

# City of Detroit

**Donovan Smith, AICP**  
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Director  
**Christopher Gulock, AICP**  
Deputy Director

**CITY PLANNING COMMISSION**  
208 Coleman A. Young Municipal Center  
Detroit, Michigan 48226  
Phone: (313) 224-6225 Fax: (313) 224-4336  
e-mail: [cpc@detroitmi.gov](mailto:cpc@detroitmi.gov)

**Adrian-Keith Bennett**  
**Kenneth R. Daniels**  
**David Esparza, AIA, LEED**  
**Ritchie Harrison**  
**Frederick E. Russell, Jr.**

**TO:** City Planning Commission

**FROM:** Kimani Jeffrey, City Planner  
Dolores Perales-Lara, City Planner

**RE:** **The request of Junction McGraw LLC to rezone the properties generally bounded by McGraw Avenue, 31st Street, Edsel Ford Freeway and the western line of 35th street and the vacated portion of 35th Street between McGraw Avenue and Edsel Ford Freeway from an R2 (Two-Family Residential) zoning classification to M2 (Restricted Industrial) zoning classification in addition to the properties generally bounded by the east/west alley south of West Warren Avenue, 30th Street, Edsel Ford Freeway and 31st Street from an R2 zoning classification to a B4 zoning classification.**

**DATE:** March 4, 2026

On March 5, 2026, the City Planning Commission (CPC) is scheduled to hold a public hearing to consider the request of Junction McGraw LLC to amend Article XVII, Section 50-17-47, District Map No. 45 of the 2019 Detroit City Code, Chapter 50, Zoning, to show an M2 (Restricted Industrial) zoning classification where R2 (Two-Family Residential) and B4 (General Business) zoning classifications are shown and to also show a B4 (General Business District) zoning classification where an R2 (Two-Family Residential) zoning classification is shown.

The subject properties for the proposed M2 zoning classification are generally bound by McGraw Avenue, 31st Street, Edsel Ford Freeway and the western line of 35th street and the vacated portion of 35th Street between McGraw Avenue and Edsel Ford Freeway. The subject properties for the proposed B4 zoning classification are generally bounded by the east/west alley south of West Warren Avenue, 30th Street, Edsel Ford Freeway and 31st Street.

The proposed rezoning is indicated as the shaded area on the accompanying map. The proposed map amendment is being requested to allow Junction McGraw LLC to pursue the building of a light industrial development. In addition, the amendment would allow for the future marketing of commercial properties to encourage new business development. The current R2 zoning classification does not permit these types of uses.



**BACKGROUND AND PROPOSAL**

Junction McGraw LLC is the representative entity for the development group known as Latimer Asheley Development Group, LLC which is a Detroit based joint venture. The development team includes Hiram E. Jackson of Real Times Media, Carla Walker CEO of Walker Miller Energy Services, Sonya S. Mays of Develop Detroit, Dennis Archer Jr. Esq of Sixteen 42 Ventures and Kyle Morton VP of development for Ashley Capital.

The proposed development is seeking to attract mobility or light industry operators for the roughly 30-acre site that lies between McGraw Avenue, Warren Avenue, I-94 and 35<sup>th</sup> Street just east of the ThyssenKrupp plant.

The proposal calls for a 400K square foot building for speculative construction on a 30-acre site spanning 173 parcels. Speculative construction means the tenant would be identified once the building is underway, as the target market of tenants typically operate on a shorter planning timeline and make expansion plans based upon the most expedient projects that are under construction.

The proposed light industrial facility is anticipated to generate approximately 450 jobs. Just over an acre of the land is currently owned by the development team and the remainder is owned by Detroit Brownfield Redevelopment Authority which has a letter of intent with the developer for the project.

The largest portion of the land in question, west of 31<sup>st</sup> street, is proposed to be rezoned from the R2 zoning classification to the M2 zoning classification in order to allow for the proposed light industrial facility.

Additionally, approximately three acres of land bounded by the east/west alley south of West Warren Avenue, 30th Street, Edsel Ford Freeway and 31st Street are proposed to be rezoned to the B4 zoning classification. This is being proposed as a result of the community engagement feedback

in which residents expressed the desire to see more commercial and residential development in the vicinity. In response, the development team and the City pivoted from the originally proposed M2 zoning classification, to the proposed B4 zoning classification, in order to allow potential future marketing and development of the three-acre site for commercial and/or residential development. Below is a site plan of the proposed redevelopment.



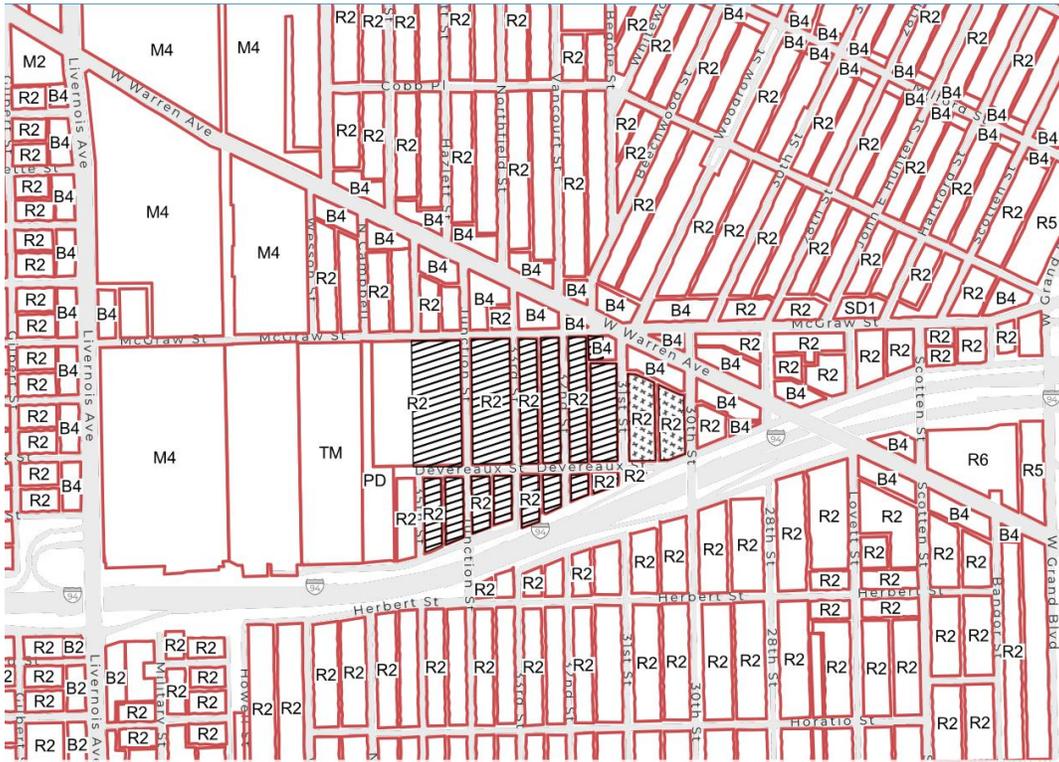
## PLANNING CONSIDERATIONS

### *Surrounding Zoning and Land Use*

The zoning classification and land uses surrounding the subject area are as follows:

- North: B4 and R2; vacant residential and developed commercial
- East: R2, and B4; vacant residential, single-family residential, and developed commercial
- South: R2; vacant residential and I-94 service drive
- West: R2, PD, and TM; vacant residential and developed industrial

As shown on the zoning map below, parcels in the subject area are zoned mostly R2, B4, and M4. The parcels located to the north of the subject parcels are a combination of R2 and B4 while a stretch of B4 and M4 can be found along Warren Ave. The surrounding area is primarily industrial, business, residential, and vacant land.



***Zoning Classifications***

The pertinent zoning district classifications are described as follows:

**R2 – Two-Family Residential**

This district is designed to protect and enhance areas developed or likely to be developed with single- or two-family dwelling units. This district promotes a suitable environment for homes and for activities with family life.

**B4 – General Business District**

This district supports business and commercial uses that are oriented toward thoroughfares. In addition to these uses, other businesses that may benefit from attracting clientele from passing traffic are also permitted. Certain additional uses that can be successfully integrated with the permitted by right uses are allowed as conditional uses.

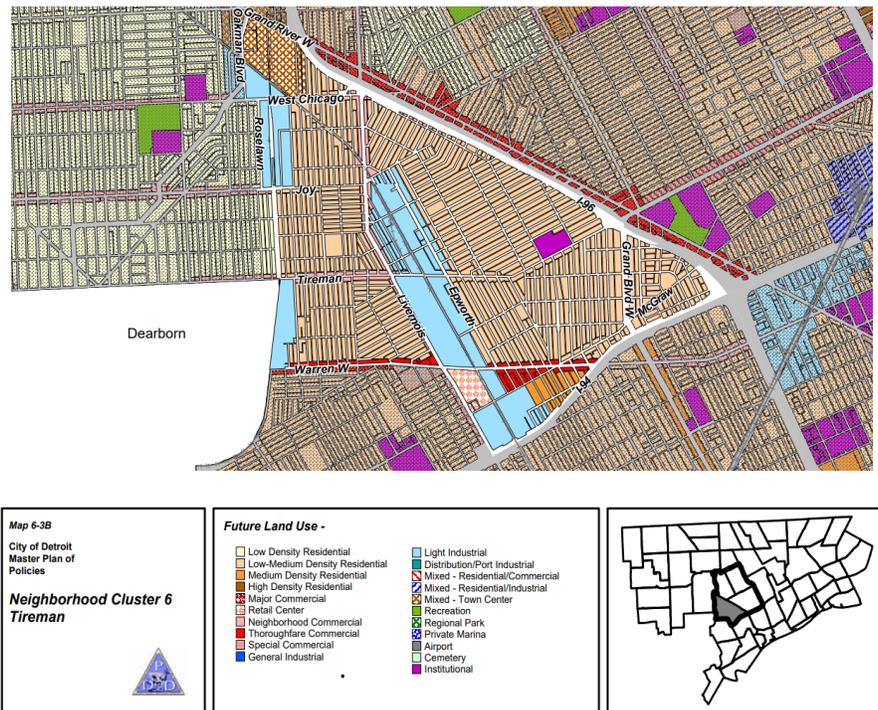
**M2 – Restricted Industrial District**

This district is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects. Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts. New residential construction is excluded from this district except for loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses.

***Master Plan Consistency***

The proposed rezoning site is currently designated as Low-Medium Density Residential (RLM) in the Master Plan of Policies, as shown on the map below. Because the requested zoning is not consistent with the existing Future Land Use designation, a Master Plan amendment is required. The amendment would revise the Future Land Use classification to Light Industrial (IL) and Commercial Thoroughfare (CT) to align with the proposed rezoning.

The Planning and Development Department (P&DD) and CPC staff are processing a Master Plan amendment concurrently; however, due to Master Plan noticing requirements, the request will be forthcoming at a projected April 2026 CPC public hearing after surrounding municipalities are afforded a 42 day comment period per the Planning Enabling Act. The City Planning Commission will be reviewing the rezoning request prior to formal action on the Master Plan amendment; however, both the rezoning and the Master Plan amendment will be presented together as a package for consideration by City Council.



### ***Community Input and Follow-up***

The vision for the Junction McGraw development was shaped through an extensive community engagement process led by the Administration and developer, including multiple listening sessions that directly engaged residents of the Midwest Tireman neighborhood. In total, five community meetings were held between November 2025 and February 2026, with an additional session being conducted on March 16, 2026.

Representatives from various City of Detroit departments and agencies were present throughout this series of meetings, including staff from the CPC, the Mayor’s Office Jobs and Economy Team (JETs), the Department of Neighborhoods (DONs) District 6 Manager Eva Torres, the Housing and Revitalization Department (HRD), P&DD, and the Detroit Economic Growth Corporation (DEGC).

Throughout this process, the petitioner worked collaboratively with Midwest Tireman residents to refine and reshape the proposal. As a result, substantial modifications were made to the site plan in response to community feedback. Prior to engagement, the proposed site plan was approximately 20 percent larger and included an additional three acres for potential development and use by the

petitioner. Through continued dialogue, revisions were made to better reflect the community's vision for Midwest Tireman while aligning with P&DD's 2023 Midwest Tireman Framework Plan.

***Changes to the Site Plan Based on Community Input:***

- A reduction in the building's total square footage by approximately 20 percent
- An increased McGraw Avenue right-of-way building setback to 186 feet
- Expanded vegetative buffers, including additional landscaping and berms
- Addition of a pedestrian walkway along the west side of the development to support children walking to school
- Installation of new sidewalks and crosswalks to enhance pedestrian safety along the project frontage

***Changes to the Broader Project Area Based on Community Input:***

- A new route connecting to Warren Avenue on the north side of I-94
- Installation of a new traffic signal at Warren Avenue and 31st Street
- Reconnection of the Junction Avenue Bridge to Warren Avenue, which is currently closed
- Creation of a three-acre site for future neighborhood-informed development, now proposed for B4 zoning rather than M2 as originally contemplated
- Dedication of a community building on Warren Avenue to be donated to designated nonprofit organization(s) upon completion of the development

Pending approval of the rezoning request, Junction McGraw LLC has committed to donating a building located on Warren Avenue to the Midwest Tireman community. During the construction phase, the building will undergo renovations and be temporarily utilized as a construction office to support project implementation. Upon completion of the development, the building will be formally donated for long-term community use.

Junction McGraw LLC has indicated it will facilitate a community engagement process during construction to determine the future stewardship and programming of the building. This process will involve coordination with neighborhood residents and community leaders to identify the appropriate nonprofit entity or entities to receive and manage the property.

In addition to the committed community space and the three-acre parcel identified for future neighborhood-informed development, it is important to note adjacent and nearby initiatives within the Midwest Tireman area close to the proposed rezoning site.

Consistent with the goals of the 2023 Midwest Tireman Framework Plan, HRD is in the preliminary phase of advancing a mixed-use senior housing development along the Warren Avenue corridor. While project details are still being developed, the anticipated investment along Warren Avenue is an important contextual consideration in relation to the proposed rezoning.

At the February 23, 2026, community meeting, representatives from HRD were present to share general information regarding the proposed senior housing development and to respond to residents' questions. HRD representatives noted that additional community engagement will occur as this housing project advances. Residents in attendance expressed support for the proposal and enthusiasm for the introduction of senior housing within the neighborhood.

As a result of the community engagement efforts and the developer's documented experience in the Metro Detroit region, nine letters of support have been submitted by various entities, including:

- City of Lincoln Park
- City of Highland Park
- City of Flint
- City of Livonia
- Detroit Regional Partnership
- Hope of Detroit Academy
- King Koney Island and Grill
- Fast Splash
- SWFC

Two letters of opposition have been received by CPC staff expressing concerns regarding the proposed site and its potential impact on the Midwest Tireman community. The issues cited in the letters have subsequently been addressed by the developer through revisions to the site plan. These modifications reflect the developer's efforts to respond to community feedback and incorporate changes intended to better support the Midwest Tireman neighborhood.

A supplemental report with further analysis will be forthcoming.

Attachments: Public Hearing Notice  
Application for Zoning Change  
Letters of Support  
Letters of Opposition  
Site plans  
Traffic Study  
Air Quality Assessment

cc: Alexa Bush, Director, P&DD  
Karen Gage, P&DD  
Greg Moots, P&DD  
David Bell, Director, BSEED  
James Foster, BSEED  
Conrad Mallett, Corporation Counsel  
Daniel Arking, Law Department