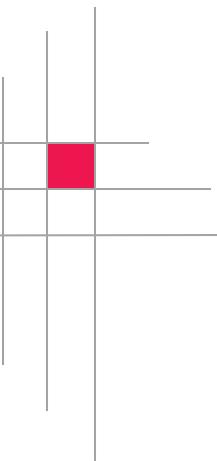
PARCEL OWNERSHIP

City of Detroit & Care of PDD
Detroit Land Bank Authority
Detroit Parks & Recreation
Economic Development Corporation
Junction McGraw LLC
PROJECT AREA





Thank You!



Appendix

Detroiter Directly Benefit from Job Opportunities



Site	Cadillac Stamping Plant (Lear)	Kettering School (Dakkota Integrated Systems)	AMC (General Motors)
Address	9501 Conner Street	5905 Van Dyke Avenue	14250 Plymouth Road
Total Jobs in Detroit (2025)	811	512	176
Total Detroit Residents Employed (2025)	491	339	90

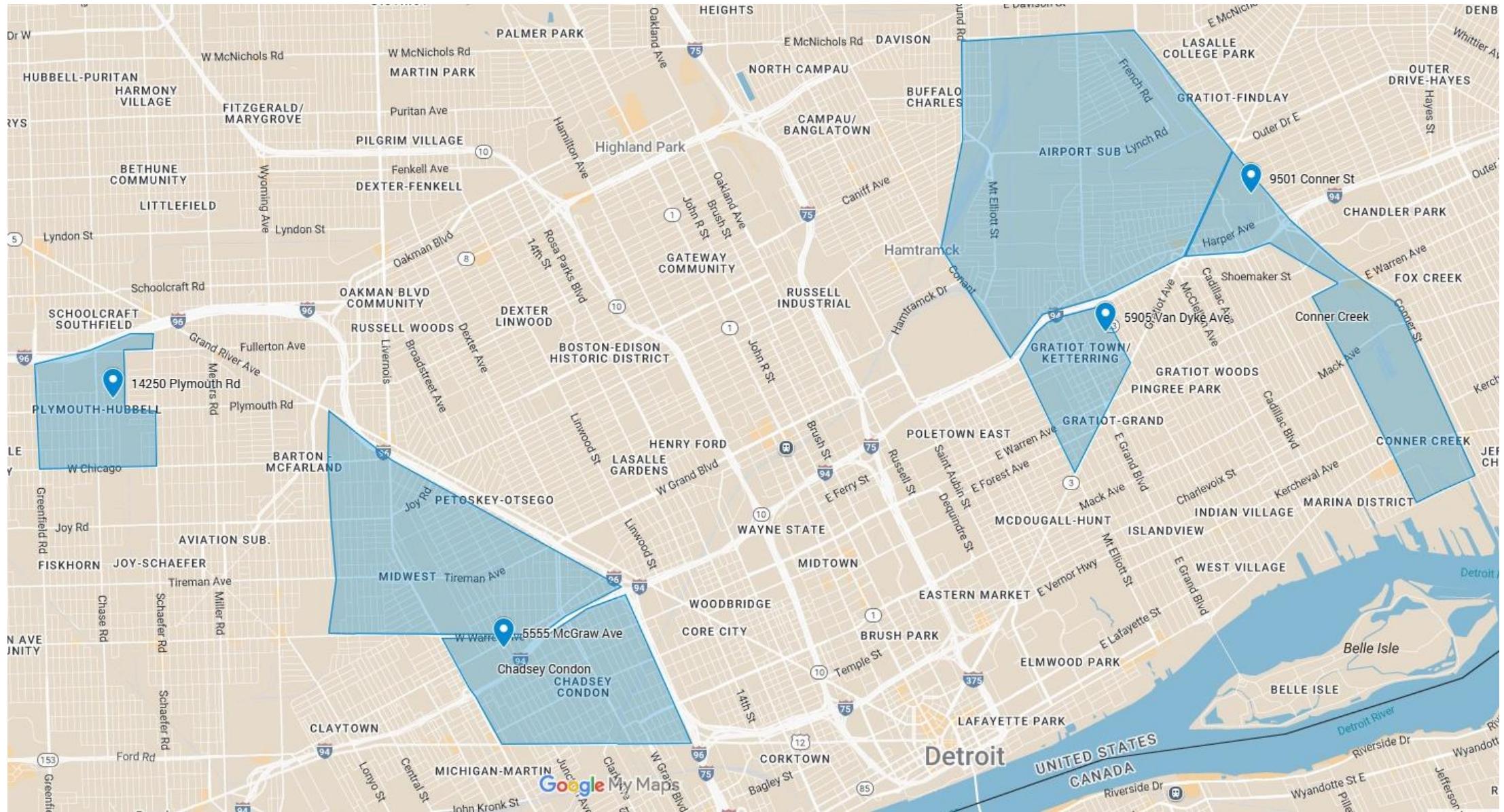
Light Industrial Builds Detroit's Tax Base



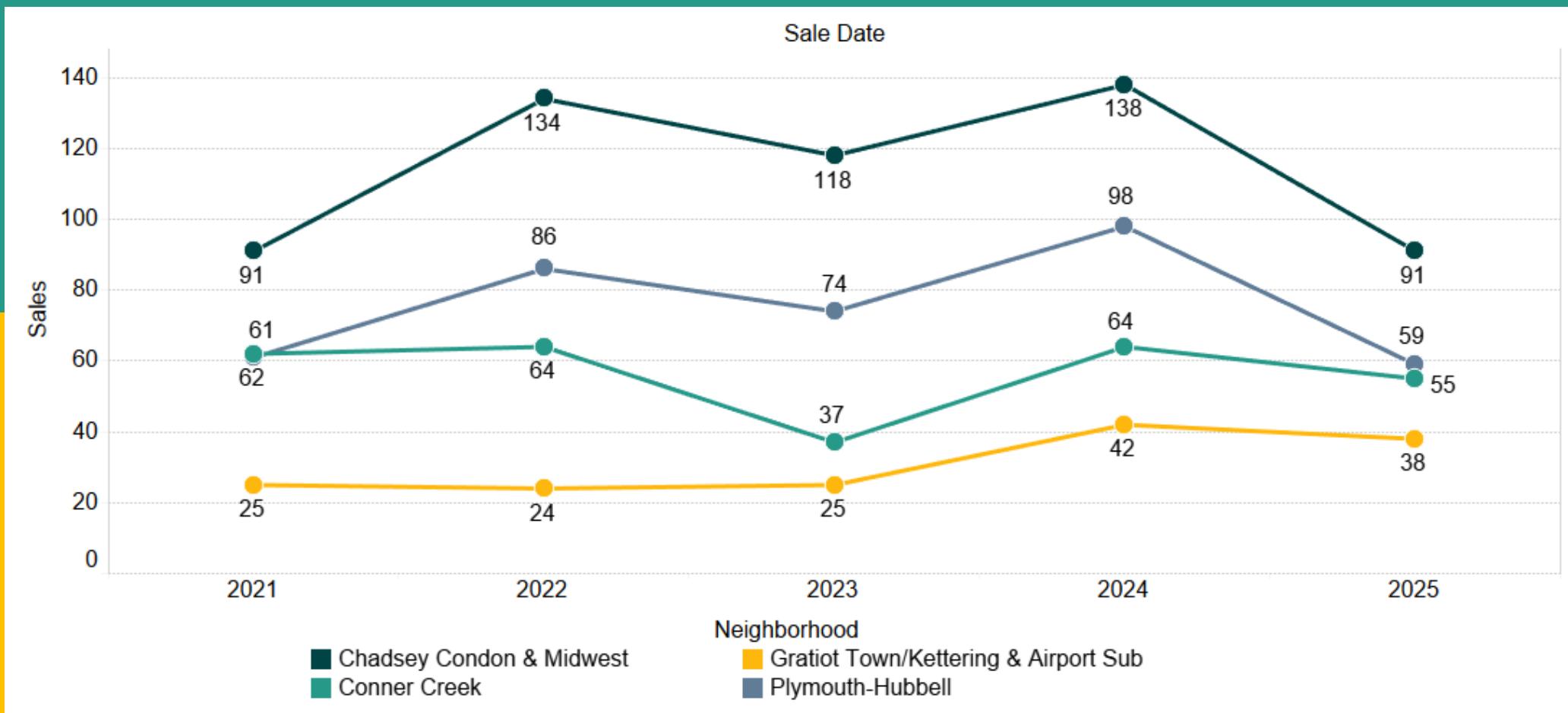
Site	Cadillac Stamping (Lear)	Dakkota Integrated Systems	GM AMC Site
Building Square Footage	660,632	300,000	783,976
Land Acreage	42.908	18.692	52.57
Incentive	PA 198	Ren Zone + PA 198	None
2025 Taxable Value	\$10,765,218	\$6,128,872	\$16,187,000
2025 Property Taxes: All Taxing Jurisdictions	\$519,260	\$62,295	\$1,330,419
2025 Property Taxes: City of Detroit	\$169,517	\$13,114	\$459,881

**How Have Property Values
Changed in host Communities
for similar projects?**

Detroit Employment Centers & Their Host Neighborhoods

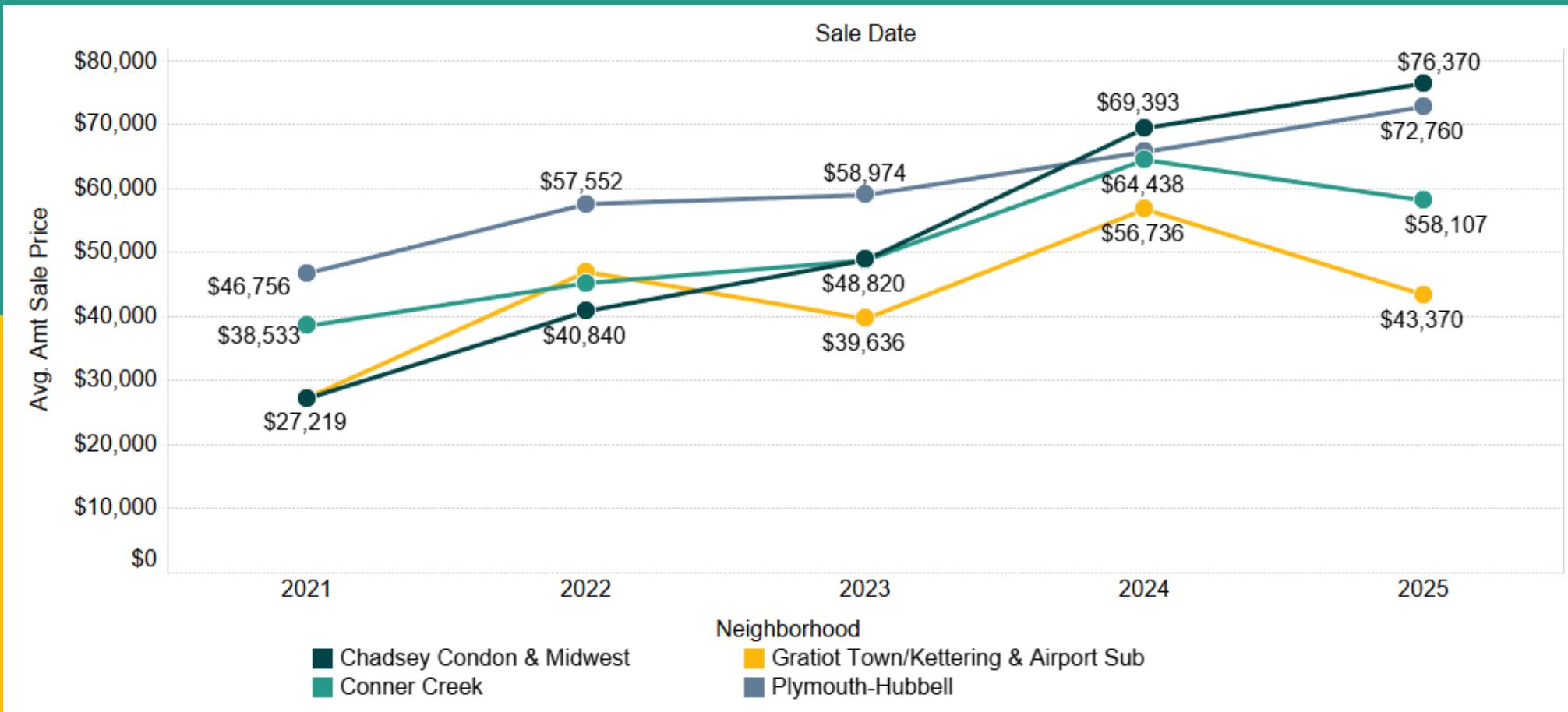


Annual Sales by Neighborhood



Source: [Property Sales dataset](#). Only Residential (non-vacant) transactions with Arm's Length terms of sale.

Avg Sale Price by Neighborhood



Source: [Property Sales dataset](#). Only Residential (non-vacant) transactions with Arm's Length terms of sale.

Residential Sales – Sales & Avg Sale Price

	2021	2022	2023	2024	2025	% Change
Citywide	6,645	8,093	7,189	8,770	5,787	
	\$76,822	\$89,435 +16.4%	\$91,155 +1.9%	\$102,064 +12.0%	\$112,404 +10.1%	+46.3%
Chadsey Condon & Midwest	91	134	118	138	91	
	\$27,219	\$40,840 +50.0%	\$48,820 +19.5%	\$69,393 +42.1%	\$76,370 +10.0%	+180.6%
Connor Creek	62	64	37	64	55	
	\$38,533	\$45,217 +17.4%	\$48,765 +7.9%	\$64,438 +32.1%	\$58,107 -9.8%	+50.8%
Gratiot Town/Kettering & Airport Sub	25	24	25	42	38	
	\$27,312	\$46,971 +72.0%	\$39,636 -15.6%	\$56,736 +43.1%	\$43,370 -23.6%	+58.8%
Plymouth-Hubbell	61	86	74	98	59	
	\$46,756	\$57,552 +23.1%	\$58,974 2.5%	\$65,673 +11.4%	\$72,760 10.8%	+55.6%

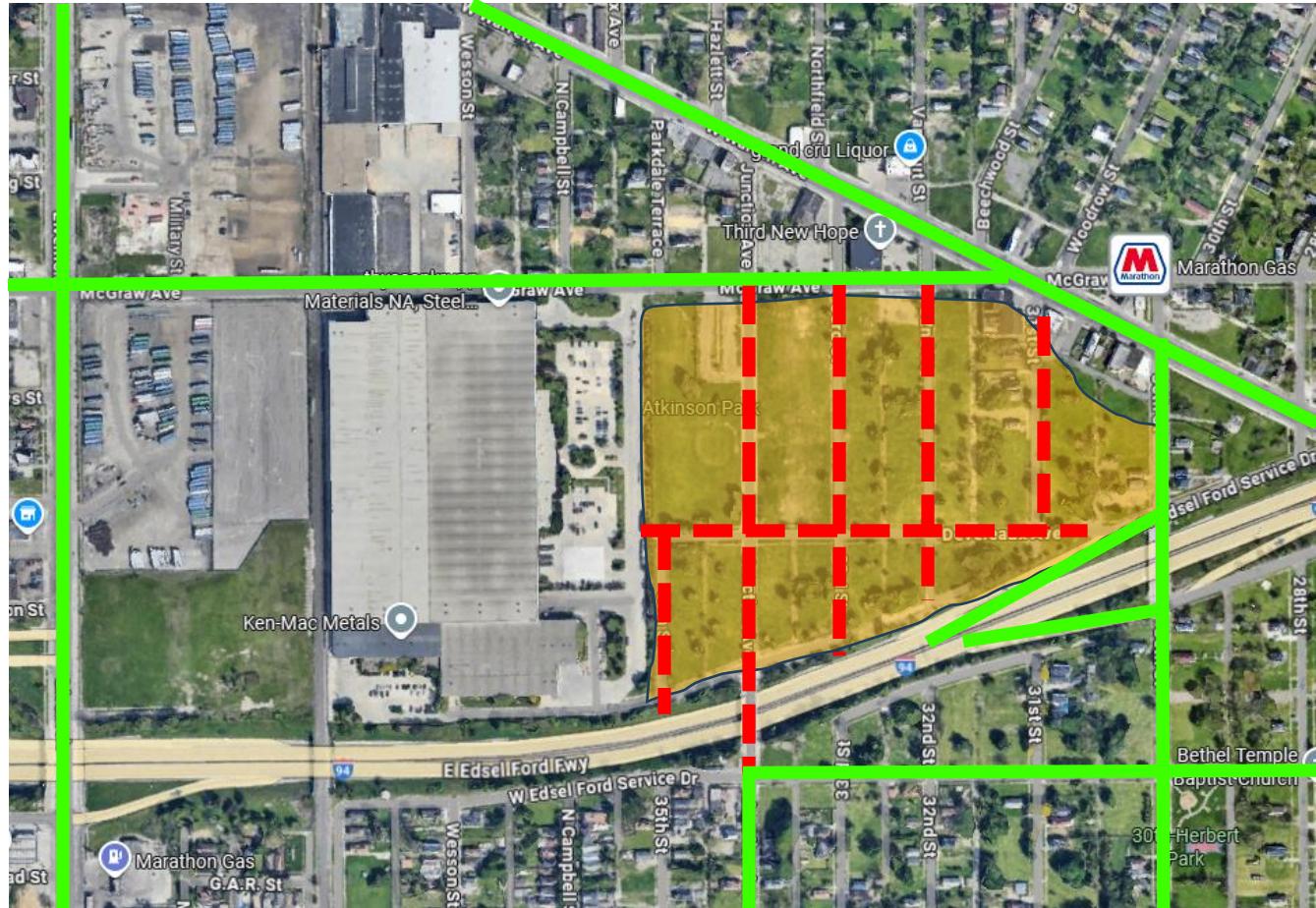
Source: [Property Sales dataset](#). Only Residential (non-vacant) transactions with Arm's Length terms of sale.

State Land Bank Authority (SLBA) Grant & Work

- City received a State Land Bank Authority (SLBA) grant in 2024 to clean up and prepare various publicly owned properties for future industrial development across Detroit.
- City used a portion of this grant to replace or remove water and sewer infrastructure in Junction McGraw Area to prepare for future industrial development.
- Work required street closures within project area including 33rd, 35th, and Junction Avenue.

Why is Junction Avenue Closed?

- Public Safety:** SLBA infrastructure work removed water and sewer lines from Junction Avenue. Streets that do not have water or sewer lines must be closed for public safety.
- Development Feasibility:** SLBA grant feasibility study determined that any future industrial facility can only be built on top of Junction Ave. because of site's irregular shape and unmovable infrastructure under 32nd street.

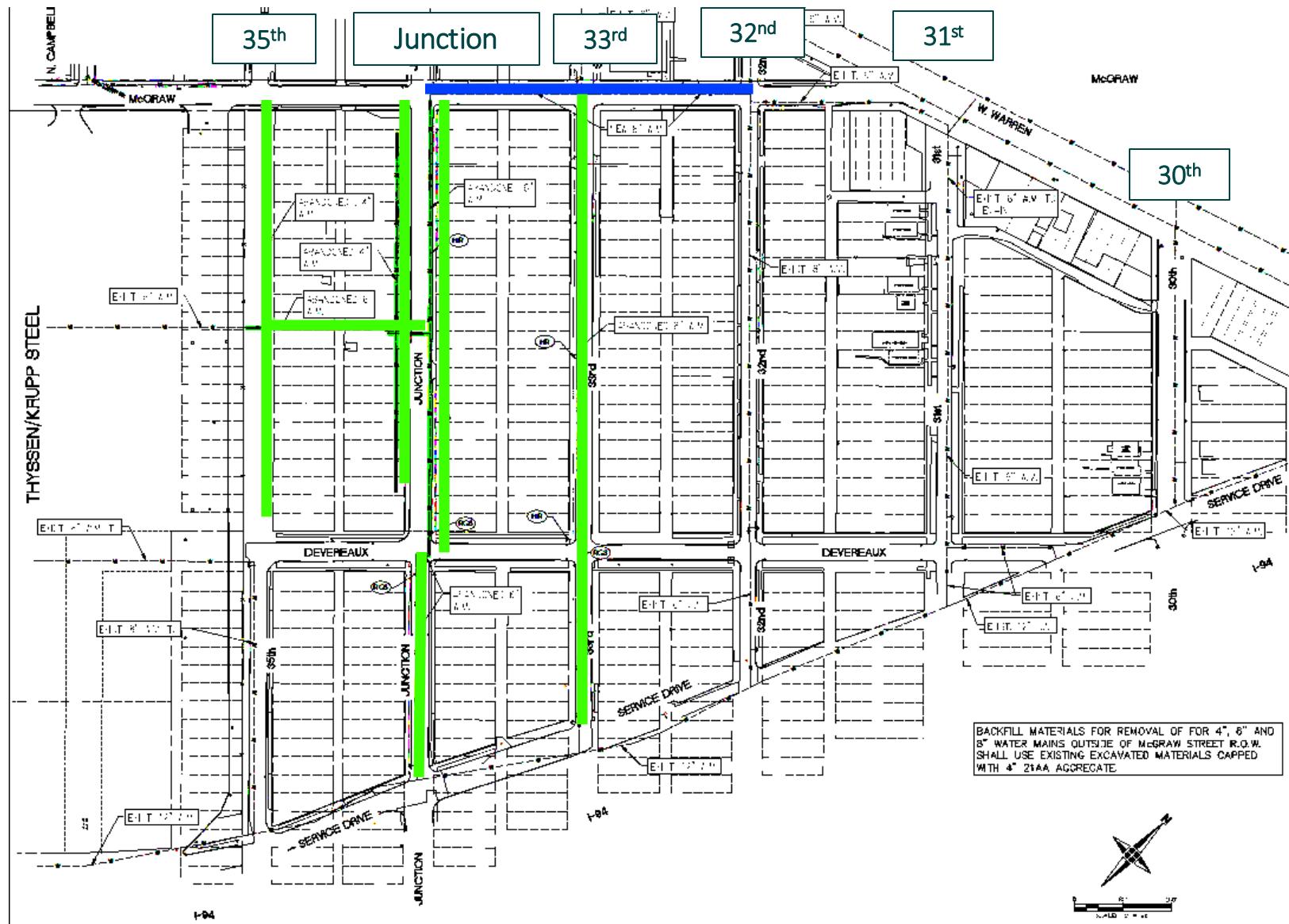


Closed Road

Open Road

“Junction McGraw” Area

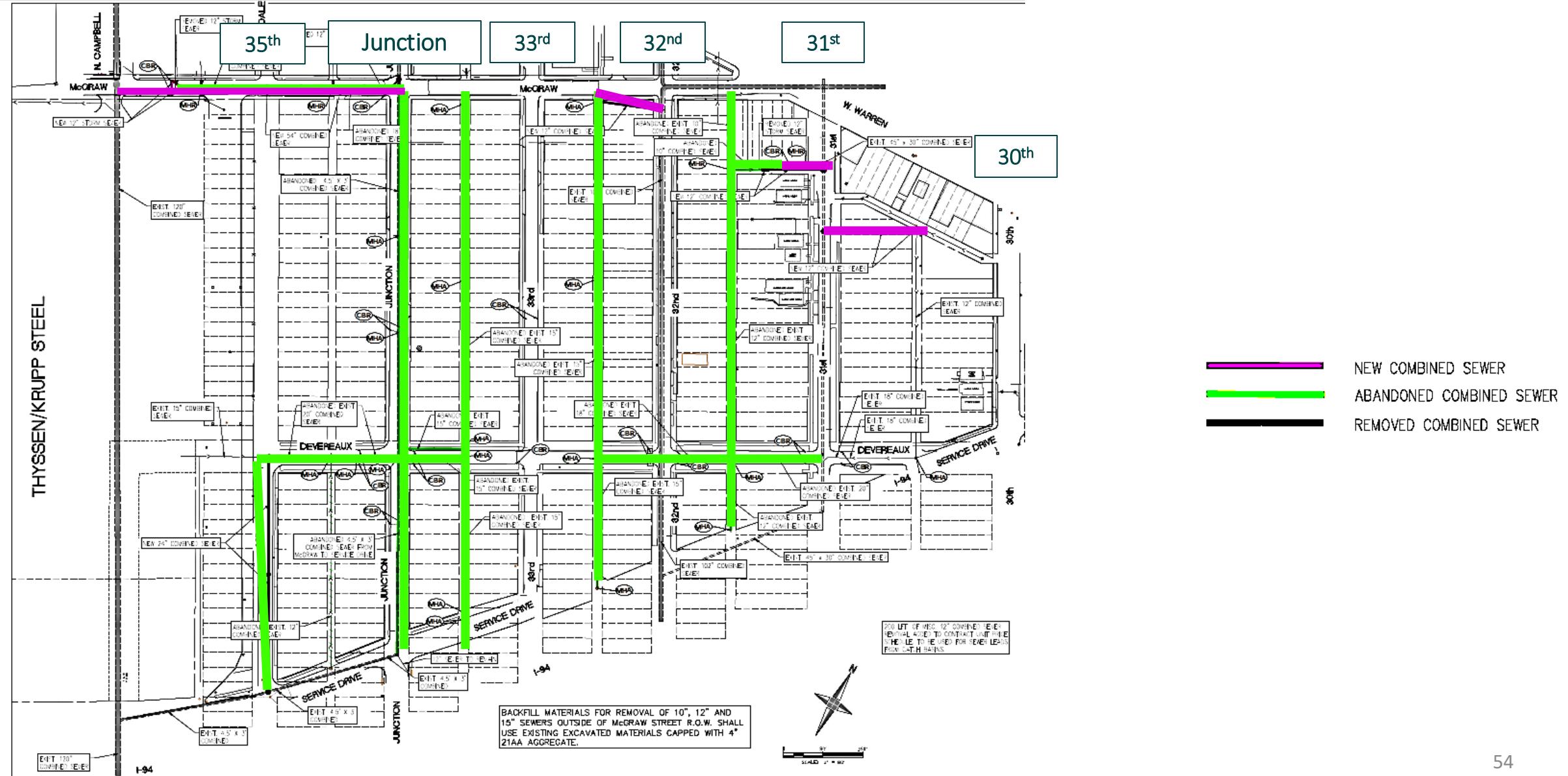
Water Line Removal & Replacement



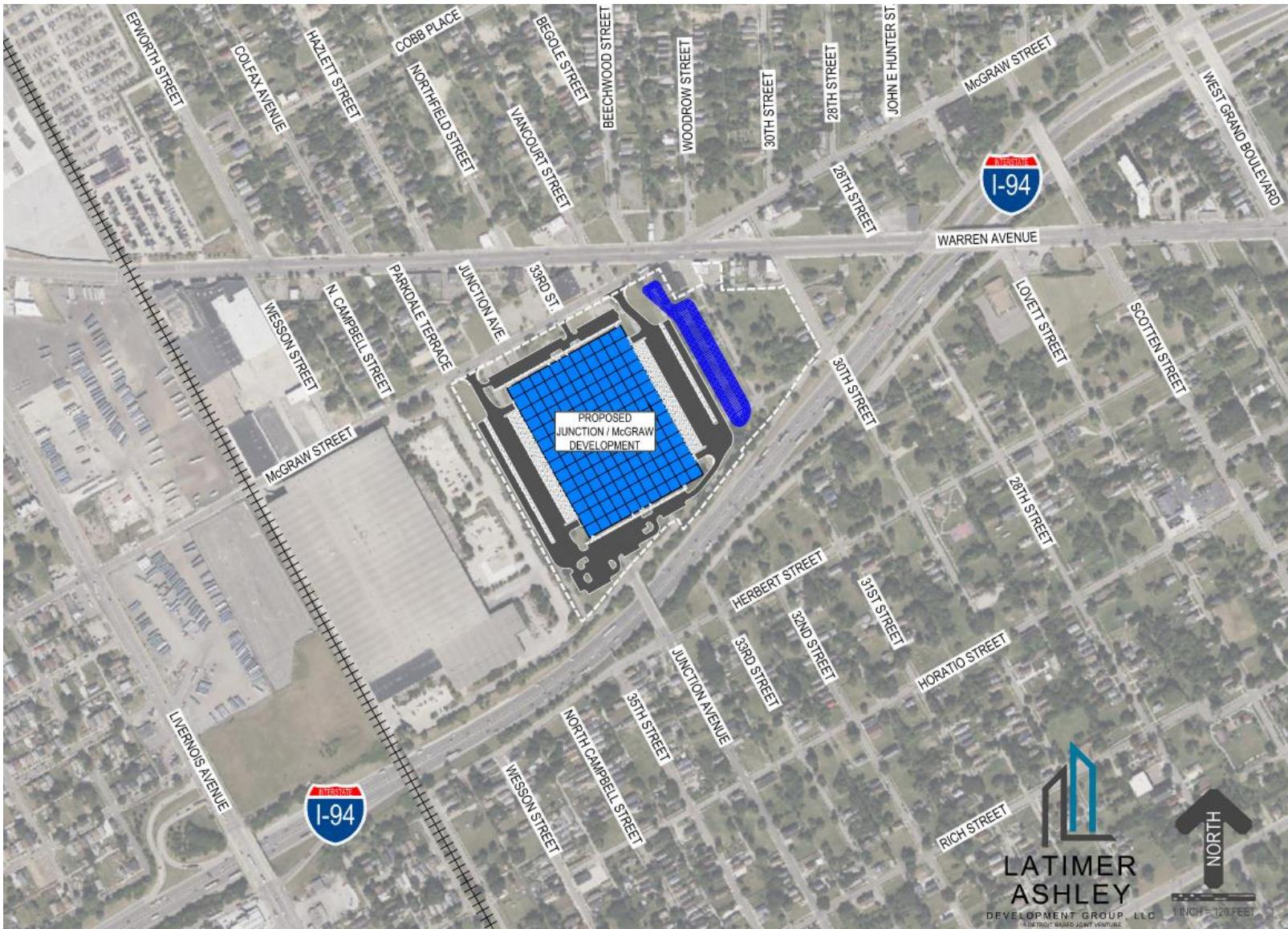
LEGEND

ABANDONED WATER MAIN
NEW 8" WATER MAIN

Sewer Line Removal & Replacement



Meeting #1 Site Plan



Meeting #1
Site Plan



**Revised Site
Plan**

