

Midwest-Tireman Neighborhood Framework

Market Analysis

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Methodology and Approach

The market analysis evaluates current and historical trends in residential, industrial, and commercial properties within the Midwest-Tireman Framework area. This work relies on data from the City of Detroit’s 2022 parcel data, U.S. Census, American Community Survey, and Costar.¹ Costar is a database that collects information on various property types, from brokers and/or building managers. In addition, the market analysis is augmented by qualitative data from interviews with brokers, developers, and Midwest-Tireman business owners.

For this study, the following property types are defined:

- **Residential:** Single family homes (SFH) and multifamily properties. The Census defines single family homes as housing structures that are fully detached, semi-detached, (side-by-side), row houses, duplexes, quadruplexes, and townhouses. Note CoStar does not collect data on multifamily buildings that have less than five units, condos, and co-ops.
- **Industrial:** A building used for assemblage, processing, and/or manufacturing products from raw materials or fabricated parts. Additional uses include warehousing, distribution, and maintenance facilities.
- **Retail:** A property that promotes, distributes, or sells products and services to the public. It will often be in higher traffic or easily accessible areas. Retail buildings are configured for the display of merchandise or the interaction of company sales personnel with others.
- **Office:** A property that houses employees of companies that produce a product or service primarily for support such as administration, accounting, marketing, information processing, and dissemination, consulting, human resources management, financial and insurance services, educational and medical services, and other professional services.

To provide additional context, the Dexter-Fenkell and Chadsey-Condon neighborhoods are used as benchmarks for Midwest-Tireman due to their similar real estate markets and proximity.² Dexter-Fenkell is bounded by Livernois Avenue, W. Davison Street, and the Lodge Freeway (M-10). Chadsey-Condon is bounded by Livernois Avenue, Michigan Avenue, I-96, W. Warren Avenue and I-94. The City of Detroit is also used as a reference for each property category.

The following sections cover the property types listed above, with retail and office grouped together as a single commercial use category. Each section provides a supply overview using data from the City of Detroit’s 2022 assessment roll, followed by market comparisons using CoStar data, including inventory, rent per square foot (PSF), vacancy, and other key metrics as available.

¹ For Census/ACS data, Midwest – Tireman census tracts consist of 5265, 5279, 5336, 5338, 5348, and 9850.

² Midwest-Tireman is the working name created by Detroit’s Planning and Development Department (PDD). It is a combination of the Department of Neighborhood’s name “Midwest” and the City Master Plan’s name “Tireman”. Still, residents use other names such as “The Old Westside”

Overview of Midwest-Tireman’s Real Estate Supply

The City of Detroit’s 2022 assessment roll provides an overview of Midwest-Tireman’s real estate supply; however, these classifications may not reflect current on-the-ground building and occupancy conditions.³ In order to address vacant land and vacancy beyond what is recorded in the assessment roll, the consultant team (“the Team”) defined three categories of property status: “Likely Occupied Structure,” “Likely Vacant Structure,” and “Lot Without Structure.”

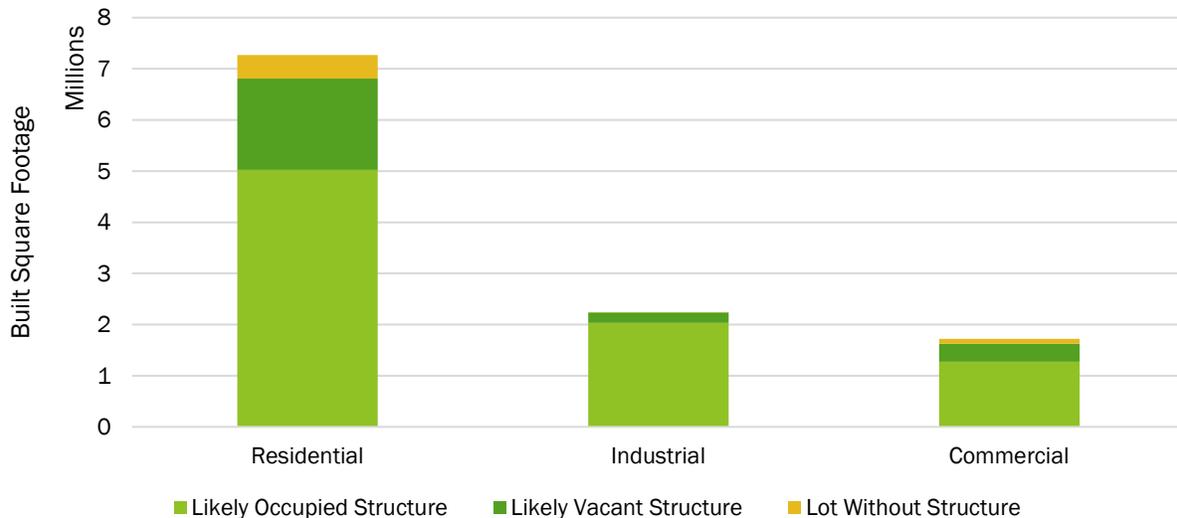
Figure 1: Midwest-Tireman's Inventory by Property Use, Lot Area, and Built SF

Property Use	# of Lots	Total Lot SF	Average Lot SF	Total Built SF	Average Built SF
Residential	9,115	35,888,888	3,937	7,267,243	797
Industrial	181	10,079,712	55,689	2,242,120	12,387
Commercial	772	7,357,918	9,531	1,718,159	2,226
Total	10,068	53,326,518	5,297	11,227,522	1,115

Source: City of Detroit – 2022 Assessment Roll

In total, Midwest-Tireman has approximately 10,000 lots. Residential lots account for approximately 90% of all lots and two-thirds of the neighborhood lot area. The figure below shows that of the over 7 million built square feet recorded in the assessment roll, approximately 5 million SF is likely occupied and additional 2 million SF is either vacant or a structure no longer exists on the property. The table above shows the average building size for residential is 797 SF, but this number is skewed downward by vacant lots. The average likely-occupied residential structure is approximately 1,400 SF, representing the primarily single-family nature of the neighborhood.

Figure 2: Midwest-Tireman's Built SF Inventory by Status



Source: City of Detroit – 2022 Assessment Roll, Interboro

Industrial lots make up approximately 20% of the neighborhood lot area, and the average industrial

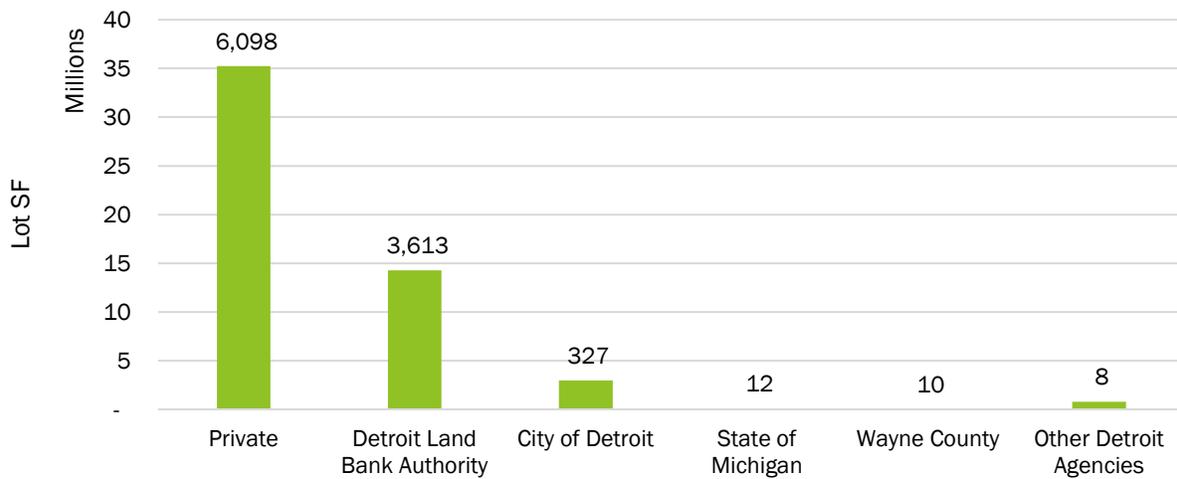
³ Overall, this weakness in the available data and frequency of updates makes it difficult to classify existing conditions over a large area with precision.

lot size is much larger than residential or commercial uses. Though the average built industrial square footage is approximately 12,000 SF, this value is also weighed down by likely-vacant structures and lots without structures. The average building size for likely-occupied structures is almost 37,000 SF. Smaller industrial building size is a challenge addressed in more detail in the Industrial section below.

Commercial lots mainly consist of neighborhood retail uses along commercial thoroughfares and make up approximately 15% of the neighborhood lot area. Of the 1.7 million built square feet recorded in the assessment roll, approximately 20% is made up of likely-vacant structures, and another 5% no longer have a structure on the lot. Like other use categories, the average building size appears to be just over 2,000 SF overall but is 5,700 SF for likely-occupied structures.

The figure below breaks down property ownership in Midwest-Tireman. Private ownership makes up 66% of the neighborhood lot area and public ownership makes up 34% through various City, County, and State agencies.

Figure 3: Midwest-Tireman's Lot Inventory by Ownership



Source: City of Detroit – 2022 Assessment Roll

Market Trends for Residential Uses

Midwest-Tireman is a very low-income neighborhood that faces acute housing challenges. It has a much lower median household income than the City of Detroit, which already faces steep challenges around housing affordability and quality. For context, a 2021 study by the University of Michigan estimated that nearly one in seven Detroit households face inadequate housing, defined as households that have dealt with major issues with electrical, heating, and/or running water. Households who were more likely to live in inadequate housing were renters making less than \$60,000 annually.⁴

Though median home values and rents are in line with Detroit and surrounding neighborhoods, residents struggle with housing costs due to aging structures with deferred maintenance issues, low fixed incomes, and other issues. In 2021 in Detroit, 60% of renters were cost-burdened and 34% were severely cost-burdened.⁵ In Midwest-Tireman, 69% of renters were cost-burdened.⁶ Renters are considered cost burdened when they pay over 30% of their gross income on housing and severely cost burdened when they pay over 50% of their gross income on housing.

There are pockets of committed residents throughout the neighborhood, but large swaths of vacant land decrease population density and vibrancy across the area. Strategies for future stabilization and growth of the residential population should capitalize on these areas of density and activity for potential site selection and marketing of residential properties. This may include near the Joe Louis Greenway, more active commercial corridors, and near other areas of growing population to capitalize on spillover effects. Extending designations like the “Targeted Multifamily Redevelopment Area” may bring additional funding opportunities, and where possible, these programs should be leveraged to create units across a mix of incomes to alleviate cost burdens and attract new residents to Midwest-Tireman.

Midwest-Tireman Residential Supply Overview

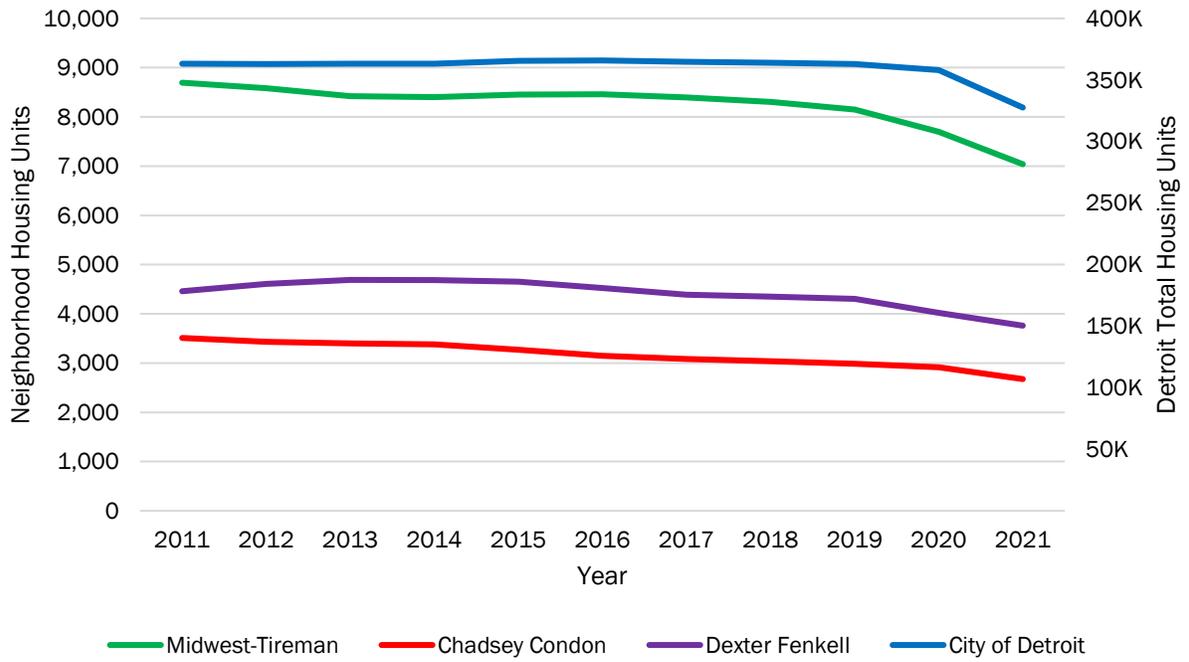
From 2011 - 2021, the total number of housing units decreased in Detroit, Midwest-Tireman, Dexter-Fenkell, and Chadsey-Condon. In 2011, Midwest-Tireman had 8,695 housing units and experienced a 19% decrease to 7,040 housing units in 2021. In 2011, Dexter-Fenkell and Chadsey-Condon had 4,458 and 3,511 housing units respectively, and by 2021 had 3,761 and 2,676 housing units, a decrease of 19% and 24% respectively. Detroit’s total number of housing units decreased 10% from 363,000 to 328,000, with the decrease concentrated in the neighborhoods outside of Downtown and Midtown. The largest year-over-year decreases occurred between 2020 – 2021, likely due to increased residential demolitions carried out by the City of Detroit following the passage of the “Proposal N” bond to fight blight. During this period, Midwest-Tireman housing units decreased by 9%, compared with a 6% decrease in Dexter-Fenkell and 8% decreases in Chadsey-Condon and citywide.

⁴ <https://detroitssurvey.umich.edu/wp-content/uploads/2021/10/DMACS-ARPA-funds-to-meet-home-repair-needs-reduced.pdf>

⁵ 2021 ACS Updates

⁶ 2021 ACS table DP04

Figure 4: Total Housing Units, 2011 - 2021



Source: U.S. Census ACS: DP04-Selected Housing Characteristics 2011 - 2021 5-Year Estimate

As of 2021, single-family homes—which include duplexes, triples, and quads—accounted for approximately 67% (167,263) of all occupied housing units in Detroit, and multifamily occupied housing units (five units and up) accounted for the other 33% (81,718). 64% percent of single-family homes were owner-occupied and 36% were renter-occupied.

Figure 5: Occupied Housing Units in Detroit, 2021

Units in Structure	Occupied housing units	Percent occupied housing units	Owner-occupied housing units	Percent owner-occupied housing units	Renter-occupied housing units	Percent renter-occupied housing units
Occupied housing units	250,096	100%	120,871	48%	129,225	52%
1, detached	167,263	67%	107,449	64%	59,814	36%
1, attached	16,355	7%	5,297	32%	11,058	68%
2 apartments	12,686	5%	3,944	31%	8,742	69%
3 or 4 apartments	5,635	2%	643	11%	4,992	89%
5 to 9 apartments	6,616	3%	355	5%	6,261	95%
10 or more apartments	40,426	16%	2,605	6%	37,821	94%
Mobile home or other type of housing	1,115	0.4%	578	52%	537	48%

Source: U.S. Census ACS: S2504-Physical Housing Characteristics for Occupied Housing Units 2021 5-Year

Owner-occupancy rates are slightly higher in Midwest-Tireman (53%) compared to Detroit overall (48%). In Midwest-Tireman, approximately 74% (2,626) of occupied housing units were single-family homes and 26% (898) were multifamily housing units. Nearly two-thirds (63%) of single-family homes were owner-occupied, while the remaining 37% were renter-occupied.⁷ Eleven percent of all occupied units in Midwest-Tireman are in two-family buildings, commonly known as duplexes or two-family flats. In those units, 38% of those units were owner-occupied and 62% were renter-occupied; in this housing type, it is common for the property owner to live in one unit and rent out the other. The remainder of multifamily and other housing structures were mostly renter-occupied; multifamily buildings with 5 or more apartments were 100% rental units.

Figure 6: Occupied Housing Units in Midwest-Tireman, 2021

Units in Structure	Occupied Housing Units	Percent Occupied Units	Owner-Occupied Units	Percent Owner-Occupied	Renter-Occupied Units	Percent Renter - Occupied
Occupied Housing Units	3,546	100%	1,869	53%	1,677	47%
1, detached	2,626	74%	1,651	63%	975	37%
1, attached	221	6%	42	19%	179	81%
2 apartments	387	11%	148	38%	239	62%
3 or 4 apartments	152	4%	6	4%	146	96%
5 to 9 apartments	70	2%	-	0%	70	100%
10 or more apartments	68	2 %	-	0%	68	100%
Mobile home or other type of housing	22	0.6%	22	100%	-	0%

Source: U.S. Census ACS: S2504-Physical Housing Characteristics for Occupied Housing Units 2021 5-Year Estimate (Census Tracts: 5265, 5279, 5336, 5338, 5348, 9850)

⁷ ACS: S2504-Physical Housing Characteristics for Occupied Housing Units

Chadsey-Condon has fewer occupied housing units than Midwest-Tireman (1,972 vs. 3,546), but even higher owner-occupancy rates (66% vs. 53%). It has a slightly lower percentage of single-family homes than Midwest-Tireman, but a similar percentage of duplexes. Chadsey-Condon has 211 units in multifamily buildings with more than 10 apartments, whereas Midwest-Tireman only has 68 of these units. Most of the multifamily units in Chadsey-Condon are concentrated in a single building, the Warren West Apartments at 4100 W. Warren Avenue, which is a 143-unit senior housing tower operated by the Detroit Housing Commission.

Figure 7: Occupied Housing Units in Chadsey-Condon, 2021

Units in Structure	Occupied Housing Units	Percent Occupied Units	Owner-Occupied Units	Percent Owner-Occupied	Renter-Occupied Units	Percent Renter - Occupied
Occupied housing units	1,972	100%	1,304	66%	668	34%
1, detached	1,379	70%	1,036	75%	343	25%
1, attached	114	6%	74	65%	40	35%
2 apartments	194	10%	154	79%	40	21%
3 or 4 apartments	48	2%	31	65%	17	35%
5 to 9 apartments	17	1%	-	0%	17	100%
10 or more apartments	211	11%	-	0%	211	100%
Mobile home or other type of housing	9	0.5%	9	100%	-	0%

Source: U.S. Census ACS: S2504-Physical Housing Characteristics for Occupied Housing Units 2021 5-Year Estimate (Census Tracts: 5228, 5254,5259)

Dexter-Fenkell also has fewer occupied housing units than Midwest-Tireman (2,298 vs. 3,546), and lower owner occupancy rates (43% vs. 53%). It has a much lower percentage of single-family housing than Midwest-Tireman and a higher percentage of duplexes. Units in multifamily buildings accounted for about 55% (1,235) of occupied units in Dexter-Fenkell, with the majority renter-occupied. Units in 5- to 9-apartment structures accounted for 7% (170 units) of occupied housing units, including 14 owner-occupied units.

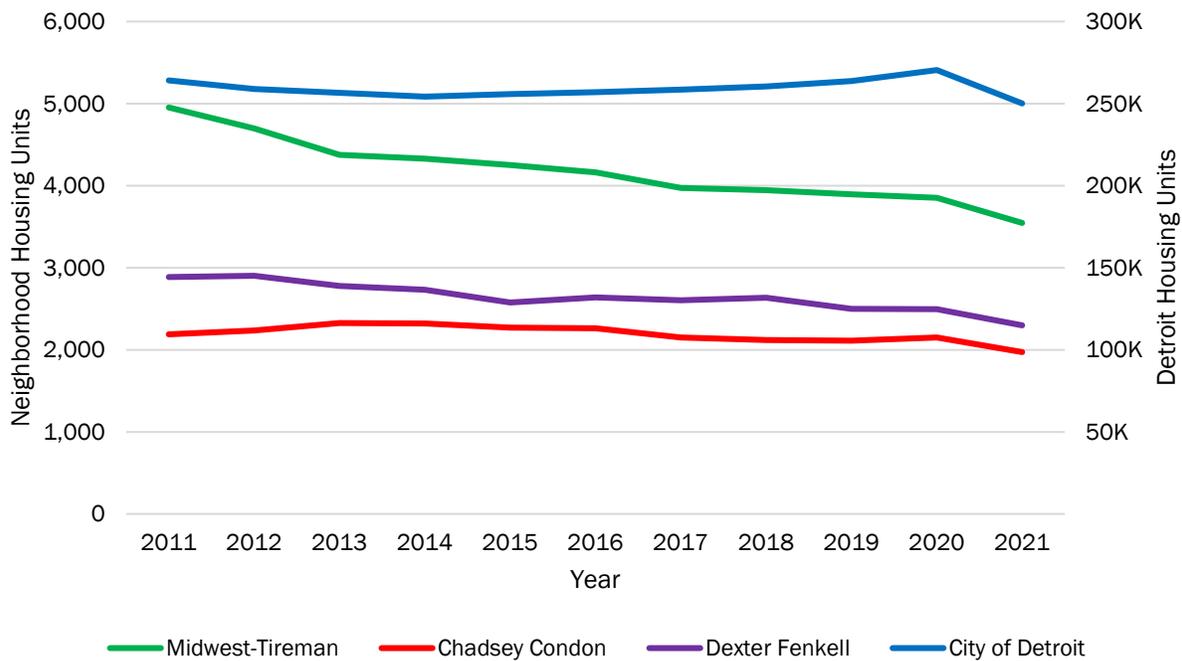
Figure 8: Occupied Housing Units in Dexter-Fenkell, 2021

Units in Structure	Occupied Housing Units	Percent Occupied Units	Owner-Occupied Units	Percent Owner-Occupied	Renter-Occupied Units	Percent Renter - Occupied
Occupied housing units	2,298	100%	987	43%	1,311	57%
1, detached	1,037	45%	661	64%	376	36%
1, attached	205	9%	84	41%	121	59%
2 apartments	528	23%	161	30%	367	70%
3 or 4 apartments	198	9%	41	21%	157	79%
5 to 9 apartments	170	7%	14	8%	156	92%
10 or more apartments	134	6%	-	0%	134	100%
Mobile home or other type of housing	26	1%	26	100%	-	0%

Source: U.S. Census ACS: S2504-Physical Housing Characteristics for Occupied Housing Units 2021 5-Year Estimate (Census Tracts: 5303, 5304, 5316, 5317)

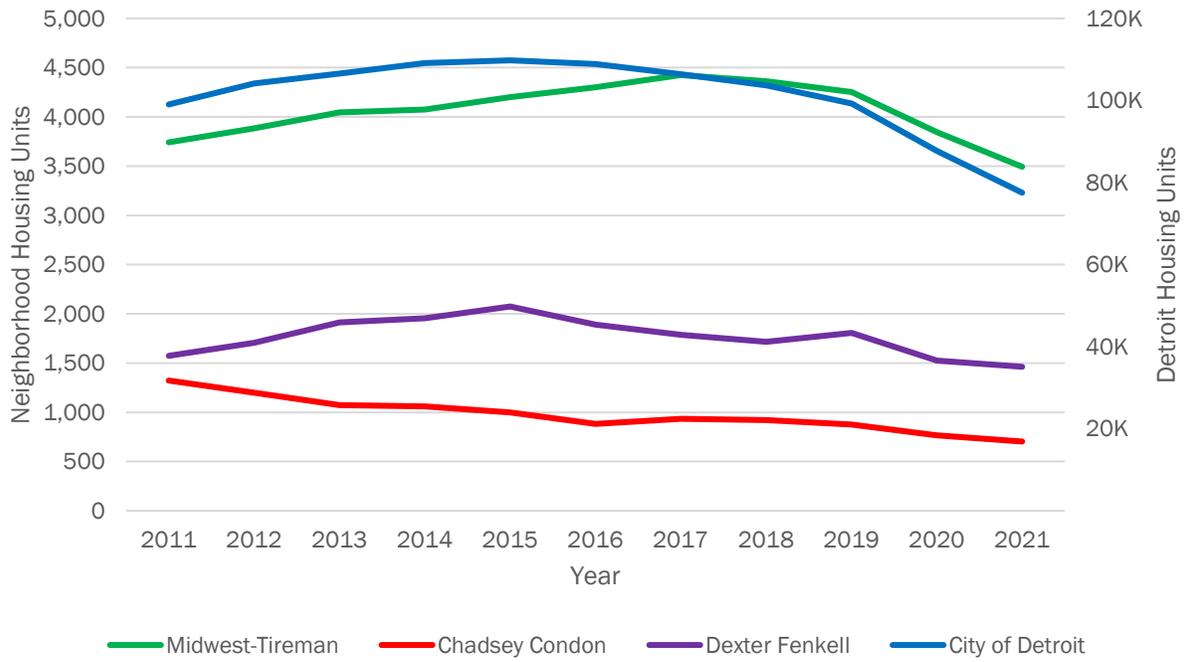
The figures below depict housing tenure and vacancy in Midwest-Tireman, Chadsey-Condon, Dexter-Fenkell, and Detroit. Occupied and vacant housing units across the three neighborhoods and the City of Detroit are decreasing, likely due to ongoing population decline and large-scale demolition programs. In 2020, the City of Detroit hit the peak number of housing units (270,000) occupied and dropped off in 2021 (250,000). The number of vacant units also declined. In Midwest-Tireman both the number of occupied and vacant units trended downward in recent years. Those trends suggest that residents were continuing to move out of Midwest-Tireman while vacant housing units were being demolished. Brokers and property owners in Midwest-Tireman have expressed the lack of amenities, such as markets, clothing stores, and/or cultural centers within walking distance as a drag on demand for housing in this neighborhood. In addition, the dilapidated nature of some buildings has made it difficult for the neighborhood to keep and attract new residents.

Figure 9: Occupied Housing Units, 2011 - 2021



Source: U.S. Census ACS: DP04-Selected Housing Characteristics 2011 - 2021 5-Year Estimate

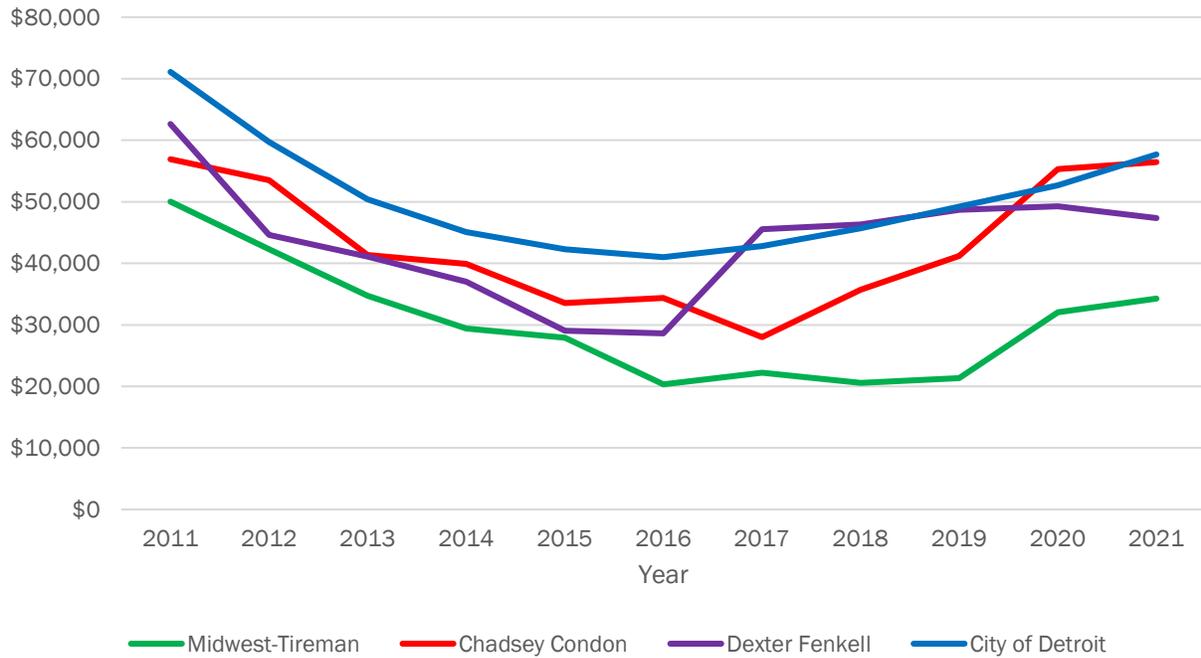
Figure 10: Vacant Housing Units, 2011 - 2021



Source: U.S. Census ACS: DP04-Selected Housing Characteristics 2011 - 2021 5-Year Estimate

Due to the 2008 global financial crisis and 2013 city bankruptcy, home values across Detroit decreased about 40% between 2011 – 2016 but have trended up since then. From 2011 to 2021, home values in Midwest-Tireman have followed the same overall trend but have been consistently lower than the citywide median. Meanwhile, recent home values in both Dexter-Fenkell and Chadsey-Condon have risen fast enough to approach the citywide median in recent years.

Figure 11: Median Home Value, 2011 - 2021



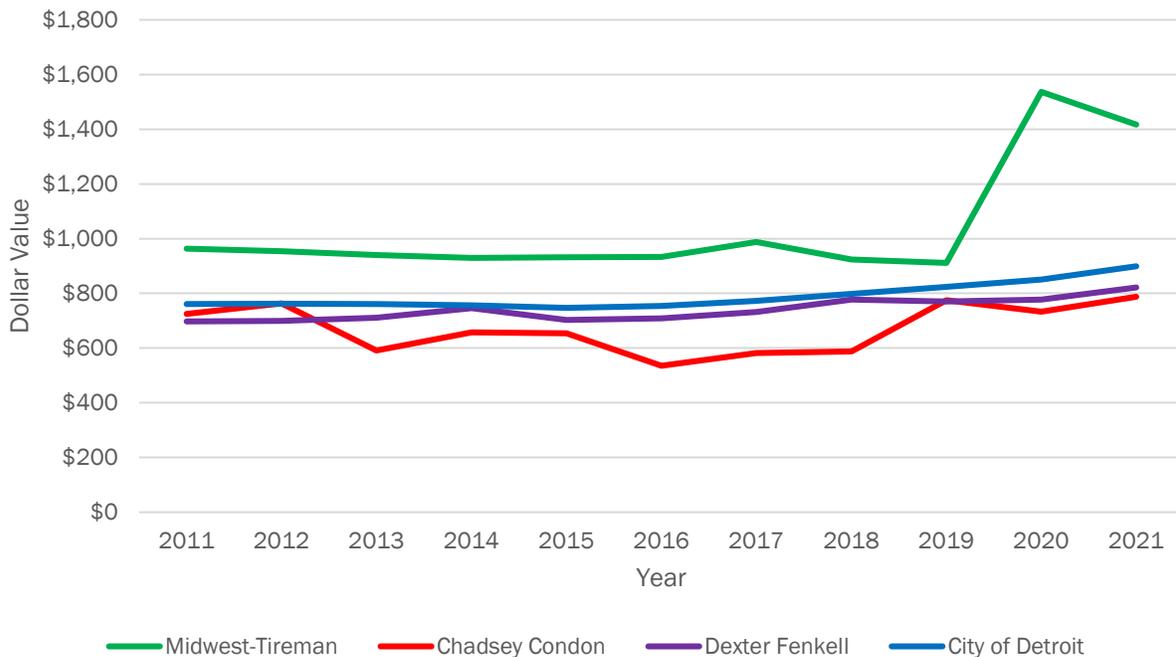
Source: U.S. Census ACS: DP04-Selected Housing Characteristics 2011 - 2021 5-Year Estimate

The figure below displays median gross rents in Midwest-Tireman, Dexter-Fenkell, Chadsey-Condon, and the City of Detroit. Median gross rent includes all building expenses, like utilities, compared to the asking rent, covered in the multifamily section, which does not include expenses. Data includes values for both single family and multifamily buildings.

Midwest-Tireman had the highest rent of all geographies from 2011 (\$953) through 2021 (\$1,417) with overall growth of 47%. The City of Detroit rent grew at the second highest rate (18%) growing from \$761 to \$899, similar to Dexter-Fenkell which had the lowest rent in 2011 at \$697 but by 2021 rent was \$821, growing by 18%.

Between 2011 and 2019, Midwest-Tireman had a stable median gross rent across all unit types including single and multifamily homes, with an average of \$941. From 2019 to 2020, rent increased by 69%, the largest increase in the last ten years. This could be a data anomaly or due to COVID-era funding programs providing income support to low-income families, allowing them to pay more in rent.

Figure 12: Median Gross Rent, 2011 - 2021



Source: U.S. Census ACS: DP04-Selected Housing Characteristics 2011 - 2021 5-Year Estimate

Multifamily Market Trends (CoStar)⁸

In 2021, Detroit had 1,339 multifamily buildings totaling 45.6 million square feet. Unit sizes averaged 779 SF, with one-bedroom units accounting for the largest portion of units at 54%, followed by 2-bedroom units at 28% and studios at 13%. The average effective rent per unit was \$949. The vacancy rate was 7.2%, the lowest since 2011 when it hit a high of 11.3%. As of 2021, there were 2,964 units under construction. As of June 2022, approximately 1,203 of those units were delivered.

Figure 13: Detroit Key Performance Indicators for Multifamily Buildings, 2021

Inventory - Square Feet	45,610,500
Inventory - Buildings	1,339
Effective Rent per Unit	\$949
Asking Rent per Unit	\$954
Vacancy Rate	7.2%

Source: CoStar, 2022

Midwest-Tireman has 15 multifamily buildings, all built before the 1960s, with a total of 159 housing units. A list of all 15 multifamily buildings in Midwest-Tireman can be found in Appendix A. Stakeholder interviews with brokers and developers report that Midwest-Tireman has lower-quality building stock than other neighborhoods and that deferred maintenance results in low rents and low revenue. Chadsey-Condon had five buildings with a total of 193 units, though as noted above, 143 of those units are in one public housing tower. Dexter-Fenkell has much denser residential options compared to Midwest-Tireman and Chadsey-Condon, with 29 multifamily buildings totaling 778 units.

Figure 14: Multifamily Neighborhood Comparisons, 2021

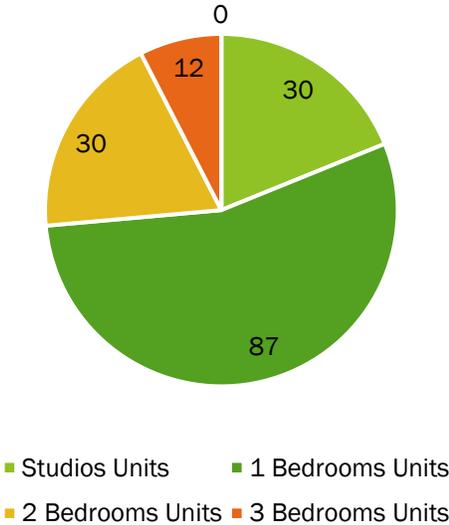
Neighborhood	Midwest-Tireman	Chadsey-Condon	Dexter-Fenkell
Inventory by SF	123,066	146,873	553,158
Inventory Buildings	15	5	29
Inventory Units	159	193	778
Asking Rent per Unit	\$451	\$531	\$649
Vacancy Rate	26.9%	0.9%	14.7%

Source: CoStar, 2022

⁸ CoStar's multifamily data is supplied through real-time platforms and feeds, including their Apartment.com network, but it does not collect data for co-ops and multifamily buildings with less than five units. Due to CoStar's limitations, the multifamily data is a subset of all units captured by the ACS.

The figure below breaks down the number of units by bedrooms in Midwest-Tireman in 2021, which is heavily weighted to studios and one bedroom units.

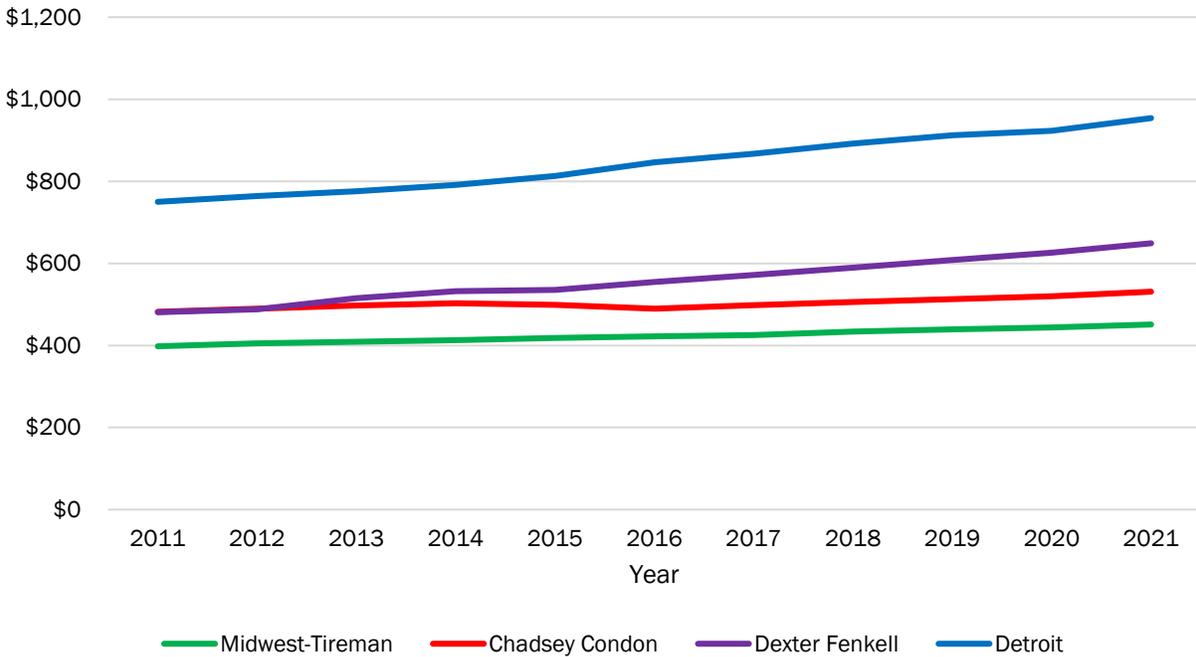
Figure 15: Midwest-Tireman Total Units by Bedroom, 2021



Source: CoStar, 2022

Over the past decade, multifamily rents have increased in Midwest-Tireman, Chadsey-Condon, and Dexter-Fenkell, as well as citywide. Midwest-Tireman’s rent has consistently been the lowest of these geographies. Rent in Midwest-Tireman rose 13% from \$398 per unit in 2011 to \$451 in 2021, but still lagged the 17% inflation rate over the same period.⁹ Rent in Chadsey-Condon was higher than in Midwest-Tireman, but also grew at a slower 10% rate. Meanwhile, Dexter-Fenkell rents rose by 35%, even surpassing Detroit’s percent increase of 27%. Dexter-Fenkell’s growth could be because of its stronger retail market and better walkability than Midwest-Tireman.

Figure 16: Multifamily Asking Rent Per Unit, 2011 - 2021

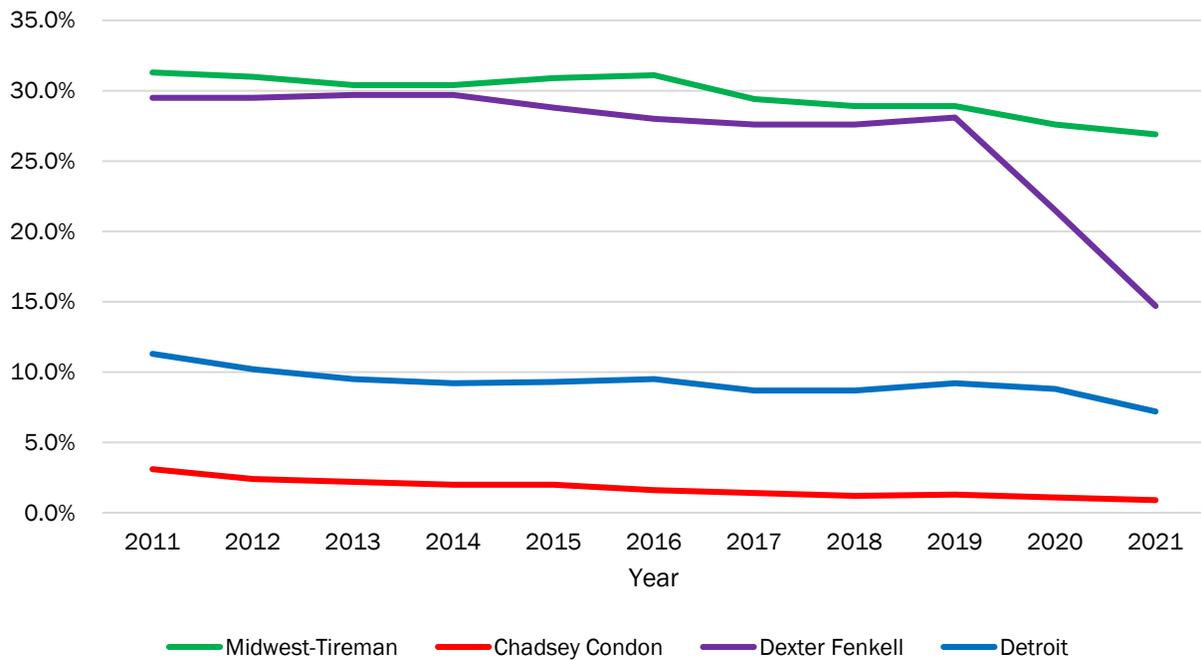


Source: CoStar, 2022

⁹ CPI for Detroit-Warren-Dearborn area

In 2021 multifamily vacancy rates in Midwest-Tireman were about 27%, much higher than any other neighborhood, though all three neighborhoods have experienced decreases over the last 10-year period. In 2011, the City of Detroit’s vacancy rate was 11%, higher than Chadsey-Condon (3%) but lower than Dexter-Fenkell (30%). By 2021, Chadsey-Condon’s vacancy rate was 0.9%, mainly driven by the low number of buildings available within the neighborhood. By 2021, Dexter-Fenkell dropped to 15% vacancy, the largest drop of any neighborhood, due to an increase in supply and absorption. Midwest-Tireman’s higher vacancy has been driven by a building located at 3931 McGraw Street (100% vacant). The building appears to have been vacant for a long time and likely requires substantial rehabilitation.

Figure 17: Multifamily Average Vacancy Rate, 2011 - 2021



Source: CoStar, 2022

Residential SWOT Analysis

Strengths

- Strong community groups and block clubs that are invested in the neighborhood and can advise on on-the-ground quality-of-life conditions and ongoing planning efforts
- Varied housing stock including single family homes, duplexes, and multifamily options
- There is a lot of community support and enthusiasm around the idea of new residents and population growth
 - Hopefully this will lead to more homeownership and less vacant lots

Weaknesses

- Though young people (under 18) make up 27.8% of the neighborhood population, they are not as engaged in community groups as their older parents and relatives, many have moved away from the neighborhood
- Approximately 4,000 residential lots (44%) do not have a structure, leading to a sense of vacancy in certain parts of the neighborhood
- Median home values and multifamily rents are lower than the comparison neighborhoods of Dexter-Fenkell and Chadsey-Condon, and the City of Detroit

Opportunities

- Proximity and access to the Joe Louis Greenway may attract new residents as the project is completed
- Increasing neighborhood amenities like the Greenway could draw younger people with a connection to the neighborhood back as older generations age
- Vacant land creates the potential for passive uses such as urban farms, open spaces for the community, and gardens
- Potential to designate Midwest-Tireman as a Multifamily Housing Area, increasing project funding availability
- Lower home values and rents may create a lower barrier to entry into the neighborhood for households searching for affordable housing

Threats

- Overall, the population continues to decline, impacting future demand for housing in the neighborhood
- Along with vacant areas, lack of streetlights and street improvements impact residents' sense of safety in parts of the neighborhood
- Illegal dumping causing unappealing neighborhood landscape and indirectly depreciating neighboring property value and potential

Market Trends for Industrial Uses

Midwest-Tireman was a neighborhood built around industry, and its industrial belts are still a major presence. There are two main industrial corridors in Midwest Tireman. One runs diagonally through the center of the neighborhood with rail access on 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. 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. 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, and warehouses.

Older industrial sites in the neighborhood present challenges for redevelopment. Many lots are long and narrow and/or straddle rail lines. Today, most manufacturers or distributors located in neighborhoods like Midwest-Tireman move things by truck, so access to truck routes and freeway onramps are important. Midwest-Tireman does have access to I-96 to the northeast and I-94 to the south, a benefit to the neighborhood.

The scale and scope for modern industrial properties has also changed, with users favoring larger floorplans with higher ceilings and power capacity as well as more storage and loading docks. There are several large sites with development potential—notably the Epworth-Tireman site. However, in general, developers will need to navigate challenges such as lot dimensions, obsolete buildings, bisecting rail lines, and proximity to residential neighborhoods. Discussions with brokers and developers have also highlighted the higher costs of development on these legacy sites in an existing urban framework compared to suburban green fields where a prefabricated building could be easily placed on a lot with minimal red tape and potentially more incentives. The following sections detail industrial real estate supply and trends in more detail.

Potential future development strategies could include targeting existing local business owners for expansion and channeling public funding for concerted infrastructure and site preparation for property with private sector interest. Preparatory projects could include targeted demolition and remediation and/or creating an “industrial park” concept with shared stormwater detention capacity and buffers between industrial and residential uses.

Midwest-Tireman Industrial Supply Overview

Detroit's 2022 Assessment Roll displays a total of 181 industrial lots, of which 105 (nearly 60%) are vacant. This comprises about 30% of the total industrial lot area but only 9% of the recorded built square footage. Midwest-Tireman has approximately 2 million built SF of likely occupied industrial space. Likely occupied industrial buildings are approximately four times larger on average than likely vacant industrial structures.

Figure 18: Midwest-Tireman Industrial Supply Overview by Vacancy Classification

Status	# of Lots	Total Lot SF	Average Lot Size	Total Built SF	Average Built SF
<i>Likely Occupied Structure</i>	55	5,979,507	108,718	2,031,851	36,943
<i>Likely Vacant Structure</i>	21	757,205	36,057	205,673	9,794
<i>Lot Without Structure</i>	105	3,343,000	31,838	4,596	44
Grand Total	181	10,079,712	55,689	2,242,120	12,387

Source: City of Detroit – 2022 Assessment Roll

The figure below shows Midwest-Tireman’s likely occupied and likely vacant structures by detailed use. Lots without structures are excluded, though in some cases there is recorded built square footage in the Assessment Roll. Several grandfathered residential lots are excluded as well. Heavy Manufacturing has the largest total lot area and built square footage, though this category includes just one site, DTE Energy’s Warren Service Center. Warehouses make up approximately 25% of the built industrial SF and average building sizes are relatively small, ranging from about 15,000 – 20,000 SF.

Figure 19: Midwest-Tireman Industrial Uses by Lots and Buildings

Building Use	# of Lots	Total Lot SF	Average Lot SF	Total Built SF	Average Built SF
HEAVY MANUFACTURING	1	2,255,643	2,255,643	875,334	875,334
<i>Likely Occupied Structure</i>	1	2,255,643	2,255,643	875,334	875,334
SCRAP YARD	3	1,379,958	459,986	144,731	48,244
<i>Likely Occupied Structure</i>	3	1,379,958	459,986	144,731	48,244
WAREHOUSE	20	748,861	37,443	364,845	18,242
<i>Likely Occupied Structure</i>	15	627,895	41,860	305,048	20,337
<i>Likely Vacant Structure</i>	5	120,966	24,193	59,797	11,959
SPECIFIC USE NOT AVAILABLE	13	741,485	57,037	447,334	34,410
<i>Likely Occupied Structure</i>	9	646,037	71,782	383,551	42,617
<i>Likely Vacant Structure</i>	4	95,448	23,862	63,783	15,946
LIGHT MANUFACTURING	9	599,641	66,627	171,811	19,090
<i>Likely Occupied Structure</i>	6	497,711	82,952	136,175	22,696
<i>Likely Vacant Structure</i>	3	101,930	33,977	35,636	11,879
WAREHOUSE STORAGE	12	322,881	26,907	186,073	15,506
<i>Likely Occupied Structure</i>	10	292,171	29,217	161,875	16,188
<i>Likely Vacant Structure</i>	2	30,710	15,355	24,198	12,099
WAREHOUSE-DISTRIBUTION	1	97,966	97,966	14,777	14,777
<i>Likely Occupied Structure</i>	1	97,966	97,966	14,777	14,777
OTHER COMMERCIAL STRUCTURE	5	38,333	7,667	12,345	2,469
<i>Likely Occupied Structure</i>	2	6,970	3,485	0	0
<i>Likely Vacant Structure</i>	3	31,363	10,454	12,345	4,115
POWER HOUSE, SWITCH, OR TRANSFORMER BUILDING	1	14,418	14,418	2,095	2,095
<i>Likely Occupied Structure</i>	1	14,418	14,418	2,095	2,095
INDUSTRIAL USE-OFFICE BUILDING	1	11,805	11,805	5,596	5,596
<i>Likely Vacant Structure</i>	1	11,805	11,805	5,596	5,596
CANNABIS - GROWER/PROCESSOR	1	6,882	6,882	6,195	6,195
<i>Likely Occupied Structure</i>	1	6,882	6,882	6,195	6,195
Total	67	6,217,874	92,804	2,231,136	33,301

Source: City of Detroit – 2022 Assessment Roll

Industrial Market Trends (CoStar)

CoStar data only represents a subset of all industrial property in Midwest-Tireman but does provide additional interesting metrics and property detail not included in the assessment roll data.

CoStar reports 65 industrial buildings in Midwest-Tireman. By comparison, CoStar reports on 25 and 35 industrial buildings in Chadsey-Condon and Dexter-Fenkell respectively. Average and median building sizes are smaller in Midwest-Tireman than the two comparison neighborhoods. In Midwest-Tireman, the median building size is smaller than the average due to some large outliers.

Figure 20: CoStar Industrial Inventory, 2021

Neighborhood	Midwest-Tireman	Chadsey-Condon	Dexter-Fenkell
Inventory Buildings	65	25	35
Inventory Built SF (millions)	1.8	1.7	1.5
Average Building Size (SF)	27,286	66,300	42,919
Median Building Size (SF)	17,629	20,318	26,177

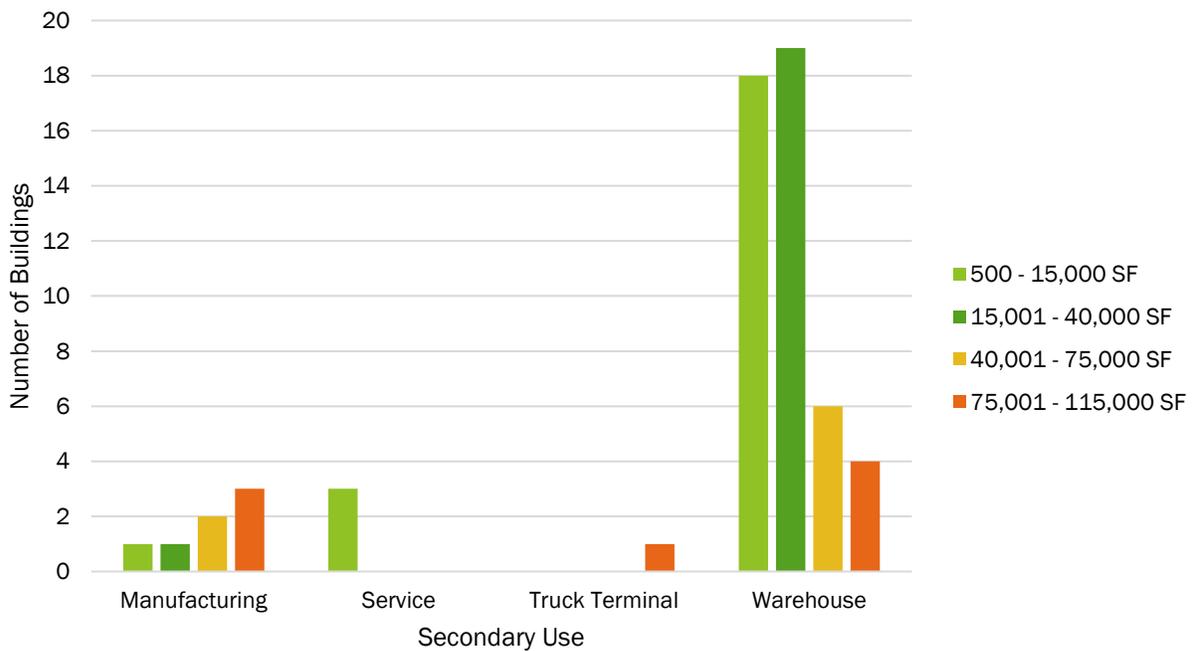
Source: CoStar, 2022

Midwest-Tireman's industrial users primarily consist of auto-related uses (salvage and scrap yards, repair shops, garages, parking, etc.), a metal treating facility, a wood pallet company, small manufacturers, including a textile manufacturer, a concrete plant, and warehouses. In Chadsey-Condon, industrial buildings include a variety of uses. One of the largest properties, located at 1 Thyssen Park, is a modern 821,000 SF manufacturing building, housing the laboratory services for ThyssenKrupp Materials, a global metal manufacturer. Dexter-Fenkell's industrial market has a smaller inventory compared to Midwest-Tireman and Chadsey-Condon. The neighborhood is home to Focus Hope, a religious non-profit organization that owns six industrial buildings ranging from 11,495 to 170,000 SF.¹⁰ The organization's goal is to overcome racism, poverty, and injustice through education, training, and workforce development. Four of its six properties are used for warehousing and the other two are used for manufacturing.

¹⁰ There are six properties registered on CoStar, located at 1200, 1300, 1360, and 1400 Oakman Blvd. 1200 Oakman Blvd has three properties registered at the same address and encompasses three different buildings.

The figure below displays the number of industrial buildings in Midwest-Tireman based on the type of industrial use and SF. The “warehouse” category spans a wide range of user types. For example, Fritz Enterprise located at 7777 W Chicago, is a scrap metal recycler that is categorized as a warehouse. Another example is KIRKS located at 9330 Roselawn Street, which manufactures parts for transit fleets and heavy-duty equipment. The “manufacturing” category includes a building located at 6031 Joy Rd, which is occupied by Green Polymeric Materials, a company that manufactures auto parts. “Service” buildings include vehicle repair and maintenance uses. CoStar reports on three service industrial buildings in Midwest-Tireman, including AA&M Auto Repairs (7715 Tireman Avenue). They range from 10,000-13,000 SF. The fourth category, “truck terminal” includes only one building in Midwest-Tireman. D&M Truck, Trailer, and Tire Repair, a truck repair business, occupies that 75,000 SF space at 6100 Linsdale Street.

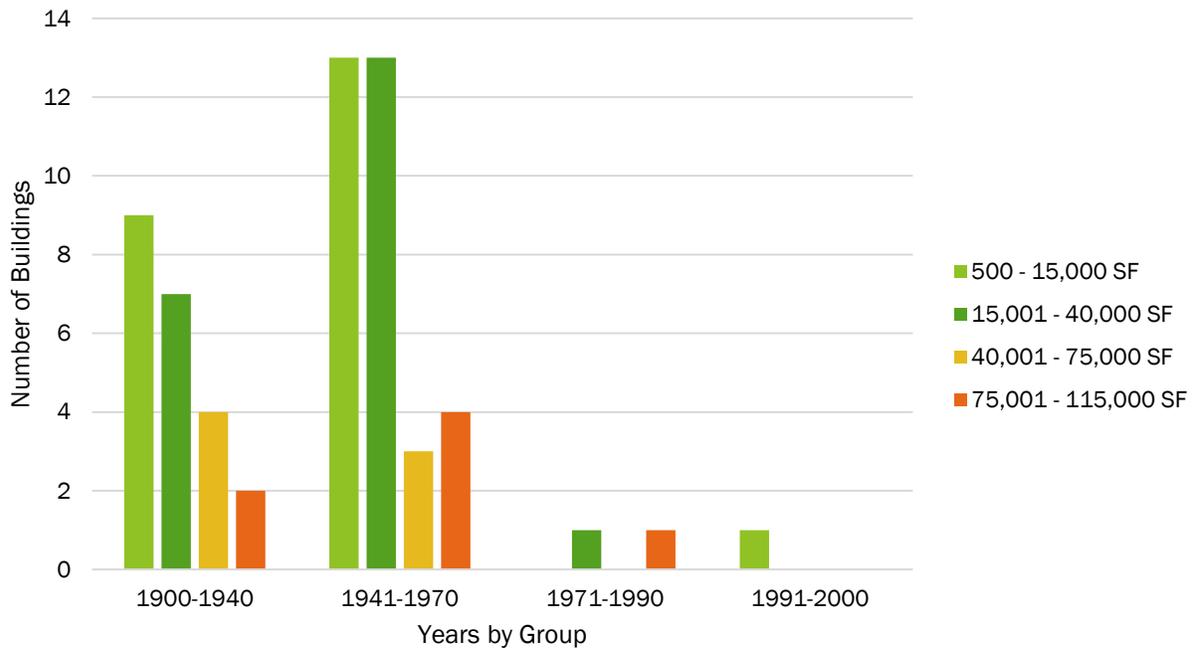
Figure 21: Existing Industrial SF by Industrial Use in Midwest-Tireman, 2021



Source: CoStar, 2022. Note: 11 buildings do not have a secondary use available.

Midwest-Tireman has 32 industrial buildings under 40,000 SF that were built between 1900 and 1970; there are seven buildings from this period between 40,000-75,000SF and only six that are larger than 75,000SF. There are only three industrial buildings built after 1970, including just one that is over 75,000 SF.

Figure 22: Existing Industrial SF by Year Built in Midwest-Tireman, 2021

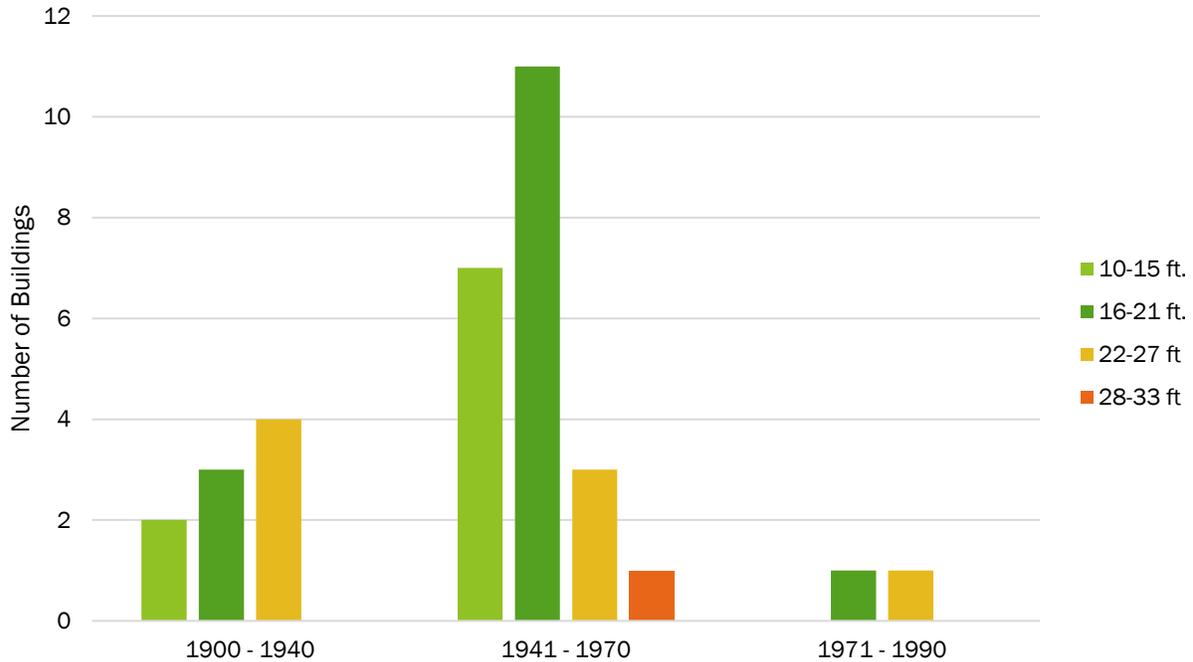


Source: CoStar, 2022. Note: Four buildings are missing (data was not available in CoStar).

In the CoStar dataset, only five buildings in Midwest-Tireman have been renovated since 1970, with three of the renovations completed before 2000. The lone building built in the 1990s is 7459 Joy Road, only 4,000 SF. A building located at 8107 Military Street was built in 1946 and renovated in 2018 and is currently for sale. 7780 Majestic Avenue, Demmy Ventures Inc. auto salvage, was built in 1954 and renovated in 2002. 5919 Tireman Street was built in 1940 and renovated in 1999. 10555-10565 Grand River Avenue was built in 1971 and renovated in 1996. 6031 Joy Road was built in 1946, renovated in 1978, and is occupied by Green Polymeric Materials. They specialize in manufacturing recycled rubber for the automotive, appliance, aerospace, and heavy transportation industries.

Industrial tenants increasingly demand higher ceilings in their facilities. According to broker interviews, 18-20 ft ceilings are acceptable for most manufacturing users, but some prefer 25 ft ceilings or more, particularly specialty manufacturing businesses including microchip, solar panel, and other green energy manufacturing businesses. Warehouse users prefer 30 ft or more of ceiling height to maximize operations and efficiencies. Midwest-Tireman has 17 buildings with ceiling heights that are 18 ft or higher and only seven buildings with ceilings over 25 ft. The newest of those was built in 1950 and is currently occupied by Xcel Steel Processing.

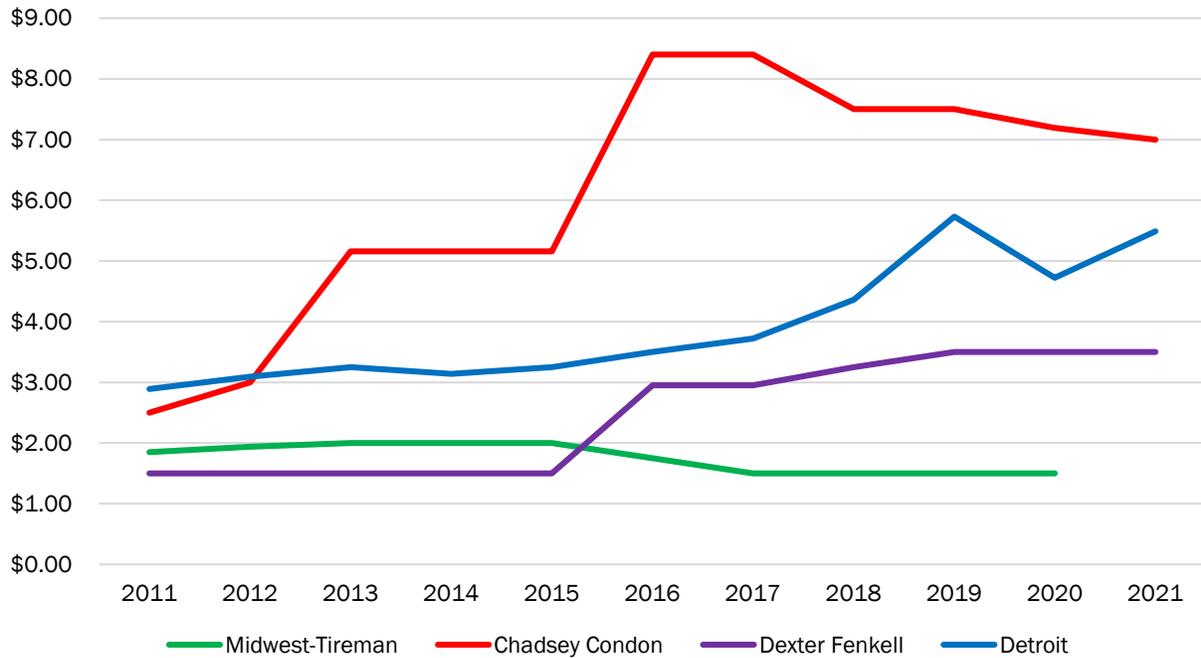
Figure 23: Existing Industrial - Ceiling Height by Year Built in Midwest-Tireman, 2021



Source: CoStar, 2022. Note: 31 buildings do not have ceiling height listed.

Industrial rents have increased in the City of Detroit over the past decade, especially from 2016 - 2021. However, rents in Midwest-Tireman have remained stable and much lower than in Detroit due to the lack of quality inventory in Midwest-Tireman. On the other hand, rents in Chadsey-Condon soared to a high of \$7.00 by 2021. Rents in Dexter-Fenkell remained the same from 2011-2015 at \$1.50 per SF and increased to \$3.50 in 2019-2021.

Figure 24: Industrial Rent PSF, 2011 - 2021



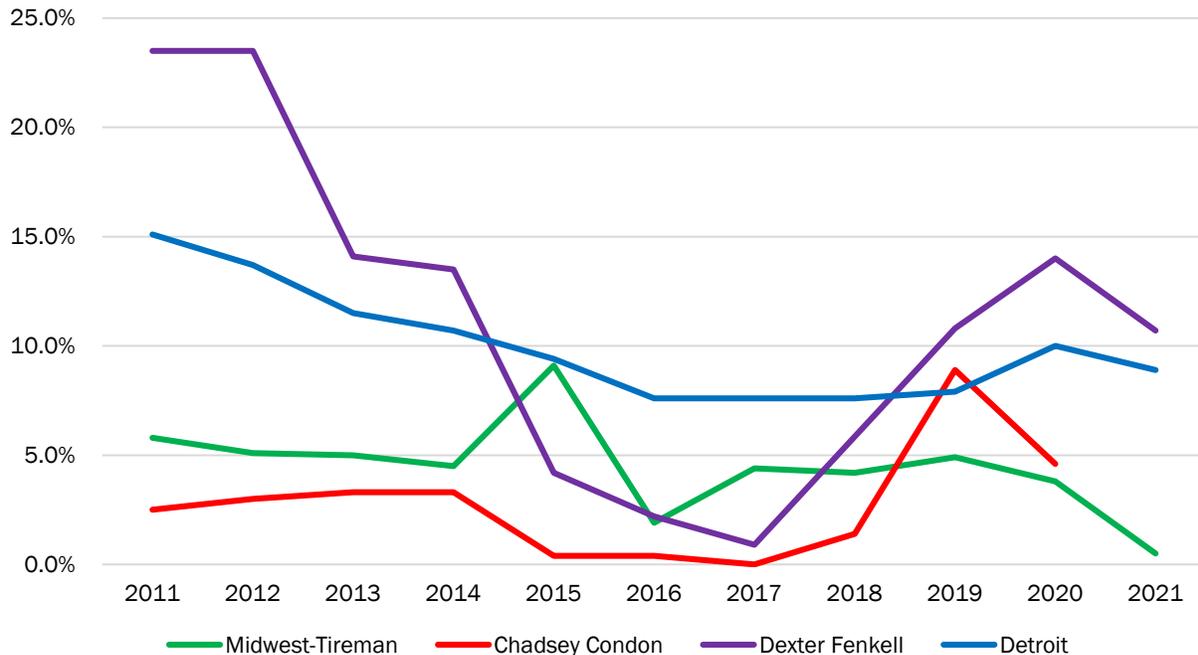
Source: CoStar, 2022

Note: This chart shows triple net rent (NNN), a lease agreement in which the tenants pay all the expenses on the property that is being leased. This includes taxes, insurance, and maintenance. MT's rent data is not available for 2016 and 2021.

According to brokers, high demand outpaced supply for industrial in Chadsey-Condon, causing rents to spike between 2015 and 2016. Brokers consider Chadsey-Condon a better industrial market than Midwest-Tireman and Dexter-Fenkell due to the large size of its buildings, and proximity to the riverfront, Ambassador Bridge, and major ports. Rents fell in 2018 and continue to decrease slightly after supply caught up to demand.

Vacancy in Midwest-Tireman has decreased, but there are three buildings that are 100% vacant: 6030 Joy Rd (the former Heinz plant), 8107 Military St, and 9011 Central Street. Chadsey-Condon’s and Dexter-Fenkell’s vacancies increased between 2017 and 2019 and 2017 and 2020 respectively. Within Detroit, vacancies started at 15% in 2011 and by 2021 decreased to 9%. As the COVID-19 pandemic unfolded in 2020 and 2021, demand for e-commerce and warehouse industrial space in general increased, potentially explaining downward trends in vacancy rates in recent years.

Figure 25: Industrial Average Vacancy Rate, 2011 - 2021



Source: CoStar, 2022

Note: Chadsey-Condon’s vacancy is not available in 2021.

Redevelopment Challenges and Opportunities

According to broker interviews and research, industrial buildings built before the 1960s have become “functionally obsolete,” meaning current users (like green energy) are not looking for the same characteristics older users (like automobile manufacturing) were. In general, today’s industrial users want industrial sites with access to 10,000 amps or more of power and large contiguous parcels of land of at least 20 acres, and buildings over 200,000 SF. Few of Midwest-Tireman’s existing industrial buildings meet these standards.

One warehouse building is the former Heinz plant, located at 6030 Joy Road. It is 42,000 SF and has been vacant since the 1960s. It was sold in July 2022, but the new tenant is not listed. Because of the building’s smaller footprint, triangular-shaped layout, and outdated structure, the brokers interviewed viewed it as a candidate for demolition. An alternative would be redeveloping it into a maker space, but due to the high cost of converting an older industrial space into a modern industrial space, it may not be financially feasible. The former Coca-Cola plant located at 5981 W Warren Avenue was recently sold to a new owner who cleaned up the property and is actively marketing it for light manufacturing, logistics, or warehouse users.

However, there are examples of redevelopment that can be leveraged. One building in the neighborhood that does not meet the criteria above but has recently turned over is 7601 Central

Avenue, the base for the manufacturing company Ace-Tex Enterprises. The site is five acres with 117,355 SF, one of the larger properties in Midwest-Tireman.

Although many of the industrial buildings in Midwest-Tireman may seem functionally obsolete or not up to modern industrial specifications, BJH reviewed recent leasing activity elsewhere in Detroit to understand what types of tenants are actively using smaller, older industrial buildings. Below is a small selection that represents wholesalers and suppliers of specialty equipment and businesses in the cleaning and auto industries. These types of tenants could be targeted or marketed to in terms of increasing industrial business activity.

Figure 26: Recent Leasing Activity in Older, Smaller Industrial Buildings Across Detroit

Address	Year Built	SF	SF Leased	Ceiling Height	Tenant	Tenant Description
120 S Green Street	1930	50,583	11,638	17'0"	Neutron Holdings, Inc.	Neutron Holding does business under Lime, the electric scooter, bikes, mopeds company.
2703 23rd St	1942	180,006	10,000	50'0"	Young Supply	A refrigeration, heating, cooling, food service equipment, hydronic, and parts wholesaler
6425 E Hildale St	1952	14,000	14,000	16'0"	United SSBT, LLC	Local auto shop
12950 Lyndon Ave	1961	14,000	14,000	14'0"	Pullum Window Corporation	Door supplier
1634 E Grand Blvd	1989	104,259	32,078	20'0"	Dunamis Clean Energy Partners	An MWBE business with a focus on industrial cleaning, lighting, and electric vehicle charging
3575 E Palmer St	1915	14,700	14,700		Detroit Thermal	A steam distribution company providing clean and safe steam energy
7201 W Fort St	1929	10,000	856		United States Department of Agriculture	Assure fruit & vegetables are safe by inspection
32500 Van Born Rd	1968	449,623	24,000		Corrigan Air & Sea	Providing a wide variety of export services to Ford Tractor Operations
35355 Schoolcraft Rd	1978	14,536	14,536		Shaffer Distributing Company	Supplier of coin-operated arcade games, redemption equipment, virtual reality, digital jukeboxes, and vending machines

Source: CoStar

Industrial Uses SWOT Analysis

Strengths

- Industrial legacy uses in the spine of the neighborhood
- Proximity to highways in the eastern and southern portions of the neighborhood mean easy access for industrial users
- Many available sites and buildings

Weaknesses

- 58% of industrial lots do not have structures, adding to the sense of vacancy in some parts of the neighborhood
- A majority of industrial properties are publicly-owned by the City of Detroit, DLBA, and PPD
- Many of the existing industrial properties are older and have low ceiling heights or small floor plates, making them difficult to adaptively reuse for modern industrial needs

Opportunities

- Potential opportunity to build for spec development – such as modern warehouses with 200,000 SF +, 30 feet of ceiling height, and/or 10,000 amps or more of power
- 20 acres of land for warehouses and green energy businesses
- Attract users who that require small parcels such as: small warehouse, food-related packers or checkers, small-scale manufacturing such as garment, electronics, other auto/vehicle parts, or equipment servicers
- Survey local and surrounding business owners about any expansion / real estate needs, pair them with existing City programs / resources such as publicly-owned sites
- Buildings that are near railways for a rail-reliant user as the the rail operator plans to continue service
- Workforce Development + Infrastructure (Facility) can decrease unemployment rates

Threats

- Larger uses are difficult near residential areas
- Truck routes are not desirable
- Current interest rate market and construction cost pricing make new development difficult in terms of financial feasibility
- Public or philanthropic subsidies likely needed

Market Trends for Commercial Uses

Midwest-Tireman and surrounding neighborhoods are not prominent office markets as Detroit's office uses are concentrated in Greater Downtown. Though there are some noteworthy office projects outside of the immediate downtown area (ex. Michigan Central Station in Corktown and the Fisher Building in New Center), overall, there are few office users in the middle ring neighborhoods like Midwest-Tireman. Therefore, the following section focuses primarily on retail and other ancillary commercial real estate.

Community feedback in Midwest-Tireman has centered on supporting more businesses – both in terms of number and variety. The retail vacancy rate is high throughout the neighborhood and along the key commercial corridors of Warren and Livernois avenues, and Tireman, Joy, Chicago, and Milford streets. There are no active supermarkets within the framework area, and the nearest ones are small and not walkable for most residents. USDA's Food Access Research Atlas (2022) shows that Midwest-Tireman is a “low-income, low-access” food area, a metric indicating census tracts with high poverty, low vehicle access, and no supermarkets.¹¹

The lack of retail density is likely due to the lower density nature of the neighborhood relative to the rest of Detroit and the lower purchasing power of neighborhood residents. A recent Cushman & Wakefield report examines the relationship between retail real estate and population density, households, and purchasing power.¹² The relationships between these indicators across a variety of metro areas is strong. It ranges from 35-45 SF of retail per capita, 70-140 SF of retail per household, and 800-2,200 SF of retail per \$1 million in purchasing power.¹³ Using the purchasing power of Midwest-Tireman, this equates to approximately 80,000-210,000 SF of retail to support the neighborhood. As shown below, occupied retail SF totals over 700,000 SF, though many of these occupied uses are religious or auto-related, not necessarily neighborhood retail.

This may create a steep hill to overcome in terms of generating additional shopping and entertainment options, especially in terms of attracting national chains. Potential strategies could include targeting existing local business owners for expansion into bricks and mortar spaces, franchising locations, activating defunct sites such as the Motown Market at 1737 W Grand Blvd, utilizing City programs like Motor City Match, or supporting creative or less conventional opportunities like food trucks, pop-up beverage stands, or seasonal markets where residents could buy or swap produce or other goods.

Midwest-Tireman Retail and Commercial Supply Overview

The table below displays the number of lots, total lot area, average lot size, total built area, and average built area in three commercial use subcategories. Note some lots with residential uses appear to be grandfathered into the commercial use category. A walking survey of the neighborhood showed that only a subset of these buildings appeared to be tenanted. The data from the assessment roll does not provide up-to-date information on vacancy status. Instead, like above, lots were divided into Likely Occupied Structure, Likely Vacant Structure, and Lot Without Structure categories, however some built SF is recorded in the Assessment Roll despite lots residing in the Lot Without Structure Category. This is a weakness in the Assessment Roll data. Vacancy data was also

¹¹ <https://gisportal.ers.usda.gov/portal/apps/experiencebuilder/experience/?id=a53ebd7396cd4ac3a3ed09137676fd40>

¹² Is Retail Development Success Related to Housing Density? Retail Square Footage per Capita and Other Benchmarks, Cushman & Wakefield, 2019.

¹³ Defined as number of households x median household income.

supplemented through CoStar, which can be found in the second part of this section.

Figure 27: Midwest-Tireman Commercial Supply Overview by Vacancy Classification

Subcategory and Status	# of Lots	Total Lot SF	Average Lot SF	Total Built SF	Average Built SF
Retail	202	2,176,568	10,775	1,032,377	5,111
<i>Likely Occupied Structure</i>	124	1,613,518	13,012	716,919	5,782
<i>Likely Vacant Structure</i>	60	475,396	7,923	241,542	4,026
<i>Lot Without Structure</i>	18	87,654	4,870	73,916	4,106
Commercial	526	4,870,712	9,260	435,270	828
<i>Likely Occupied Structure</i>	68	1,521,227	22,371	326,978	4,809
<i>Likely Vacant Structure</i>	31	691,889	22,319	89,117	2,875
<i>Lot Without Structure</i>	427	2,657,596	6,224	19,175	45
Residential	44	310,638	7,060	250,512	5,693
<i>Likely Occupied Structure</i>	31	253,871	8,189	231,588	7,471
<i>Likely Vacant Structure</i>	3	17,216	5,739	18,924	6,308
<i>Lot Without Structure</i>	10	39,551	3,955	0	0
Total	772	7,357,918	9,531	1,718,159	2,226

Source: City of Detroit – 2022 Assessment Roll, Interboro

Note: There is one former supermarket, Motown Market, in the neighborhood that sits on two lots; it is vacant through one of the lots is categorized as “Likely Occupied Structure” – it is now owned by the City of Detroit.

Retail uses are detailed in the figure below and makeup 30% of the commercial lot area. Commercial uses make up 66% of the commercial lot area and consist of parking lots, office buildings, flex warehouses, scrap yards, sheds, other commercial structures, and vacant land.¹⁴ Residential structures in this category consist of apartments, assisted living residences, garages associated with residential properties, several 1-2 family homes, and vacant land. They make up 4% of the commercial lot area. Overall, commercial structures are much smaller than industrial buildings profiled above, averaging below 10,000 SF across all categories.

Focusing on likely occupied retail structures in Midwest-Tireman, uses range from auto-related sales, service, and gas to religious uses to some stores and restaurants. Religious uses make up approximately 40% of the built SF and auto-related uses make up approximately 25%. Neighborhood retail uses make up another 25%.

¹⁴ Specific office uses in Midwest-Tireman consist of 4505 Oakman Blvd, a class B office building with air conditioning, 180 parking spaces, and 29,914 SF and is used by the Michigan Department of Human Services. 8031 Tireman St is a class C building with 143 parking spaces with 29,038 SF is called the Tireman Conference and Banquet Center, the building is also used for mental health services and counseling.

Figure 28: Midwest-Tireman Likely Occupied Retail Structures

Building Use	# of Lots	Total Lot SF	Average Lot Size	Total Built SF	Average Built SF
Religious Structure/Use	36	608,876	16,913	275,581	7,655
Service And Repair Station	24	269,021	11,209	143,179	5,966
Store-Retail	35	250,903	7,169	112,138	3,204
School	1	92,000	92,000	49,625	49,625
Commercial Hall	1	81,685	81,685	27,116	27,116
Parsonage	1	21,463	21,463	12,830	12,830
Carwash	2	35,084	17,542	11,801	5,901
Mixed Use-Apt	3	10,763	3,588	11,099	3,700
Gas Station No-Service	5	81,926	16,385	10,089	2,018
Laundromat	1	13,662	13,662	9,468	9,468
Bar	3	7,704	2,568	9,046	3,015
Cannabis - Dispensary	1	21,301	21,301	8,640	8,640
Auto Sale W/Service	2	30,381	15,191	7,765	3,883
Store-Party/ Neighborhood	2	8,602	4,301	5,008	2,504
Restaurant	3	28,717	9,572	3,698	1,233
Health Professional Office	1	2,808	2,808	2,750	2,750
Gas Station W/Service	1	26,661	26,661	2,706	2,706
Private Club	1	1,992	1,992	1,248	1,248
Total	123	1,593,549	12,956	703,787	5,722

Source: City of Detroit – 2022 Assessment Roll, Interboro

Retail Market Trends (CoStar)

Midwest-Tireman has 55 retail buildings registered in CoStar, compared to 64 and 42 in Chadsey-Condon and Dexter-Fenkell respectively. Average built SF in Midwest-Tireman is 4,047, the lowest of the three neighborhoods.

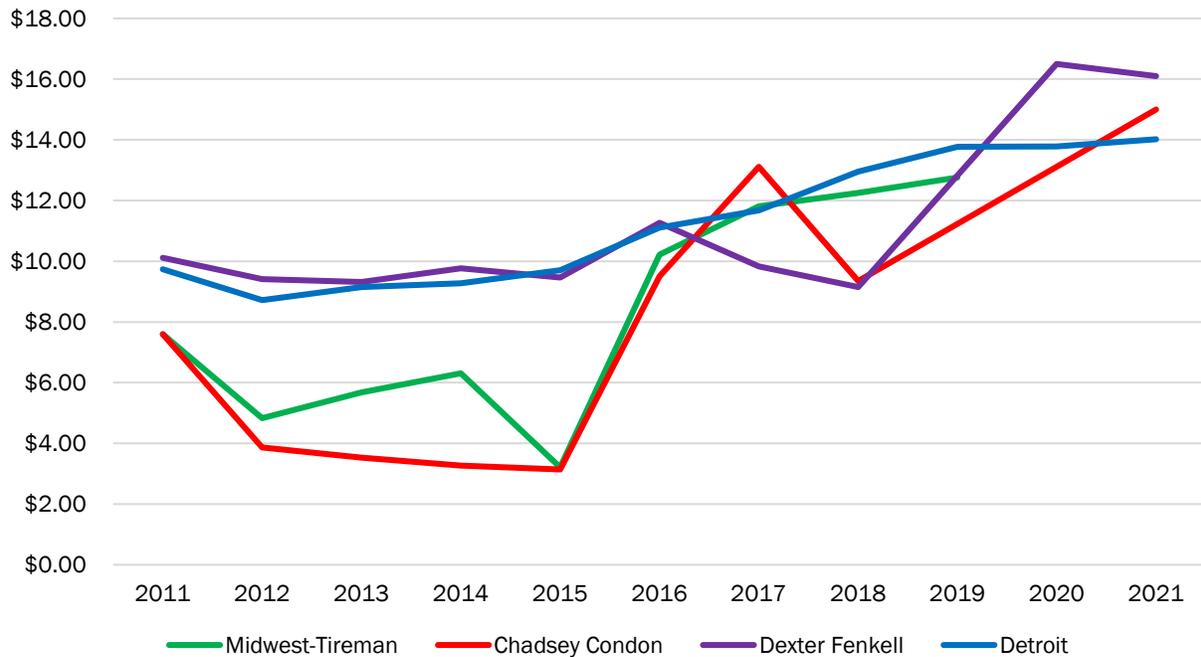
Figure 29: CoStar Retail Inventory, 2021

Neighborhood	Midwest-Tireman	Chadsey-Condon	Dexter-Fenkell
Inventory Buildings	55	64	42
Inventory SF	222,594	260,998	238,587
Average Retail Space SF	4,047	4,078	5,680

Source: CoStar, 2022

The next two figures detail rent and vacancy trends across Midwest-Tireman and the two comparison neighborhoods, as well as the City of Detroit. Despite limited supply, rents in Midwest-Tireman have continuously grown, almost identically to Chadsey-Condon’s rent growth. In comparison, Dexter-Fenkell and Detroit’s rent growth is similar, and Dexter-Fenkell’s rent remains the highest of any neighborhood. According to broker discussions, Dexter-Fenkell is generally a denser neighborhood with more amenities than both Midwest-Tireman and Chadsey-Condon and higher median home values than Midwest-Tireman.

Figure 30: Retail All Service Rent PSF, 2011 – 2021

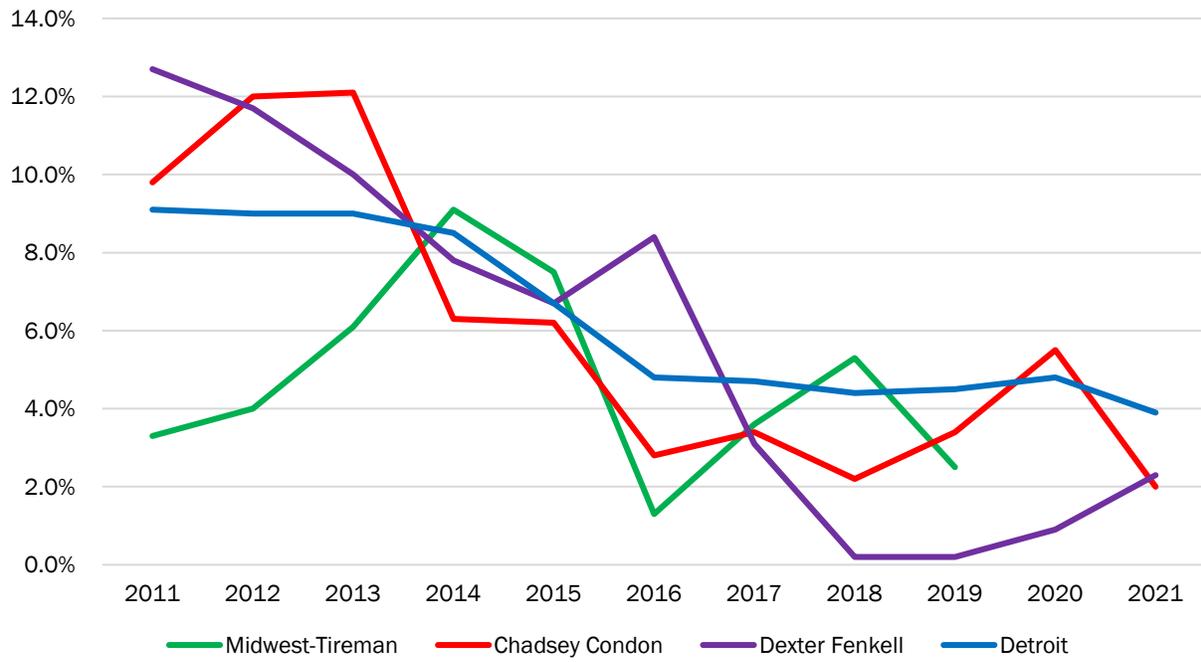


Source: CoStar, 2022

Note: Midwest-Tireman rent is not available for 2020 and 2021

Midwest-Tireman’s retail vacancy rate, in the properties tracked by CoStar, was lower than Chadsey-Condon, Dexter-Fenkell, and Detroit in 2011, but by 2014, the rate had risen to meet the other areas. Then over the past 10 years, Midwest-Tireman’s vacancy has trended down in line with the other geographies, suggesting it is doing no worse than the comparison neighborhoods and has stayed near or below the citywide vacancy rate. Dexter-Fenkell saw decreases in vacancy rate over the past 10 years because, according to brokers, it is becoming a growing retail hub due to a stronger residential market of the two other neighborhoods. Chadsey-Condon also saw a drop throughout the past decade as more people moved into the neighborhood.

Figure 31: Retail Average Vacancy Rate, 2011 - 2021



Source: CoStar, 2022

Note: Midwest-Tireman vacancy percent not available for 2020 and 2021.

Commercial Uses SWOT Analysis

Strengths

- Rich history of retail establishments in the area, such as the first Black social club in Michigan, Nacirema Club, and the Blue Bird Inn, a recently renovated jazz club
- Nodes of activity in the neighborhood around local schools, the large DTE facility, and stand-out businesses like:
 - Equity Alliance: a community event space and local leader in building neighborhood resilience. They host regular "office hours" and community gatherings.
 - Gray & Sons Hardware: long-standing family owned hardware store that has been a staple business for the neighborhood.
 - Soul On Ice: new and successful bar and restaurant, currently generating local buzz.
 - Brooksey's Exclusive Lounge: an established bar and lounge, offering karaoke and live music.
 - Tireman Conference & Banquet Center: a full-service banquet hall and private event space.

Weaknesses

- USDA's Good Access Research identifies Midwest-Tireman as a "low-income, low access" food area – many residents live more than one mile from the nearest supermarket, supercenter, or large grocery store¹⁵
- Limited retail clusters to attract sufficient foot traffic to attract other retailers

Opportunities

- Existing or future nodes of activity could provide enough traffic to support new retail establishments or popups – such as planned entries and exits of the JLG
- Residents would like to attract a small-scale grocery store to the neighborhood in the former Motown Supermarket

Threats

- Retail properties are not as attractive as other neighborhoods due to the declining population and abundance of vacant land

¹⁵ <https://www.ers.usda.gov/data-products/food-access-research-atlas/documentation/#:~:text=Low%20income%2C%20low%20access%2C%20number,grocery%20store%20in%20a%20tract.>

Appendix A: CoStar Multifamily Properties in Midwest-Tireman

Property Address	Building Class	Year Built	Affordable Type	# Of Stories	# Of Units	Vacancy %
4500 Pacific St	F	1916		3	3	4.9
5440 Milford St		1924	Affordable Units	2	4	3.9
8438 Prairie St	C	1927		2.5	4	4.9
1887-1889 W Grand Blvd	C	1926		3	7	4.9
5615 28th St	C	1914		2	8	4.9
7430 Alaska St	C	1926		2	8	11.7
8440 Burnette St		1927		2	8	4.9
7331-7341 Dover St	C	1927		3	8	4.9
7531 MacKenzie St	C	1928		2	8	4.9
5005 Spokane St	C	1921		2	8	4.9
7530-7540 Alaska Ave	C	1926		2	8	4.9
3747 Scovel Pl	C	1927		2	18	57.9
5252 S Clarendon St	C	1928		4	20	4.9
3737 Scovel Pl	C	1927		3	20	4.9
3931 McGraw St	C	1920	Rent Restricted	3	27	99.0
1740 W Grand Blvd	C	1951		5	46	

Source: CoStar, 2022

Appendix B: CoStar Industrial Properties in Midwest-Tireman

Property Address	Use Type	Year Built	SF	# of Parking Spaces	Ceiling Height	Percent Leased ¹⁶
7601 Central St	Manufacturing	1927	111,487	78		100
7640-7650 W Chicago Rd	Warehouse	1965	106,000	60	18'0"	100
9301 Central St	Warehouse	1950	102,595	10	28'0"	100
6100 Linsdale St	Truck Terminal	1924	89,900		24'0"	100
6031 Joy Rd	Manufacturing	1946	80,384		25'0"	100
5950 W Warren Rd	Manufacturing		78,878		15'0"	100
5943 Tireman St	Warehouse	1965	77,840	440	18'0"	100
10555-10565 Grand River Ave	Warehouse	1971	77,000	35	18'0"	100
8074 Military St	Warehouse	1900	63,225	20	18'0"	100
5938 Linsdale St	Manufacturing	1970	55,000	25		100
8711 Epworth Rd	Warehouse	1936	46,952		24'0"	100
8100 Joy Rd	Warehouse	1941	46,527		23'0"	100
7350 Central Ave	Manufacturing	1936	45,000		18'0"	100
6030 Joy Rd	Warehouse	1942	42,000	7	18'0"	
5919 Tireman St	Warehouse	1940	41,887	25	18'0"	100
7735 Central St	Warehouse	1969	39,761	77		100
9201 Central St	Warehouse	1931	30,092			100
9940 Roselawn St	Warehouse	1947	28,000		24'0"	100
7250 Bryden St	Warehouse	1930	26,000	10		100
7131 Westfield St	Warehouse	1947	26,000		16'0"	100
6400-6430 Tireman Blvd	Warehouse	1923	25,243	6	24'0"	100
7777 W Chicago	Warehouse	1946	25,000	10	18'0"	100
6425 Tireman Ave	Warehouse	1975	25,000	20	22'0"	100
8224 Livernois Ave	Warehouse	1966	24,000	40	14'0"	100
7610 W Chicago	Warehouse	1957	23,400	12	14'0"	100
9107 Central Ave	Warehouse	1954	22,833		20'0"	100
9561 Bryden St	Warehouse	1948	21,539	20	20'0"	100
9011 Central St	Warehouse	1925	21,180			
9444 Roselawn St	Manufacturing	1932	19,600			100
9120 Roselawn St		1965	18,506			100
9460 Central St		1947	18,486		20'0"	100
6442 Epworth St	Warehouse	1925	17,878	24	25'0"	100
7780 Majestic Ave	Warehouse	1954	17,629		14'0"	100
9330 Roselawn St	Warehouse	1937	16,083	10		100

¹⁶ Properties with unavailable percent lease are vacant.

6666 Tireman St			16,000			100
7720 W Chicago		1943	15,585		14'0"	100
9174 Roselawn St	Warehouse	1943	15,191			100
9100 Central St	Warehouse	1954	15,000	20	16'0"	100
9140 Roselawn St		1946	14,000		15'0"	100
8161 Livernois Ave	Warehouse	1941	12,960			100
5133 Tireman St	Service	1949	12,472			100
7715 Tireman St	Service	1963	12,378	7		100
9423 Central St	Warehouse	1923	12,000		14'0"	100
9070 Roselawn	Warehouse		11,400		12'0"	100
5812 Tireman St	Warehouse	1935	11,322			100
6230 Linsdale St	Service	1947	10,778		20'0"	100
9090-9100 Roselawn St	Warehouse	1951	10,299		12'0"	100
6400-6420 Epworth St	Warehouse	1927	10,000		12'0"	100
9040 Roselawn St	Warehouse	1947	9,600			100
8107 Military St		1946	8,500	25	18'0"	
8259-8295 Livernois Ave	Warehouse	1970	8,000		12'0"	100
9050 Livernois Ave	Warehouse	1946	8,000			100
7707 W Chicago			7,600			100
9052 Stoepel St			6,000			100
9425 American St			5,130			100
7515 W Chicago			5,130			100
9380-9402 Livernois Ave	Warehouse	1963	4,500			100
7459 Joy Rd		1995	4,000			100
8093-8121 Livernois Ave	Warehouse	1938	3,503	5		100
7601 W Chicago St	Warehouse	1951	3,435	12		100
6350 Epworth St	Manufacturing	1935	3,380			100
9313 Livernois Ave	Warehouse	1940	2,373	5		100
8118 Livernois Ave	Warehouse	1937	1,938			100
6617 W Warren Ave	Warehouse	1939	1,300	6		100
9400 Roselawn St	Warehouse	1937	912			100

Source: CoStar, 2022