

Lesley C. Carr, Esq.
Chairperson
Lisa Whitmore Davis
Vice Chair/Secretary

City of Detroit

CITY PLANNING COMMISSION
202 Coleman A. Young Municipal Center
Detroit, Michigan 48226
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Angela D. Allen, MSW, PhD
Brenda Goss Andrews
Thomas Christensen
Karen Gage
Frederick E. Russell, Jr.
Arthur Simons
Roy Levy Williams

**City Planning Commission Regular Meeting
August 1, 2013, 4:30 PM
Committee of the Whole Room
13th Floor – Coleman A. Young Municipal Center
Woodward at Jefferson
(use Randolph Street entrance after 5:30 PM)**

AGENDA

I. Opening

- A. Call to Order – 4:30 PM
- B. Roll Call
- C. Amendments to and Approval of Agenda

II. Minutes

- A. Approval of minutes of the Regular Meeting of June 20, 2013
- B. Approval of minutes of the Regular Meeting of July 18, 2013

III. Public Hearings and Presentations

- A. **4:45 PM PUBLIC HEARING** - to consider the request of Third New Hope Baptist to show a P1 (Open Parking) zoning district where R1 (Single-Family Residential) and B4 (General Commercial) zoning district classifications are currently shown on Map No. 70 of Chapter 61, Article XVII of the 1984 Detroit City Code, Zoning, for the land bounded on the east by Steel Ave., Plymouth Ave., to the south, Sorrento to the west and on the north by a line approximately 400' north of the Plymouth. These properties are more commonly known as 11631 through 11675 Steel, 12900 through 12920 Plymouth and 11630 through 11674 Sorrento. (MT) 30 *mins.*
- B. **5:30 PM PRESENTATION** – The United States Green Building Council (USGBC) 2030 Districts. 30 *mins.*

IV. Unfinished Business

- A. **REZONING** - to consider the request of the Detroit Recreation Department to show an SD4 (Special Development District, Riverfront Mixed Use) where a PR (Parks and Recreation District) zoning classification is shown on Map #3 and #11 of Chapter 61, Article XVII of the 1984 Detroit City Code, Zoning, for the eastern portion of Chene Park and portions of the area, including a portion of Mt. Elliott Park, at the intersection of Wight Street and Mt. Elliot Street. The locations are

more commonly known as 2200 E. Atwater (Map 3), 3414 Wight Street, 301 Mt. Elliot Street and 110 Mt. Elliot Street (Map 11) **(GM) (ACTION REQUESTED)**
20 *mins.*

- B. **PLAN AMENDMENT** – The Downtown Development Authority is pursuing a Restated Tax Increment Financing Plan and Development Plan for Development Area No. 1. The adjustments include the alteration of the boundaries of the district and other modifications necessary to facilitate the Catalyst Development Project which calls for the development of a 650,000 sq ft, 18,000 seat events center to house the Red Wings and host a number of sports and entertainment engagements. **(GM) (ACTION REQUESTED)**
30 *mins.*

- C. **PD MODIFICATION** - Consideration of the proposal of Midtown Project, LLC to modify the plans for the existing PD (Planned Development District) zoning classification on District Map No. 4, Article XVII of the 1984 Detroit City Code, Zoning, for the properties located at 3750, 3780 and 3800 Woodward Avenue presently shown on the southeast corner of Woodward and Alexandrine Avenue. **(CG) (TENTATIVE)**
20 *mins.*

V. **New Business**

- A. **PD MODIFICATION** - Consideration of a PD modification for property located at 15000 Gratiot Ave. (Stonecrest Medical Center). The permit applicant requests the addition of a ten feet tall metal picket (wrought iron look) fence along portions of the site perimeter. **(GM) (ACTION REQUESTED)**
20 *mins.*

VI. **Committee Reports**

VII. **Staff Report**

VIII. **Communications**

IX. **Public Comment**

X. **Adjournment** (anticipated at 8:00 PM)

NOTE: An interpreter for the hearing impaired will be present at the meeting if requested at least 48 hours in advance. To request an interpreter, please call 313-224-4946.

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NOTICE OF PUBLIC HEARING

A public hearing will be held by the City Planning Commission in the Committee of the Whole Room, 13th Floor of the Coleman A. Young Municipal Center, 2 Woodward Avenue, Detroit, Michigan 48226, on

THURSDAY, AUGUST 1, 2013 AT 4:45 PM

to consider the request of Third New Hope Baptist Church to show a P1 (Open Parking) where R1 (Single-Family Residential) and B4 (General Commercial) zoning district classifications are currently shown on Map No. 70 of Chapter 61, Article XVII of the 1984 Detroit City Code, Zoning, for the land bounded on the east by Steel Ave., Plymouth Ave., to the south, Sorrento to the west and on the north by a line approximately 400' north of the Plymouth. These properties are more commonly known as 11631 through 11675 Steel, 12900 through 12920 Plymouth and 11630 through 11674 Sorrento. The location of the requested rezoning is specifically indicated as the shaded area on the accompanying map and includes all or portions of the following properties:

This proposed change is being requested to allow for the redevelopment of the subject property for use as a surface parking lot to serve adjacent uses.

The current and proposed zoning district classifications are described as follows:

R1 – SINGLE-FAMILY RESIDENTIAL DISTRICT

This district is designed to protect and preserve quiet, low-density residential areas now primarily developed and those areas which will be developed with single-family detached dwellings and characterized by a high ratio of home ownership. The regulations for this district are designed to stabilize and protect the essential characteristics of the district and to promote and encourage a suitable environment for activities associated with family life. To these ends, development is limited to a relatively low concentration and uses permitted by right are limited to single-family detached dwellings which provide home for the residents of the area. Related, additional residential uses such as religious institutions, neighborhood centers, and utility uses necessary to serve the immediate area may be conditional

B4 – GENERAL BUSINESS DISTRICT

The B4 General Business District provides for business and commercial uses of a thoroughfare-oriented nature. In addition to these uses, other businesses, which may benefit by drawing part of their clientele from passing traffic are permitted. Additional uses, which may be successfully blended with permitted by-right uses, are conditional.

P1 – OPEN PARKING DISTRICT

This district is designed for off-street parking of private passenger vehicles on property which abuts, or is separated by an alley or easement from, a non-residential district. The regulations permit the establishment of parking facilities to serve the non-residential uses, and at the same time do not permit the non-residential uses themselves to extend into residential areas. The district will assist in reducing traffic congestion caused by non-residential uses and at the same time will protect abutting residential areas from the deleterious effects of adjacent vehicular parking areas.

This proposed map amendment is being considered by the City Planning Commission in accordance with the provisions of Article III, Division 3 of the Detroit Zoning Ordinance.

Rezoning requires the approval of the City Council after a public hearing and after receipt of a report and recommendation by the City Planning Commission.

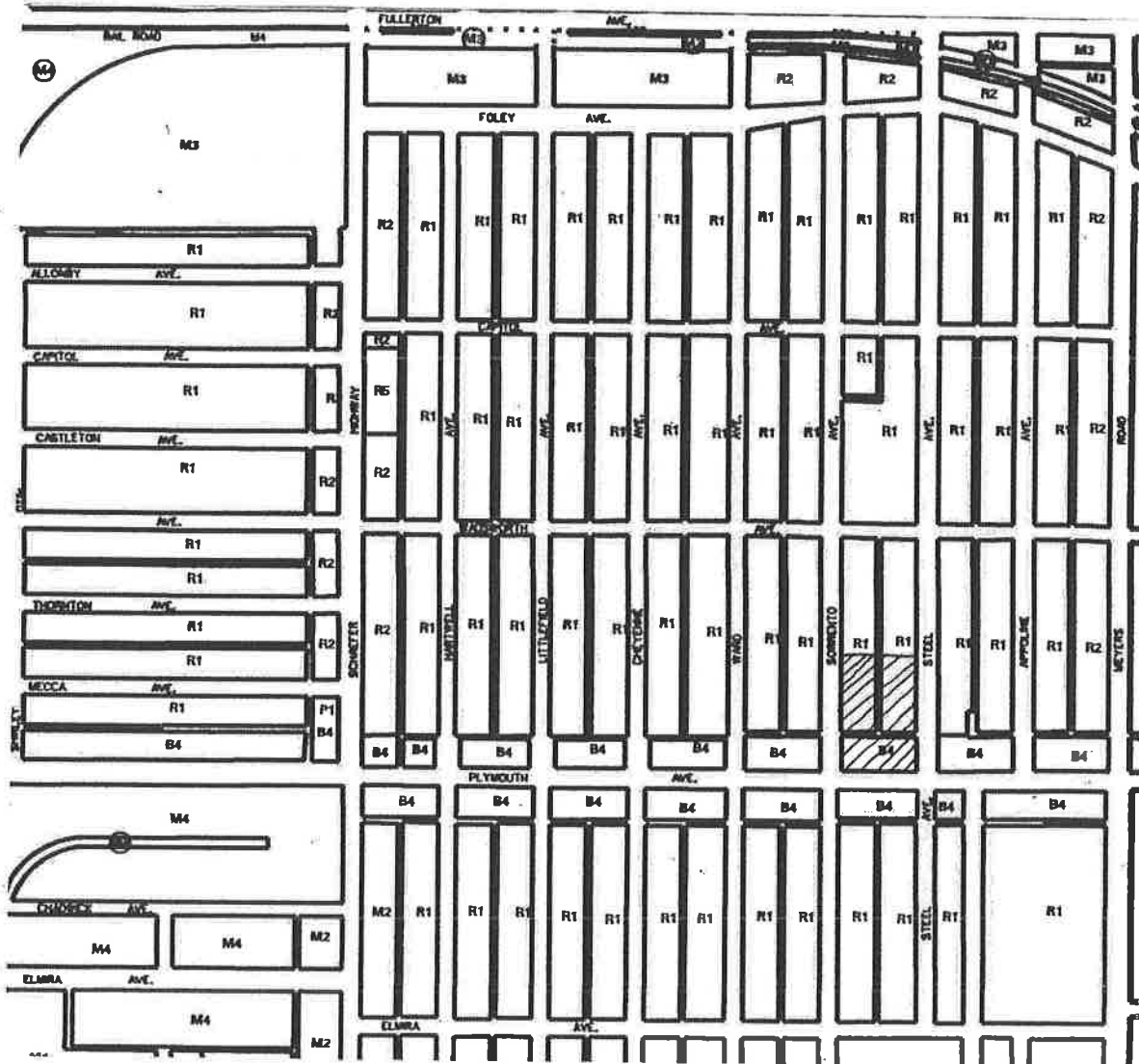
You may present your views on this proposal by attending this hearing, by authorizing others to represent you, or by writing to this office prior to the hearing: 2 Woodward Avenue, Room 202, Detroit, Michigan 48226 (FAX: 313-224-4336). Because it is possible that some who are

affected by this proposal may not have been notified, it is suggested that you kindly inform your neighbors so that they too may express their positions if they so desire.

An interpreter for the hearing impaired will be present at the meeting if requested at least 48 hours in advance. To request that an interpreter for the hearing impaired be present at the meeting, please call (313) 224-4946. For further information on this proposal or the public hearing, please call (313) 224-6225.

REZONING FROM R1 AND B4 TO P1

▨ SUBJECT PROPERTY



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Angela D. Allen, MSW, PhD
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TO: City Planning Commission

FROM: Marcell R. Todd, Jr., Staff

RE: The request of Third New Hope Baptist Church to show a P1 (Open Parking) zoning district classification where an R1 (Single-Family Residential) zoning district classification is currently shown on Map No. 70 of Chapter 61, Article XVII of the 1984 Detroit City Code, Zoning, for the land bounded on the east by Steel Ave., the alley north of Plymouth Ave. to the south, Sorrento to the west and on the north by a line approximately 400' north of the Plymouth.

DATE: July 30, 2013

NATURE OF REQUEST

The City Planning Commission has received the request of Third New Hope Baptist Church to amend District Map No. 70 of the Detroit Zoning Ordinance to show a P1 zoning classification where an R1 zoning district classification is presently shown on predominantly vacant lot land bounded on the east by Steel Ave., the alley north of Plymouth Ave. to the south, Sorrento to the west and on the north by a line approximately 400' north of the Plymouth.

The request is being made to allow for a parking lot with requisite landscaping and fencing. The parking will serve the church which is immediately to the east across Steel, fronting on Plymouth. Subsequently, the Church intends to develop a community center on the remaining R1 land to the north. The vacant B4 frontage is currently used for parking. This land along with the lone commercial structure in that B4 district would also become part of the larger institutional campus with the existing Third New Hope Baptist Church and the future community center.

Third New Hope Baptist Church is the owner of the subject property and several other properties in the area. The entire block, which is bounded by Plymouth, Sorrento, Wadsworth and Steel, is vacant with the exception of two single-family homes fronting Sorrento just north of the property to be rezoned as well as the above mentioned commercial structure which is used as a church by an unrelated congregation. The petitioner indicates that the other church has no objections to these plans.

PLANNING CONSIDERATIONS

Surrounding Zoning and Land Use

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

North: R1; vacant land existing occupied single family residential structures
East: R1 and B4 (General Business District); existing single-family residential structures, surface parking and the church
South: B4 and R1; existing commercial structures and single-family residential beyond
West: R1 and B4; existing single and multi-family residential structures

Zoning

A P1 zoning classification would allow the use of a parking lot for operable private passenger motor vehicles as a by-right use. As designed, the P1 classification is intended to serve as a buffer between non-residential districts and residential districts. Please see the attached preliminary site plan.

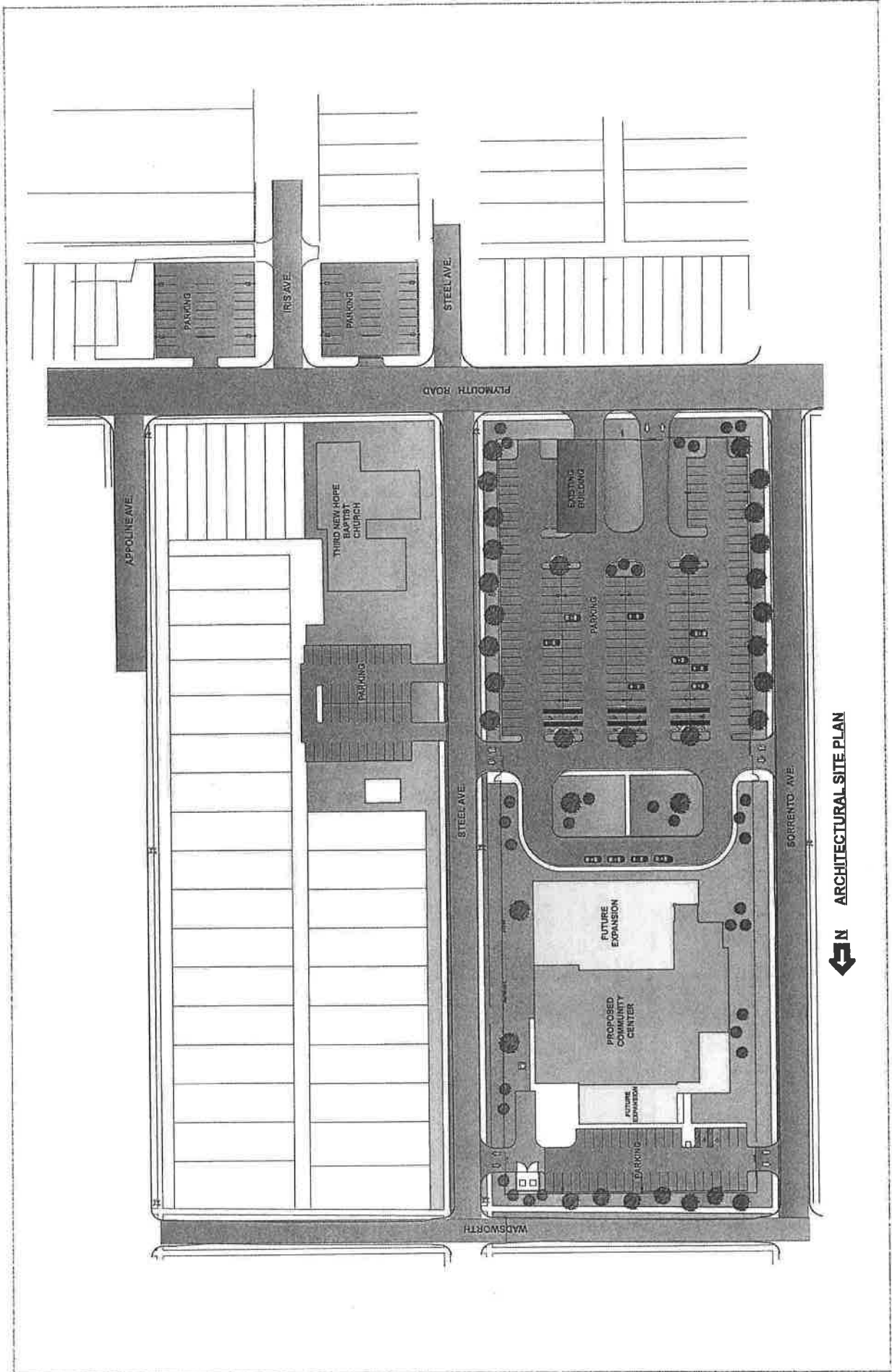
In this instance, the P1 District would serve to alleviate the neighborhood from cars parking on both sides of the streets and the related traffic movements. The proposed P1 District would provide for ingress and egress along Sorrento, Plymouth and keep the additional traffic from the local residential street.

The Zoning Ordinance in Section 61-14-222 requires a ten (10) foot-wide side setback for accessory parking lots that abut residential areas with an existing structure. In addition, a five (5) foot-wide setback is required along the public right-of-way not exceeding 60-feet in width. The P1 District requirements in Section 61-13-81 of the Zoning Ordinance mandate that the front setback must be equal with the existing set-back of the residential structure along adjoining streets. Lastly, a 6-foot high opaque fence is required within the ten (10) foot-wide side yard. More detail are required of the petitioner to verify compliance moving forward.

Master Plan

The subject site is located within Neighborhood Cluster 7 of the Mackenzie Subsector of the Detroit Master Plan of Policies. The existing land use designation for the subject area is vacant and the future land use designation is Low Density Residential. The Planning and Development Department must make a determination on the proposal's consistency with the Master Plan.

Attachments



← N ARCHITECTURAL SITE PLAN



2030

DISTRICT®

The Value of
2030 Districts



Introduction

Across the United States, 2030 Districts® have formed to meet the energy, water and vehicle reduction emissions targets for existing buildings and new construction called for by Architecture 2030 in the 2030 Challenge for Planning and Buildings.

2030 Districts® are unique private/public partnerships, where property owners and managers, together with local governments, businesses, and community stakeholders, provide a business model for urban sustainability through collaboration, leveraged financing, and shared resources. Together they develop and implement creative strategies, best practices and verification methods for measuring progress towards this common goal.

First established in Seattle by Brian Geller, 2030 Districts® are at the forefront of national grassroots efforts to create strong environmental partnerships, coalitions, and collaboration around ambitious, yet achievable, measurable goals for existing buildings and infrastructure, as well as new development.



2030
DISTRICT®

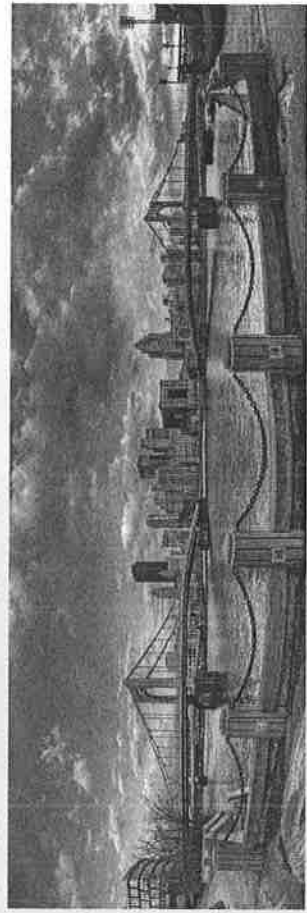
A Private/Public Partnership

While 2030 Districts are as naturally diverse as the communities they represent, private sector leadership is key, keeping a District connected to market realities and solutions. While support from the public sector is also needed there are inherent barriers associated with solely public sector led efforts.

Even voluntary public sector led efforts can create mistrust or opposition from the private sector for fear of regulation, fees, or mandates that are perceived as bad for business. Also, the long-term implementation and support for public sector led efforts can be questionable, as administrations and their priorities can change term to term. Support from the public sector, however, is essential for a successful private/public partnership. States and local governments play an indispensable role in a 2030 District, helping to create new or modify existing incentives and government programs to support

private sector stakeholders in collectively achieving the 2030 District goals. The public sector is also crucial in implementing district-wide solutions involving infrastructure and municipally-owned utilities. Private sector led efforts tend to attract a higher level of collaboration and adoption than their public sector counterparts due to connections to market realities, voluntary adoption, and consistent vision. Establishing 2030 Districts as private sector led efforts insures support from private sector companies and businesses, as well as public sector institutions, by aligning competing businesses around

a common mission and goal with shared ownership and accountability. The voluntary participation of 2030 Districts allows private businesses the opportunity to distinguish themselves as market leaders, while the monitoring and tracking of progress assures participation in the effort. The private sector leadership of 2030 Districts and the 2030 Challenge for Planning goals provide a consistent vision for the short and long-term and guides future business decisions, strategic planning, municipal infrastructure and programs, as well as incentives and policies



Why Districts?

While individual buildings will have specific opportunities for resource reductions, a district approach provides the opportunity for a number of innovative and integrative opportunities and efficiencies of scale.

Many businesses and organizations have programs around sustainability and resource efficiency, but have dissimilar goals and use different metrics and tools to track progress. A 2030 District aligns disparate programs and initiatives of various stakeholders under the common vision and goals of the 2030 Challenge for Planning. The 2030 District also provides a common language of metrics and tools to effectively communicate best practices and progress across various businesses and cities. Alliving with supporters and competitors alike through a 2030 District also increases individuals' effectiveness

to advocate for policies and incentives, leverage existing programs and support, as well as influence product manufacturers to provide discounts on materials and equipment and pursue alternative financing and shared resources.

A geographical boundary for a given 2030 District creates a sense of place and identifies the physical location nationally and internationally as a beacon of efficient resource practices, sound economic investments and market leaders. Building owners, managers and developers participating in 2030 Districts understand that by working collectively toward the 2030 District goals they are improving not

only their assets, but those of their neighbors, increasing the entire District's value and appeal to interested tenants and buyers, allowing them to better compete in the marketplace.

District-scale thinking and aggregated goals also allow for traction and support for larger discussions of shared infrastructure, such as district-wide heat recovery, distributed generation, and other district efficiencies that can reduce the demand for resources. Without the shared vision and network of support that 2030 Districts offer, this type of large-scale investment, involving multiple stakeholders and ownerships, is considerably more difficult to achieve.

**“We believe
advancements in
energy efficiency will
attract businesses,
create jobs, and
protect vital
natural resources,
all necessary for
sustained growth
and prosperity.”**

*- Brett Phillips, Director of
Sustainability, Unico Properties*

“

As an industry leader in sustainability and a founding member of the Seattle 2030 District, CBRE is committed to demonstrating and sharing our global expertise. We pledge to lead by example and work with the City of Seattle and our fellow building owners and managers to develop, implement, and promote sustainable practices that will result in lower energy and utility consumption while reducing Seattle's overall environmental impact.”

- Dave Pogue, Global Director

2030 District Benefits:

During the engagement of partners and/or member organizations when beginning a 2030 District effort, organizations will emerge that have similar or complementary missions. While these organizations can play supporting role for the 2030 District effort, one or more may emerge with the capacity, mission, and vision necessary for hosting the new 2030 District's staffing and financial support services.

PROPERTY OWNER & MANAGERS

Through District membership, building owners, property managers, and developers are given access to a suite of resources, tools and opportunities to improve and add value to their assets. Member are granted access to:

- ⊙ Assessment of current building performance relative to 2030 District goals
- ⊙ Anonymous benchmarking against local peer buildings
- ⊙ Guidance for moving towards 2030 District goals
- ⊙ Training and ongoing support through educational workshops on tools and best practices
- ⊙ Innovative software platforms to track and analysis performance
- ⊙ In-kind member professional services and contributions, including project scoping and feasibility
- ⊙ Influence on District-related policy issues, including incentives

PROFESSIONAL STAKEHOLDERS

Through District membership, professional stakeholders have opportunities to reach an engaged audience of developers, property owners and property managers as they assess efficiency upgrades for their properties.

They also gain access to the most up-to-date information regarding potential new and renovation projects within the 2030 District. Professional stakeholder can also provide guidance and influence to permitting and policy revisions that are considered to incentivize 2030 Challenge projects.

COMMUNITY STAKEHOLDERS

Through District membership, community stakeholders can expand their reach and network to better fulfill their mission. 2030 Districts are not meant to replace or compete with existing programs, but rather to leverage and expand programs and initiatives of community stakeholder to reach an eager market of potential implementers.



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TO: City Planning Commission

FROM: Gregory F. Moots, Staff *GFM*

RE: **Request of the Detroit Recreation Department to show an SD4 (Special Development District, Riverfront Mixed Use) where a PR (Parks and Recreation District) zoning classification is shown on Map Nos. 3 and 11 of Chapter 61, Article XVII of the 1984 Detroit City Code, Zoning, for the eastern portion of Chene Park and portions of the area, including a portion of Mt. Elliott Park, at the intersection of Wight Street and Mt. Elliot Street.**

DATE: July 26, 2013

RECOMMENDATION

Staff recommends approval of the requested rezoning. The SD4 zoning seems appropriate for the sites and the Recreation Department has declared the City-owned parcels to be surplus, so their redevelopment seems appropriate.

REQUEST

The Detroit Recreation Department has petitioned the City to show an SD4 (Special Development District, Riverfront Mixed Use) where a PR (Parks and Recreation District) zoning classification is shown on Maps #3 and #11 of Chapter 61, Article XVII of the 1984 Detroit City Code, Zoning, for the eastern portion of Chene Park and portions of the area, including a portion of Mt. Elliott Park, at the intersection of Wight Street and Mt. Elliot Street. The specific addresses are: 2200 E. Atwater, 3414 Wight Street, 301 Mt. Elliot Street and 110 Mt. Elliot Street.

This proposed change is being requested to allow redevelopment of a 0.84 acre portion of Chene Park and the light house depot building (0.85 acres of 3414 Wight Street) and its parking lot (0.67 acres of 301 Mt. Elliott Street) to the north for private development. Also proposed is the conveying of a 0.5 acre portion of Mt. Elliott Park (110 Mt. Elliott Street) and 0.24 acres of 3414 Wight Street to the Coast Guard for the expansion of their facilities.

PROPOSED DEVELOPMENT

The SD4 zoning district, as it is presently describe in the Zoning Ordinance, is intended for areas indicated in the Detroit Master Plan as appropriate for high intensity residential and commercial

mixed-use development due to regional significance and unique locational attributes and amenities, such as the Riverfront.

See the reference materials with the previously-submitted application identifying the parcels by number.

- Chene Park Parcel – the parcel will be combined with the adjacent land to the east to create a development parcel
- Parcel 1 – Conveyed to the U.S. Coast Guard for the continued use of buoy storage and maintenance
- Parcel 2 - Conveyed to the U.S. Coast Guard for the expansion of their adjacent facilities to the south
- Parcel 3 – Marketed for future mixed-use development
- Parcel 4 - Marketed for future mixed-use development

SURROUNDING LAND USES AND ZONING

Chene Park Parcel

To the north: Vacant commercial, SD4

To the south: Riverwalk, PR

To the east: Vacant, SD4

To the west: Park, PR

Parcel 1 and 3

To the north: Park, PR (proposed SD4)

To the south: Docks, SD4

To the east: Mt. Elliott Park, PR

To the west: Residential, PD

Parcel 2

To the north: Park, PR

To the south: Coast Guard Building, SD4

To the east: Mt. Elliott Park, PR

To the west: Vacant buildings, PR (Proposed SD4)

Parcel 4

To the north: Residential, SD4

To the south: Vacant building, PR (Proposed SD4)

To the east: Park and Residential, PR and SD4

To the west: Residential, PD

MASTER PLAN REVIEW

The Master Plan “future general land use” designation for the subject areas is MRC (Mixed-Residential/Commercial). The Planning and Development Department has indicated that the proposed rezoning is consistent with the Master Plan.

REVIEW

In accordance with the rezoning criteria of the Zoning Ordinance (Sections 61-3-80), reviews of proposed rezonings should be conducted in light of the following relevant criteria, with staff’s analysis following in italics:

- (1) Whether the proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact; *the parcels are being developed either by the Coast Guard or private developers. The City-owned parcels have been deemed surplus to its needs by the by Recreation Department. The City Council has yet to officially declare these properties surplus .*
- (2) Whether the proposed amendment is consistent with the Master Plan and the stated purposes of this Zoning Ordinance; *yes, it is consistent with both as well as the provisions of two adopted EDC project Plans.*
- (6) Whether the proposed amendment will have significant adverse impacts on other property that is in the vicinity of the subject tract; *properly-developed in response to its surroundings, the site on Atwater anticipated for private sector redevelopment should fit into the fabric of the area. The expansion of the Coast Guard is appropriate as this will serve to cleanup the existing activities that have exceeded the limitations of the Coast Guard’s present site.*
- (7) The suitability of the subject property for the existing zoning classification and proposed zoning classification; *in light of the planning efforts of recent years the currently adopted plans, it appears appropriate.*
- (8) Whether the proposed rezoning will create an illegal “spot zone.” *No, it will not.*

PUBLIC HEARING RESULTS

At the July 18, 2013 public hearing on this matter, questions were raised by the Commissioners and were answered about the mechanics of the land swap between the Coast Guard and City and the Riverfront bike path. A Commissioner asked about the appraisal of the properties involved in the land swap. Attached is the appraisal, which assumes that these parcels of land are uncontaminated, and shows that the Coast Guard property is more valuable. As both properties are contaminated, the Coast Guard and the City (with the financial assistance of the Economic Development Corporation) will have to remediate their parcels prior to finalizing the swap.

During the public hearing three (3) members of the public persons spoke in opposition. Additionally a single comment card conveying opposition was submitted, but the individually elected to speak. Concerns centered on the 0.84 acre portion of Chene Park that is proposed to be rezoned. Two (2) speakers were concerned that the removal of the berms on the subject site would lead to an increase in the noise spillover from events at the park and the possible impact that activities at Chene Park may have on potential future residential redevelopment of the adjacent site. Staff acknowledges this concern but feels that residents who move next to a concert venue should anticipate noise spillover. This is no different to people who move near to

airports, major retail or entertainment venues and experience the customary impacts of noise and traffic resulting from such development. One on the two speakers also expressed concerns about the impact of traffic related to events at Chene Park impacting the possible future adjacent residential development. Staff's response is the same as to the previous concern. The third speaker expressed concern that the redevelopment of the berm will remove a place to hear events at Chene Park without having to purchase a ticket. This is true, but does not seem to be a strong reason to prevent the redevelopment of the land.

ANALYSIS

The requested rezoning of the parcels from PR to SD4 is appropriate. The East Riverfront area is becoming reinvigorated and through the vision for and the allowance of a mixture broad mix of land uses. The park areas are only being minimally reduced (Chene Park, 9.26 acres reduced by 0.84 acres and Mt. Elliott, 8.15 acres reduced by 0.5 acres). The parcels proposed to be transferred to the Coast Guard are part of a land "swap" that would allow the River Walk be continued further east, something that is certainly in the City's best interest. Both the City and the Coast Guard will benefit from the rezoning, in addition to the creation of additional redevelopment opportunities.

Attachments



Economic Development Corporation of the City of Detroit

Planning Commission
City of Detroit
Ms. Lesley Carr, Chairman

July 19, 2013

Dear Ms. Carr;

Thank you for permitting the Recreation Department and the Economic Development Corporation of the City of Detroit to make its presentation during the Planning Commission meeting of July 18, for the proposed zoning changes to certain properties in the East Riverfront District. During that meeting, a one of the Commissioners requested information relating to the appraisal of the properties meant to be exchanged as part of the Exchange Agreement between the US Coast Guard, City of Detroit, and the EDC. Particularly, the Commissioner wanted to know how the site's environmental condition was accounted for in the appraisals.

We have reviewed the appraisal produced by Heinowski Appraisal and Consulting, LLC, dated December 20, 2010 and it contains the following statement:

“ Hazardous Materials

Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances... Our opinion of true cash value is predicated on the assumption that there is no such material on or in the subject property that would cause a loss in value. We assume no responsibility for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged retain an expert in this field, if desired. “

Both the EDC and the US Coast Guard retained consultants to examine their respective properties, and both parties, as a condition of the Exchange Agreement are obligated to remediate their respective properties before the exchange can take place.

Therefore, even though the appraisal does not include a provision for remediation costs for appraisal purposes, the appraiser treats both properties the same way, and the values of each of the parties properties were established on the same basis.

The Exchange Agreement requires the property provided by the City to be of equal or greater value than the Coast Guard property. The appraisal from Heinowski values the two City parcels to be conveyed to the Coast Guard at \$645,000, and the value of the Coast Guard parcel at \$660,000, at the time the appraisals were performed. The EDC has agreed to provide the funds to pay for the value difference between the parcels to be exchanged.


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TO: City Planning Commission

FROM: Gregory F. Moots,  CPC staff

RE: Proposed amendments to the Downtown Development Authority Tax Increment Finance Plan and Development Plan for Development Area No. 1 and its proposed expansion

DATE: July 26, 2013

BACKGROUND

The Downtown Development Authority (DDA) has submitted proposed modifications and amendments to the Tax Increment Finance (TIF) Plan and Development Plan for Development Area No. 1 as well as a request to expand the boundaries of Development Area No. 1. Development Area No. 1 includes most of the Central Business District as indicated in the previously provide plan. The proposed expansion includes the area generally bounded by Woodward Avenue, the Fisher Freeway, Grand River Avenue, and Charlotte Street which encompasses the proposed "Catalyst Development Project" and "Other Catalyst Development Projects" for the new Red Wings stadium and related developments. A summary of the proposed amendments was included with the previous report. The significant amendments include changes in several areas of the Plan, those being in the Catalyst Development Project, Other Catalyst Development Projects, Tigers/Lions Stadia Complex, Housing/Office/Retail Development and Absorption Fund, and Land Assemblage program.

MAJOR MODIFICATIONS

Catalyst Development Project

A change in State law allows the DDA to use specified TIF revenues to fund a Catalyst Development project (defined as resulting in greater than \$300,000,000 in investment) approved by the Michigan Strategic Fund (MSF). This project is of course the proposed \$450 million, 18,000 seat event center for the Red Wings to call home, plus attached retail and parking. The Event Center is proposed to be owned by the DDA and operated by Olympia Development of Michigan LLC (ODA). Proposed funding for this project would come from the DDA contributing existing Catalyst Project Revenues, private contribution and land acquisition, and revenue bonds issued by the MSF.

Other Catalyst Development Projects

The other Catalyst development projects are estimated at \$200 million in value, and may include retail, office, business, business innovation, housing, education, entertainment, and recreation projects. These will encompass other projects involving the development, redevelopment, rehabilitation and repurposing of vacant or underutilized buildings and lands within the Catalyst Development Area. Infrastructure projects may also be among these undertakings to the extent that such infrastructure improvements support development in the Catalyst Development Area.

Tigers/Lions Stadia Complex

The DDA's allocation for repairs and maintenance is now proposed to increase by \$11.6 million over the life of the plan.

Housing/Office/Retail Development and Absorption Fund

The DDA's allocation to this fund is proposed to increase by \$67.24 million from the current \$77.66 million over the life of the plan. Staff is working with the DDA to explore the cause for and implications of this large change.

Land Assemblage program.

The DDA's allocation to this fund is proposed to increase by \$66.83 million from the current \$98.68 million over the life of the plan. Staff is again working with the DDA to explore the cause for and implications of this large increase.

PUBLIC DISCUSSION RESULTS

At the July 18, 2013 meeting, this matter was presented to the CPC. Many questions were raised by Commissioners and answered by the representatives of MI Rail, ODA, and the DDA. A Commissioner expressed concern about the large number of surface parking lots currently in the area of the event center and expressed concern about the possible creation of new lots. To discourage new parking lots, Sec. 61-12-219 of the Zoning Ordinance expressly states that "No commercial parking lot shall be located within one thousand (1,000) radial feet of any stadium or sports arena, except on land that, on August 13, 1999, was vacant, or 2) for which the most recently recorded permitted use was for parking purposes." The list of projects found in Exhibit A to the Memorandum of Understanding for the project was discussed, but little detail was available at that time. The rehabilitation of existing buildings in the Event Center area was described as "anticipated but not required."

ANALYSIS

Staff has reviewed the proposed changes, and finds that they are generally in accord with current policies. As the Plan extends until FY 2044-45, it could be implemented in a myriad of ways. The large sums of money allocated to the Land Assemblage program and Housing/Office/Retail Development and Absorption Plan programs will certainly have a large impact on the downtown area over the next 20 years. The several large expenditures to attract major developments seems reasonable in light of the DDA's mission to promote economic growth, though staff is trying to ascertain if there are any targeted projects and the implications of these large expenditures. Staff is working with City Council's Fiscal Analyst in reviewing the financial aspects of the Plan and will report any significant issues. The Downtown Citizens' District Council is expected to respond to the Plan prior to the Commission's next meeting on August 1, 2013.

It should be noted that the Plan is missing four local historic districts: Capitol Park, Fort Shelby Hotel, Park Avenue, and the Financial District. Furthermore, the expanded boundaries contain two locally-designated structures which staff understands are proposed for demolition.

The area of the proposed expanded boundaries include that section of Woodward Avenue that is designated as a Traditional Main Street. Staff hopes that this designation will influence the design calling for a traditional, lower-intensity commercial or mixed-use Woodward frontage to the larger development area. This should fit with the Catalyst Development projects in total.

CPC staff hopes to complete its review and provide a full presentation and recommendation at your next meeting.


Lesley C. Carr, Esq.
Chairperson
Lisa Whitmore Davis
Vice Chair/Secretary

City of Detroit

CITY PLANNING COMMISSION
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Detroit, Michigan 48226
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Angela D. Allen, MSW, PhD
Brenda Goss Andrews
Thomas Christensen
Karen Gage
Frederick E. Russell, Jr.
Arthur Simons
Roy Levy Williams

TO: City Planning Commission

FROM: Christopher Gulock, CPC Staff 

RE: **Proposal of the Midtown Project, LLC to modify the plans for the existing PD (Planned Development District) zoning classification on District Map No. 4, Article XVII of the 1984 Detroit City Code, for properties at 3750, 3780 and 3800 Woodward Avenue generally located on the east side of Woodward Avenue between East Alexandrine Avenue and Mack Avenue for the construction of a four-story medical office building and a 3 ½ level parking structure (RECOMMENDING APPROVAL)**

DATE: July 30, 2013

Recommendation

The Legislative Policy Division (LPD) - City Planning Commission (CPC) staff recommends approval of Midtown Project, LLC's request to modify the approved plans for the existing PD zoning classification on District Map No. 4 of the Detroit Zoning Ordinance at 3750, 3780, and 3800 Woodward Avenue subject to the following condition:

That final site plans, elevations, landscaping, lighting and signage plans be submitted to the Legislative Policy Division, CPC staff for review and consistency with approved plans prior to making application for applicable permits.

Background

In October 1998, the City approved a petition from the Planning and Development Department (P&DD) to rezone the block generally bounded by vacated Martin Place on the north, John R on the east, Mack Avenue on the south, and Woodward Avenue on the west (totaling about 9.2 acres) from B4 (General Business) to PD codified in Ordinance No. 37-98.

The subject northern 4.7 acres is presently developed with the Professional Plaza office complex, which includes a 2-story office building at the southwest corner of the site and a 12-story office building at the northwest corner of the site both built in 1965. This site also currently has approximately 466 parking spaces in a large surface lot on the east side of the site. In addition, the State of Michigan Historic Marker for the Detroit Medical College is also located on the site between the two existing building. In 1998, a developer was going to build an office tower, residential tower, retail mall, hotel, and parking deck, but the proposed expansion of Professional

Plaza never happened. Starting in 2001, the City Council approved the redevelopment of the south 4.5 acres with the Ellington and 6-story parking garage with 954 spaces and later the Whole Foods store which occupy this same PD zoning district.

The subject site is urban renewal land located within the Medical Center Rehabilitation Project Center Number 1 Plan.

Proposal

The petitioner is proposing to clear the entire north 4.7 acre site. The approximately .92 acres surrounding the 12-story tower is part of a later phase and is not part of this PD modification. The remaining 3.79 acres is an L-shaped parcel and is the subject of the proposed PD modification.

The petitioner is proposing the construction of a four-story medical office building facing Woodward Avenue, which would include a diagnostics center, medical office suites, retail, and café. The plan includes a small outdoor dining area along Woodward Avenue. Along John R Street, the petitioner is proposing a 3 ½ level parking garage with some adjacent surface parking. The first floor of the garage would include a small retail space facing John R.

The medical building would house the Wayne State University (WSU) Physician Group medical clinics. The doctors would utilize the Detroit Medical Center (DMC) hospitals for major surgeries and maintain their offices at WSU. However, the proposed building would contain diagnostics, such as blood draw, X-ray, MRI and CT scans with a small pharmacy.

Public Hearing

On May 16, 2013, the City Planning Commission held a public hearing on the subject PD modification.

The CPC asked a number of questions for clarification on the proposal, expressing concerns about the number of parking spaces provided. At the time of the hearing, the developer wanted to incorporate the existing public walkway at the north end of the site (on the now vacated Martin Place Street). There were several questions about the status and use of the proposed walkway.

Two persons from the nearby community spoke regarding the project. One person said she was in support of the project, but the City needed to do a better job of informing area residents of the proposal. The manager of the Bicentennial Tower senior building to the north said he was in favor of the project.

Analysis

Public Hearing Follow-up

Since the May 16th public hearing, staff has conducted numerous discussions in cooperation with other City departments including P&DD regarding the proposed project. Since that time, the developer has agreed to make the following changes (these changes have been reflected in revised site plans):

- 1) Move the building along Woodward Avenue 5 feet eastward in order to provide a larger pedestrian zone along Woodward Avenue;

- 2) Remove any conceptual plans for the phase two portion of the project; this would result in a separate application being submitted at a later date; the developer agreed to install a decorative 6 foot high fence separating phase one and phase two;
- 3) Eliminate from the plans any encroachment onto the existing public walkway at the north end of the site;
- 4) Redesign of the Woodward Avenue driveway which would be used for deliveries based on feedback from the State of Michigan; and
- 5) Add four wayfinding signs to help with circulation within the site.

Walkway

Initially, the petitioner wanted to purchase the existing public walkway at the north end of the project to be included in the proposed PD District. The public walkway, owned by the City of Detroit, is a paved and lighted path for pedestrians traveling from Woodward to John R. In the future, the developer may petition the City to buy the walkway, but it is not part of the subject PD modifications at this time. Any change to the walkway would need to be supported by the urban renewal plan.

Master Plan

Regarding the Detroit Master Plan of Policies, the subject property is located in the Lower Woodward area of Neighborhood Cluster 4. The future land use designation for the subject parcel is Mixed-Residential/Commercial (MRC). The Master Plan states that, "MRC areas consist predominantly of medium-to-high density housing developed compatibly with commercial and/or institutional uses. This classification is well suited to areas proximal to existing centers of major commercial activity, major thoroughfares, transportation nodes, or gateways into the city." It appears the proposed project complies with the Master Plan of Policies, but staff is still waiting for an official response from the P&DD.

Development Plan

The subject site is located within the Medical Center Rehabilitation Project Number 1 urban renewal area. For the subject site, the urban renewal plan (the Plan) allows for commercial, residential, and institutional uses. The definition of commercial uses within the Plan includes medical clinics, retail stores, restaurants, etc.

The Plan states in part that the arrangement of structures, including accessory structures, on each parcel shall be subject to the review and approval of the P&DD. In terms of setbacks, the Plan states in part that a zero lot line setback may be allowed at the discretion of P&DD in the subject area. It appears to staff that the proposed project complies with the urban renewal plan.

Signage

The proposed plans show signage for the building noting the WSU logo and the name - University Physician Group. In addition, the plans include signage for the various retail uses. The developer indicates all signs will be non-internally illuminated metal letters or logos. As noted earlier, the developer is proposing four 6 foot high by approximately 2 foot wide wayfinding signs.

Circulation

The project is proposing two new curb cuts on Woodward Avenue: one as the main entrance and one as a delivery only drive. The project also includes two new curb cuts on John R: one for the parking lot and one only for staff parking and deliveries. The middle of the site would include a larger circular drop off area. CPC staff is generally supportive of the proposed circulation plan and thinks the additional wayfinding signs will help with navigating the site.

Landscaping Plan

The petitioner has included a landscaping plan with the submittal. Staff is generally supportive of the proposed landscaping plan. Shifting the entire building 5 feet eastward has resulted in the loss of a portion of the landscaped setback along John R. Furthermore, removing the development from the walkway to the north has resulted in the loss of some landscaping on the north end of the parking structure. Staff is supportive of these changes in light of the resultant benefits.

Building Design and Historic Issues

Staff is generally pleased with the design for the exterior façade, finding that the proposed design is attractive with appropriate fenestration and architectural details that match the context of the area.

The subject site is not within a historic district. However, the site is adjacent to two historic districts, the Willis Selden and Orchestra Hall historic districts. As a result, the Historic District Commission will need to review the project. The developer has proposed moving the State of Michigan Historical marker to the median at the covered drop off area.

Parking

Originally, the plans for the project included 615 spaces in the 3 ½ story parking deck and 115 parking spaces in the surface area north of the structure for a total of 730 parking spaces. The revised plans include 616 spaces in the parking deck and 24 parking spaces in the surface area north of the structure (not on phase two) for a total of 640 spaces.

Regarding the parking, the urban renewal plan states that the location and access of all parking shall be subject to the approval of P&DD. For commercial uses, the plan requires one parking space for each 300 square feet of gross floor area. Regarding loading, the Plan states in part that location and access to all off-street loading shall be permitted subject to review and approval by P&DD. It appears the urban renewal plan would require 434 spaces.

Using the Zoning Ordinance requirements, staff estimates the entire project would need 616 parking spaces. The developer maintains the additional spaces are needed to make the site marketable.

Community Input

On Wednesday, April 10, 2013 the petitioner held a community meeting in the project area regarding the proposal. Approximately 35 individuals attended including residents, community stakeholders, business owner representatives from WSU parking division, and Midtown Detroit, LLC. The attendees inquired about the proposed type of retail, the M-1 Rail system and duplication of existing medical services by the WSU Physician Group doctors of those provided by DMC doctors. Others were concerned about being forced out of the area because of all the new development.

On March 31, 2013, the petitioner met with a few members of the Medical Center Citizens' District Council, community members and Senator Coleman Young Jr. to present their proposal. The chairman of the CDC, Steve Bryant, was in attendance, but stated that a quorum for the CDC was not present.

PD District Design Criteria

Section 61-11-15 of the Zoning Ordinance lists twenty design criteria for PD Districts, which are attached for reference. Staff has reviewed these criteria and finds that the proposal meets the subject design criteria.

Conclusion

Based on the above analysis, LPD - CPC staff recommends approval of the plan modification.

Attachment

cc: John Baran, P&DD
Bruce Evans, P&DD

Sec. 61-11-15 | PD District design criteria.

Sec. 61-11-15. PD District design criteria.

- (a) *Master Plan.* The proposed development should reflect applicable policies stated in the Detroit Master Plan. The policies relating to the geographic area in question as well as general policies will be considered. This zoning ordinance requires that the proposed major land use be consistent with the adopted Master Plan in all PD developments.
- (b) *Scale, form, massing, and density.* Scale, form, massing and density should be appropriate to the nature of the project and relate well to surrounding development.
- (c) *Compatibility.* The proposed development should be compatible with surrounding development in terms of land use, general appearance and function, and should not adversely affect the value of properties in the immediate vicinity.
- (d) *Circulation.* Vehicular and pedestrian circulation facilities should be adequately designed to meet expected demands. Disruption of traffic flow in surrounding areas should be minimized, and truck traffic should be carefully planned and controlled, especially to avoid use of residential streets.
- (e) *Parking and loading.* Where appropriate, adequate vehicular off-street parking and loading should be provided. The City Planning Commission will be guided by standards delineated in this zoning ordinance with adjustments appropriate to each specific situation.
- (f) *Environmental impacts.* Environmental impacts that relate to such factors as noise, air, combustibles and explosives, gases, soil, and water pollution, toxic waste, vibration, odor, glare, and radiation, should be controlled to be within acceptable levels at all times.
- (g) *Open space.* Adequate public and private open space should be provided for light and air, landscaping and, where appropriate, for passive and active recreation. Lot size, setbacks and yard requirements are flexible, but the City Planning Commission will be guided by standards that appear in comparable zoning ordinance district classifications.
- (h) *Rights-of-way, easements, and dedications.* Where appropriate, adequate rights-of-way, easements and dedications should be provided for trafficways, utilities and community facilities.
- (i) *River access.* Where appropriate, public access should be provided, including provision of adequate right-of-way for the continuous pedestrian and bicycle pathway being developed along the Detroit River.
- (j) *Screening.* Appropriate buffering and screening of service, loading, refuse collection, mechanical and electrical equipment and of parking areas should be provided.
- (k) *Orientation.* Careful consideration should be given to orientation both for solar access to the proposed project and for shadow impact upon surrounding development.
- (l) *Signage.* Signage and graphics should be tastefully designed to be visually appealing and in character with surrounding development. They should provide needed information, direction, and orientation in a clear and concise manner.
- (m) *Security considerations.* Security considerations, especially avoidance of visually isolated public spaces, should be a major element of the design program.

Sec. 61-11-41 | Description.

- (n) *Accessibility.* Barrier-free access and public safety features should be carefully planned.
- (o) *Preservation and restoration.* Preservation and restoration of buildings having architectural or historic value should be considered a primary objective.
- (p) *Urban design.* Urban design elements of form and character, especially in intensely developed areas, should be carefully considered. Such elements include, but are not limited to: richness and interest of public areas through the provision of storefronts, window displays, landscaping, and artwork; color, texture and quality of structural materials; enclosure of public spaces; variations in scale; squares, plazas and/or "vest pocket parks" where appropriate; continuity of experience, visual activity and interest; articulation and highlighting of important visual features; and preservation and enhancement of important views and vistas.
- (q) *Amenities.* Special attention should be given to amenity and comfort considerations such as provision for outdoor seating, restrooms for public use, bicycle storage, convenience of access points, and protection from harsh weather through features as enclosed walkways and arcaded pedestrian areas.
- (r) *Maintenance.* Careful attention should be given to ease of maintenance of the completed project. Snow removal, mowing, cleaning, and other maintenance and repair operations should be considered.
- (s) *Construction period.* Phasing, staging, and interim circulation patterns should be well-planned so as to minimize disruption during the construction period.
- (t) *Urban renewal areas.* In addition, in urban renewal areas, the preliminary site plan must conform to the design criteria as stated in the adopted Land Use Development Plan and the Declaration of Restrictions, except as may have been authorized as a minor deviation by the Board of Zoning Appeals in accordance with Sec. 61-2-53 and Sec. 61-4-3.

(Ord. No. 11-05, §1, 5-28-05; Ord. No. 34-11, §1, 12-22-11)

Secs. 61-11-16–61-11-40. Reserved.

DIVISION 3. P1 OPEN PARKING DISTRICT

Sec. 61-11-41. Description.

This district is designed for off-street parking of private passenger vehicles on property which abuts, or is separated by an alley or easement from, a non-residential district. The regulations permit the establishment of parking facilities to serve the non-residential uses, and at the same time do not permit the non-residential uses themselves to extend into residential areas. The district will assist in reducing traffic congestion caused by non-residential uses and at the same time will protect abutting residential areas from the deleterious effects of adjacent vehicular parking areas.

(Ord. No. 11-05, §1, 5-28-05)

City Planning Commission
202 Coleman A. Young Municipal Center
Detroit, Michigan 48226
(313) 224-6225 (phone)
(313) 224-4336 (fax)

CPC File #: _____

Date of Filing: _____

RE: _____

APPLICATION FOR A ZONING CHANGE

The City Council of the City of Detroit requires a report and recommendation from the City Planning Commission on all rezoning proposals before it takes final action. Please provide the following information regarding the proposal, so that the Commission may proceed in its review and processing of this request.

Section 61-3-3 of the Detroit Zoning Ordinance states that application for rezoning may be initiated by petition from:

1. all owners of the property that is the subject of the application;
2. the owners' authorized agents;
3. any review or decision-making body; or
4. other persons with a legal interest in the subject property, such as a purchaser under contract.

Petitions of the City Council are to be made through the City Clerk via separate written request prepared by the applicant or the completion of form available from the City Planning Commission.

The applicant will be notified at least seven (7) days prior to the meeting at which the proposal will appear on the Commission's agenda.

The applicant (or a representative of the applicant) is expected to be in attendance at the required public hearings to present the proposal and to answer any questions regarding the matter.

The City Planning Commission may request all necessary information pertaining to proposed ordinances for the regulation of development in carrying out its duties as set forth in Section 4-402 and 6-204 of the City Charter.

Failure to answer all pertinent questions and to supply all of the requested information will delay processing of this proposal.

NOTE: Applicants proposing a rezoning or modification to the PD (Planned Development), PC (Public Center), PCA (Restricted Central Business District) and the SD5 (Special Development District, Casinos) zoning district classifications must complete a different application which may be obtained from our office.

Signature of Applicant: _____

Date: _____

ZONING FEE:

Effective January 11, 1995, the applicant will be charged a fee for the processing of a rezoning application. The fee schedule is as follows:

Size of Property	Fee
One acre or less	\$350.00
Over one acre	\$350.00 for the first acre plus \$25.00 for each additional acre to a maximum of \$1,000.00

Payment of the fee must be in the form of a check or money order payable to the "City of Detroit - Treasurer" When the City Planning Commission has accepted payment, the applicant should formally submit the petition to the office of the City Clerk.

ZONING CHANGE PROCEDURES:

A change in the zoning classification on property located within the City of Detroit requires action by the City Planning Commission (after the holding of a State-required public hearing) and approval by the City Council (after the holding of a Charter-required public hearing).

A change in zoning usually takes from three to four months to accomplish (from the date of submittal of the application to the effective date of the zoning change).

At each of the required public hearings, all owners of property, residents, businesses and known community organizations within 300 feet of the property in question are notified of the proposal and of the time, date and place of the hearing. The applicant will be responsible for posting public notice of the public hearing on the property in question in a manner acceptable to the Planning Commission. The persons so notified are invited to attend the hearing, hear presentations on what is being proposed, and express their opinions on the proposal if they so desire.

It is mandatory that the applicant, or the applicant's officially designated representative, attend both of the public hearings and justify to the satisfaction of the members of the City Planning Commission and the members of the City Council that the current zoning classification is inappropriate, and that the proposed change and resultant development can take place and be accomplished without adversely affecting the surrounding properties.

1. Name of Applicant: THIRD NEW HOPE BAPTIST CHURCH
Address of Applicant: 12850 PLYMOUTH RD.
City, State & Zip Code: DETROIT, MI 48227
Telephone Number: (313) 491-7890

2. Name of Property Owner: SAME
(If same as above, write "SAME")
Address of Property Owner: SAME
City, State & Zip Code: SAME
Telephone Number: () SAME

3. Present Zoning of Subject Parcel: R-1 SINGLE FAMILY

4. Proposed Zoning of Subject Parcel: P-1 OPEN PARKING

5. Address of Subject Parcel: _____
between STEEL and SORRENTO
(Street) (Street)

6. General Location of Subject Property: NORTH SIDE OF PLYMOUTH
ROAD BETWEEN STEEL & SORRENTO AVENUES

7. Legal Description of Subject Parcel: (May be attached)
SEE ATTACHED

8. Size of Subject Parcel

(Dimensions):

376' x 260'

(Acreage):

2.24

9. Description of anticipated development:

CONSTRUCT 376' x 260' ASPHALT PARKING
LOT FOR 174 SPACES.

10. Reason why the present zoning classification is not appropriate and why the proposed zoning classification is more appropriate:

COMMERCIAL PARKING IS NOT ALLOWED IN THE
R-1 DISTRICT. IT WAS PROPOSED BY THE CITY
PLANNING DEPARTMENT TO CHANGE THE ZONING TO
P-1.

11. Zoning of Adjacent Properties:

To the North -

R-1

To the South -

B-4

To the East -

R-1

To the West -

R-1

12. Development of Adjacent Properties:

To the North -

Residential

To the South -

Business

To the East -

Business / Residential

To the West -

Residential

13. Community Organizations and/or Block Clubs contacted by applicant:

Group Name/Address	Contact Person/Phone Number
Pride Area Block Club	Mr. Willie Dickerson
	313-478-4293
	Mrs. Beverly Brown
	313-273-7958

14. Adjacent Property Owners, Businesses or Residents contacted by Applicant:

Name	Indicate Owner Business Resident	Address	Address of Adjacent Property	Phone
SEE ATTACHED				