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City of Detroit

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April 26, 2019

HONORABLE CITY COUNCIL

RE: Request of City of Detroit Planning & Development Department to amend Article XVII, District Maps 28 and 30, of the 1984 Detroit City Code Chapter 61, 'Zoning' by showing an M2 (Restricted Industrial District) zoning classification where R2 (Two-Family Residential), R4 (Thoroughfare Residential) and B4 (General Business) zoning classifications currently exist on approximately two hundred sixty-six (266) parcels generally bounded by East Warren Avenue to the north, St. Jean Avenue to the east, Kercheval Avenue to the south and Lillibridge and Beniteau Avenues to the west.
(RECOMMEND APPROVAL)

NATURE OF THE REQUEST

The City Planning Commission (CPC) has received a request from the City of Detroit Planning & Development Department requesting that the City of Detroit amend Article XVII, District Maps 28 and 30 of Chapter 61 of the 1984 Detroit City Code, 'Zoning,' to show an M2 (Restricted Industrial District) zoning classification where R2 (Two-Family Residential), R4 (Thoroughfare Residential) and B4 (General Business) zoning classifications currently exist on approximately two hundred sixty-six (266) parcels generally bounded by East Warren Avenue to the north, St. Jean Street to the east, Kercheval Street to the south and Lillibridge and Beniteau Streets to the west.

The subject property is all vacant land except for three vacant and dilapidated houses owned by the Detroit Land Bank at 2154, 2250 and 2235 Beniteau Street. The majority of the property consists of the blocks on the west side of St. Jean Street which currently have had a landscaped berm to buffer the neighborhood from the railroad tracks and the existing factory. The property is located on the east side of the City in Council District 4.

BACKGROUND

In the mid-1980s, the City Planning Commission was closely involved with the original expansion of the Chrysler Jefferson Avenue assembly plant. This massive project, coming from the Economic Development Corporation and the City's Community & Economic Development Department, involved the repurposing of the area generally bounded by Mack Avenue on the north, Conner Avenue on the east, East Jefferson Avenue on the south, and St. Jean Avenue on the west for

industrial purposes. At that time, the project included among other efforts, the relocation of residents, the widening of major streets to create a ring road around the plant, the closure of Kercheval, East Vernor, and Charlevoix, and the rezoning of property generally zoned R2, R4, B2, B4, M2, and M3 to M4. The rezoning was realized through Ord. No. 18-88, which went into effect June 30, 1988 and facilitated the development and expansion of the Jefferson North Assembly Plant.

Proposed Development

The current rezoning is being requested to facilitate the expansion of the Mack Avenue Engine Plant and Jefferson North Assembly plant of Fiat Chrysler Automotive (FCA). **The subject property is proposed to be used for employee parking, new vehicle storage and semi-trailer parking.** These uses are not allowed in the current zoning districts, but are by-right in the proposed M2 district.

PUBLIC HEARING AND PUBLIC ENGAGEMENT

The CPC held the statutory public hearing for this proposed rezoning on March 21, 2019. Representatives from City Administration and from FCA presented the scope of the project. Commissioners raised numerous questions with respect to traffic impacts, employment opportunities, sustainability matters, effect upon Beniteau Street properties, berm removal and new wall characteristics, truck circulation, alternative zoning district classifications, and environmental impacts (air quality and stormwater management). Questions raised by members of the community and the immediate impact area during the public hearing focused on the aforementioned issues.

At the Commission's subsequent meeting on April 4, 2019, a full complement of resources from the City and FCA were present to respond to the CPC's and community's questions and to apprise commissioners of the concurrent meeting with the community mandated by the Community Benefits Ordinance.

Each week, beginning on March 20, 2019, the City and FCA met in the community toward the establishment of a Neighborhood Advisory Council (NAC) and the eventual preparation of matters to be memorialized in a Community Benefits Agreement. The most recent of the meetings with the NAC was convened on April 24, 2019 and resulted in a vote by the NAC to accept the proposed investment indicated by the City and FCA that would bind the proposed development over and above the limitations and mandates required by the proposed M2 zoning.

Unlike in most rezonings considered by the City Planning Commission, the Community Benefits Ordinance provides a significant vehicle to ensure that appropriate conditions will be implemented as part of the development which necessitated the rezoning. The CPC and City Council are unable to attach conditions to a rezoning except where the land is being developed as a planned unit development and is rezoned to the PD (Planned Development District) zoning classification.

COMMUNITY BENEFITS ORDINANCE AND AGREEMENT

Given the level of investment associated with this proposed expansion, in conjunction with the pending public land sale and Industrial Facilities P.A. 198 tax abatement, this development qualifies as a Tier 1 Benefits Development Project which triggers the requisite provisions in the Community Benefits Ordinance (CBO). A Tier 1 Development Project is defined as:

“...a development project in the City that is expected to incur the investment of Seventy-five Million Dollars (\$75,000,000) or more during the construction of facilities, or to begin or expand operations or renovate structures, where the developer of the project is negotiating public support for investment in one or both of the following forms:

- (1) Any transfer to the developer of City-owned land parcels that have a cumulative market value of One Million Dollars (\$1,000,000) or more (as determined by the City Assessor or independent appraisal), without open bidding and priced below market rates (where allowed by law); or
- (2) Provision or approval by the City of tax abatements or other tax breaks that abate more than One Million Dollars (\$1,000,000) of City taxes over the term of the abatement that inure directly to the Developer, but not including Neighborhood Enterprise Zone tax abatements.”

Given this development’s qualification (classification) as a Tier 1 Development Project, the empaneling of a Neighborhood Advisory Council (NAC) was necessitated. The initial CBO meeting for this development was held on Wednesday, March 13, 2019. Subsequently nine (9) members of the impact community were either elected or selected to serve as an NAC member whose primary responsibilities include: community engagement with the developer and the Planning and Development Department and to express the concerns of the host community which will be reflected in a Community Benefits Report, which shall contain:

1. A detailed account of how notice was provided to organize the public meeting.
2. A list of the NAC members, and how they were selected.
3. An itemized list of the concerns raised by the NAC.
4. A method for addressing each of the concerns raised by the NAC, or why a particular concern will not be addressed.

Those members of the NAC for the Fiat Chrysler Assembly Plant Expansion Project are as follows:

- Rhonda Theus - Elected by Impact Area Residents
- Michelle Jackson - Elected by Impact Area Residents
- Jerry King - Selected by Council President Jones
- Juliette Okotie-Eboh - Selected by Councilmember Ayers
- Jay Henderson - Selected by Councilmember Spivey
- Darnell Gardner - Selected by Planning & Development Department
- Henry Williams - Selected by Planning & Development Department
- Curtis Perry - Selected by Planning & Development Department
- Thomas Hardiman - Selected by Planning & Development Department

Through a series of nine community meetings a host of concerns was articulated associated with the proposed development. Chief among the concerns were site plan / environmental impacts, workforce / education, housing, and neighborhood improvements.

On Wednesday, April 24, 2019 the NAC voted 8-1 in support of the proposed community benefits offered by the developer FCA and the City of Detroit.

The proposed benefits which will ultimately be codified in a development agreement which will be subject to Council's approval include:

Investments & Impacts

Workforce & Education \$4.0M (City), \$10.8M (FCA), \$4.0 (Leveraged) = \$18.8M total

Housing \$5.9M (City), \$1.8 (FCA) = \$7.7M total

Other Neighborhood Improvements \$0.5M (City), \$1.1M (FCA) = \$1.6M total

Construction Impacts \$7.0M (City), \$0.1M (FCA), = \$7.1M total

Total \$17.4M (City) + \$13.8M (FCA) + \$4.0M (Leveraged Funding) = **\$35.2M**.

Paramount to Your Honorable Body's consideration are the impacts to the built environment. Mitigation of the construction impacts of the development pertaining to the sound wall construction, stormwater retention pond, and traffic mitigation are denoted below:

1. Wall Construction

- a. City commits to construct a wall along the alley west of St. Jean Street as a sound barrier to FCA plant. Barrier will run from East Warren Avenue to Kercheval Avenue.
- b. Wall design would be approved by residents along Beniteau Street through a series of meetings to end in May 2019.
- c. Height of wall to be determined at the completion of sound study.
- d. FCA to provide support on wall aesthetics by planting ivy and adding potential murals along portions of the barrier.

2. Stormwater Retention Pond

- a. FCA commits to the construction, security and maintenance of a stormwater retention pond on Beniteau Street and Lillibridge Street between East Vernor and Kercheval.
- b. FCA will add fencing around the retention pond as a security measure to prevent accidents.
- c. FCA commits to improvements around plant (green buffer) and retention pond by adding natural sustainable landscaping and vegetation, low-impact grass, planting and trees.

3. Traffic Mitigations

- a. FCA approves truck routing and targets certain times for increased truck and vehicle operations to accommodate schools in the impact area and other non-industrial traffic demands.
- b. FCA commits to establishing a live person managed toll-free number for residents to report problems related to plant traffic.
- c. The City of Detroit Department of Public Works will continue to work with FCA truck routing and area residents to develop a plan for preferred neighborhood traffic calming measures.
- d. DPW will install preferred traffic calming to discourage trucks from driving along residential streets. This includes: speed cushions, one-way street conversions, and posted signage.
- e. The St. Jean route of the Iron Belle Trail will be removed as part of this project. New routing of the Iron Belle Trail will be considered as part of the proposed Neighborhood Planning efforts.

ANALYSIS—APPROVAL CRITERIA

Per Section 61-3-80 of the Zoning Ordinance, recommendations and decisions on an amendment of a zoning map shall be based on consideration of all of the following eight criteria; each criterion is recited in *italics* followed by staff's analysis:

1. *Whether the proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact.* The existing zoning of the property does not provide a buffer between the M4 (Intensive Industrial) area on the east side of St. Jean Street and the residentially-zoned area approximately 100 feet across the street. This proposed rezoning creates an appropriate step down between the abutting districts.
2. *Whether the proposed amendment is consistent with the Master Plan and the stated purposes of this Zoning Ordinance.* The Planning & Development Department has found this proposed rezoning to be consistent with the Master Plan based on policy goals such as increasing the viability of industrial corridors and reducing conflicts between industrial and residential areas. The submitted interpretation is attached and contains additional details. While CPC staff concurs with the findings of PDD relative to the policy goals and objectives of the Master Plan and recognize that compliance is not required, an amendment to the Future Land Use Map would be appropriate if this rezoning is approved and advanced.
3. *Whether the proposed amendment will protect the health, safety, and general welfare of the public.* As this proposed project was required to complete the Community Benefits Ordinance process, many of the features required to protect the health, safety, and general welfare of the public were identified and included in the final agreement. The major components are:
 - A specially-designed wall to screen both the view and noise of the development.

- Storm water mitigation including a new retention pond, bio-swales and rain gardens.
- A minimum of 200 newly planted trees.
- Demolition of 300 blighted and vacant structures in the impact area.

4. *Whether the City and other service providers will be able to provide adequate public facilities and services to the subject property, while maintaining adequate levels of service to existing development.* Traffic and circulation in the area will be impacted by the proposed closure of St. Jean Street. Improvements to several nearby streets are proposed to mitigate the additional traffic, specifically McClellan and Conner Streets. New signage and traffic calming measures will also be added. The No. 11 Clairmount bus will need to be re-routed.

5. *Whether the proposed rezoning will have significant adverse impacts on the natural environment, including air, water, soil, wildlife, and vegetation and with respect to anticipated changes in noise and regarding storm water management.* New landscaping is proposed around the plant including a new retention pond to manage storm water runoff. The existing operation claims to be one of the cleanest operating factories in the United States regarding air quality and the addition proposes to be equally non-polluting.

6. *Whether the proposed amendment will have significant adverse impacts on other property that is in the vicinity of the subject tract.* As discussed in previous points, this proposed rezoning will have impacts on nearby property. Many of these impacts have been anticipated and mitigation tactics suggested as part of the Community Benefits process.

7. *The suitability of the subject property for the existing zoning classification and proposed zoning classification.* The M2 zoning district is designed to be a buffer between residential and intensive industrial districts. Although the proposed rezoning puts industrially-zoned land closer in proximity to occupied residential land, the uses allowed in the district were specifically chosen to protect residences from undesirable spillover effects of industrial uses.

8. *Whether the proposed rezoning will create an illegal "spot zone."* As the property to the east is zoned M4 (Intensive Industrial), the addition of this M2 area expands the existing industrial to the west but does not create a spot zone.

CONCLUSION

Upon consideration of the zoning map amendment approval criteria, CPC finds reason to recommend approval of the proposed rezoning in light of the guarantees afforded through the Community Benefits Agreement that ensure that features and improvements incorporated into the proposed plant expansion site plan will be implemented. The considerable investments by FCA and the City underscore the likely considerable benefits to accrue to the city as a whole as a result of the proposed development.

Given the magnitude of the proposed project, an update is warranted by the Planning & Development Department to the future general land use map in the City's Master Plan of Policies to reflect the changed character of development along and adjacent to St. Jean Avenue.

CPC would also like to draw Council's attention to the importance of faithful monitoring of the project's progress over the years. Having the Environmental Division of the Buildings, Safety Engineering and Environmental Department and the Michigan Department of Environmental Quality periodically report to City Council on air quality matters is needed to respond to a key concern of the community.

Likewise, careful monitoring by the appropriate bodies of the retention pond feature will be valuable in the event of increases in mosquitos and geese immediately adjacent to the residential community.

Finally, Commissioner David Esparza disclosed that he works for WSP Michigan which produced the traffic study for the project; however, he did not work on the study or have any involvement in the project. The City of Detroit Law Department was consulted and determined that no potential conflict of interest existed and that Commissioner Esparza should disclose this relationship and could participate in deliberation and voting for this project.

RECOMMENDATION

On April 25, 2019, the City Planning Commission voted to recommend approval of the rezoning request to amend District Maps 28 and 30, of the 1984 Detroit City Code Chapter 61, 'Zoning' by showing an M2 (Restricted Industrial District) zoning classification where R2 (Two-Family Residential), R4 (Thoroughfare Residential) and B4 (General Business) zoning classifications currently exist on approximately two hundred sixty-six (266) parcels generally bounded by East Warren Avenue to the north, St. Jean Avenue to the east, Kercheval Avenue to the south and Lillibridge and Beniteau Avenues to the west. The ordinance establishing the map amendment has been reviewed and approved as to form by the Law Department and is attached for your consideration.

Respectfully submitted,

ALTON M. JAMES, CHAIRPERSON

Marcell R. Todd, Jr., Director
Jamie J. Murphy, Staff
M. Rory Bolger, Staff
George Etheridge, Staff

Attachments: Rezoning Ordinance
PDD Master Plan Interpretation
District Maps 28 & 30

CPC Public Hearing Notice

cc: Arthur Jemison, Mayor's Office
Matt Walters, Mayor's Office
Karen Gage, PDD
David Bell, Director, BSEED
James Foster, BSEED
Lawrence Garcia, Corporation Counsel

SUMMARY

An ordinance to amend Chapter 61 of the 1984 Detroit City Code, '*Zoning*,' commonly known as the Detroit Zoning Ordinance, by amending Article XVII, District Map Nos. 28 and 30 to show an M2 (Restricted Industrial District) zoning classification where R2 (Two-Family Residential District), R4 (Thoroughfare Residential District) and B4 (General Business District) zoning classifications are currently shown for approximately 266 parcels generally bounded by East Warren Avenue to the north, St. Jean Street to the east, Kercheval Street to the south, and Lillibridge and Beniteau Streets to the west.

1 BY COUNCIL MEMBER _____ :

2 AN ORDINANCE to amend Chapter 61 of the 1984 Detroit City Code, 'Zoning,'
3 commonly known as the Detroit Zoning Ordinance, by amending Article XVII, District Map
4 Nos. 28 and 30 to show an M2 (Restricted Industrial District) zoning classification where R2
5 (Two-Family Residential District), R4 (Thoroughfare Residential District), and B4 (General
6 Business District) zoning classifications are currently shown for approximately 266 parcels
7 generally bounded by East Warren Avenue to the north, St. Jean Street to the east, Kercheval
8 Street to the south, and Lillibridge and Beniteau Streets to the west.

9 IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT THAT:

10 Section 1. Article XVII, Chapter 61 of the 1984 Detroit City Code, 'Zoning,' commonly
11 known as the Detroit Zoning Ordinance, is amended as follows:

12 District Map No. 28 is amended to show an M2 (Restricted Industrial District) zoning
13 classification where an R4 (Thoroughfare Residential District) zoning classification is currently
14 shown for property bounded by St. Jean Street, East Canfield Street, the north-south alley first
15 west of St. Jean Street, and the east-west alley first south of East Warren Avenue.

16 District Map No. 28 is amended to show an M2 (Restricted Industrial District) zoning
17 classification where an R4 (Thoroughfare Residential District) zoning classification is currently
18 shown for property bounded by St. Jean Street, the east-west alley first north of Mack Avenue,
19 the north-south alley first west of St. Jean Street, and East Canfield Street.

20 District Map No. 28 is amended to show an M2 (Restricted Industrial District) zoning
21 classification where a B4 (General Business District) zoning classification is currently shown for
22 property bounded by St. Jean Street, the east-west alley first south of Mack Avenue, the westerly
23 line of Lot 58 Heights Park Subdivision Liber 29 Page 40 Plats WCR, and Mack Avenue.

1 District Map No. 28 is amended to show an M2 (Restricted Industrial District) zoning
2 classification where an R4 (Thoroughfare Residential District) zoning classification is currently
3 shown for property bounded by St. Jean Street, Goethe Street, the north-south alley first west of
4 St. Jean Street, and the east-west alley first south of Mack Avenue.

5 District Map No. 28 is amended to show an M2 (Restricted Industrial District) zoning
6 classification where R2 (Two-Family Residential District), R4 (Thoroughfare Residential
7 District), and B4 (General Business District) zoning classifications are currently shown for
8 property bounded by St. Jean Street, Charlevoix Street, Beniteau Street, and Goethe Street.

9 District Map No. 30 is amended to show an M2 (Restricted Industrial District) zoning
10 classification where R4 (Thoroughfare Residential District) and B4 (General Business District)
11 zoning classifications are currently shown for property bounded by St. Jean Street, East Vernor
12 Highway, the north-south alley first west of St. Jean Street, and Charlevoix Street.

13 District Map No. 30 is amended to show an M2 (Restricted Industrial District) zoning
14 classification where R2 (Two-Family Residential District) and B4 (General Business District)
15 zoning classifications are currently shown for property bounded by the north-south alley first
16 west of St. Jean Street, the southerly line of Lot 79 Dwyer Scullen & Oneil Subdivision Liber 24
17 Page 96 Plats WCR, Beniteau Street, and Charlevoix Street.

18 District Map No. 30 is amended to show an M2 (Restricted Industrial District) zoning
19 classification where R2 (Two-Family Residential District) and R4 (Thoroughfare Residential
20 District) zoning classifications are currently shown for property bounded by St. Jean Street, the
21 east-west alley first north of Kercheval Street, Beniteau Street, and East Vernor Highway.

22 District Map No. 30 is amended to show an M2 (Restricted Industrial District) zoning
23 classification where a B4 (General Business District District) zoning classification is currently

1 shown for property bounded by the easterly line of Lot 13 Hutton & Nalls Subdivision Liber 23
2 Page 82 Plats WCR, Kercheval Street, Beniteau Street, and the east-west alley first north of
3 Kercheval Street.

4 District Map No. 30 is amended to show an M2 (Restricted Industrial District) zoning
5 classification where an R2 (Two-Family Residential District) zoning classification is currently
6 shown for property known as Lots 27-30 Hutton & Nalls Subdivision Liber 23 Page 76 Plats,
7 WCR.


8 District Map No. 30 is amended to show an M2 (Restricted Industrial District) zoning
9 classification where an R2 (Two-Family Residential District) zoning classification is currently
10 shown for property bounded by Beniteau Street, Kercheval Street, Lillibridge Street, the
11 southerly line of Lot 87 Charests Subdivision Liber 12 Page 55 Plats WCR, and the east-west
12 alley first south of East Vernor Highway.

13 **Section 2.** All ordinances or parts of ordinances in conflict with this ordinance
14 are repealed.

15 **Section 3.** This ordinance is declared necessary for the preservation of the public peace,
16 health, safety, and welfare of the people of the City of Detroit.

17 **Section 4.** This ordinance shall become effective on the eighth (8th) day after publication
18 in accordance with Section 401(6) of Public Act 110 of 2006, as amended, M.C.L. 125.3401(6)
19 and Section 4-118, paragraph 3, of the 2012 Detroit City Charter.

Approved as to Form:



Lawrence T. Garcia
Corporation Council

Alton James
Chairperson
Lauren Hood, MCD
Vice Chair/Secretary

City of Detroit

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NOTICE OF PUBLIC HEARING

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

THURSDAY, MARCH 21, 2019 AT 6:15 PM

to consider the request of the Detroit Planning & Development Department to amend Article XVII, District Maps 28 & 30 of the 1984 Detroit City Code, Chapter 61, Zoning, by showing M2 (Restricted Industrial) zoning classification where R2 (Two-Family Residential), R4 (Thoroughfare Residential) and B4 (General Business) zoning classifications currently exist on approximately two hundred sixty-six (266) parcels generally bounded by East Warren Avenue to the north, St. Jean Street to the east, Kercheval Street to the south and Lillibridge and Beniteau Streets to the west. The location of the proposed rezoning is specifically indicated as the shaded area on the accompanying map. The specific addresses of the parcels are available upon request.

The proposed map amendment is being requested to allow for the expansion of the Fiat Chrysler Mack Engine Plant. The proposed uses for the parcels to be rezoned are employee parking, assembled vehicle storage and semi-trailer parking. The proposed uses are permitted by-right in the M2 zoning classification, but are not permitted in the R2, R4 and B4 zoning districts.

The pertinent zoning district classifications are described as follows:

R2 – Two-Family Residential District

The district is designed to protect and enhance those areas developed or likely to develop with single- or two-family dwellings. The district regulations are designed to promote a suitable environment for homes and for activities connected with family life. The only principal uses permitted by right are single- and two-family dwellings. Additional uses are conditional.

R4 – Thoroughfare Residential District

This district is designed to be used primarily on major or secondary thoroughfares where the major use of the property is for low-medium density residential dwellings

characterized, primarily, by rental apartment dwellings. Among others, uses permitted by right include multiple-family dwellings, single- and two-family dwellings, and certain other residentially related uses which can function most advantageously where located on these thoroughfares. Medical and dental clinics, motels or hotels, and certain types of non-profit uses may be permitted on a conditional basis subject to appropriate findings and compliance with required standards.

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.

M2 – Restricted Industrial District

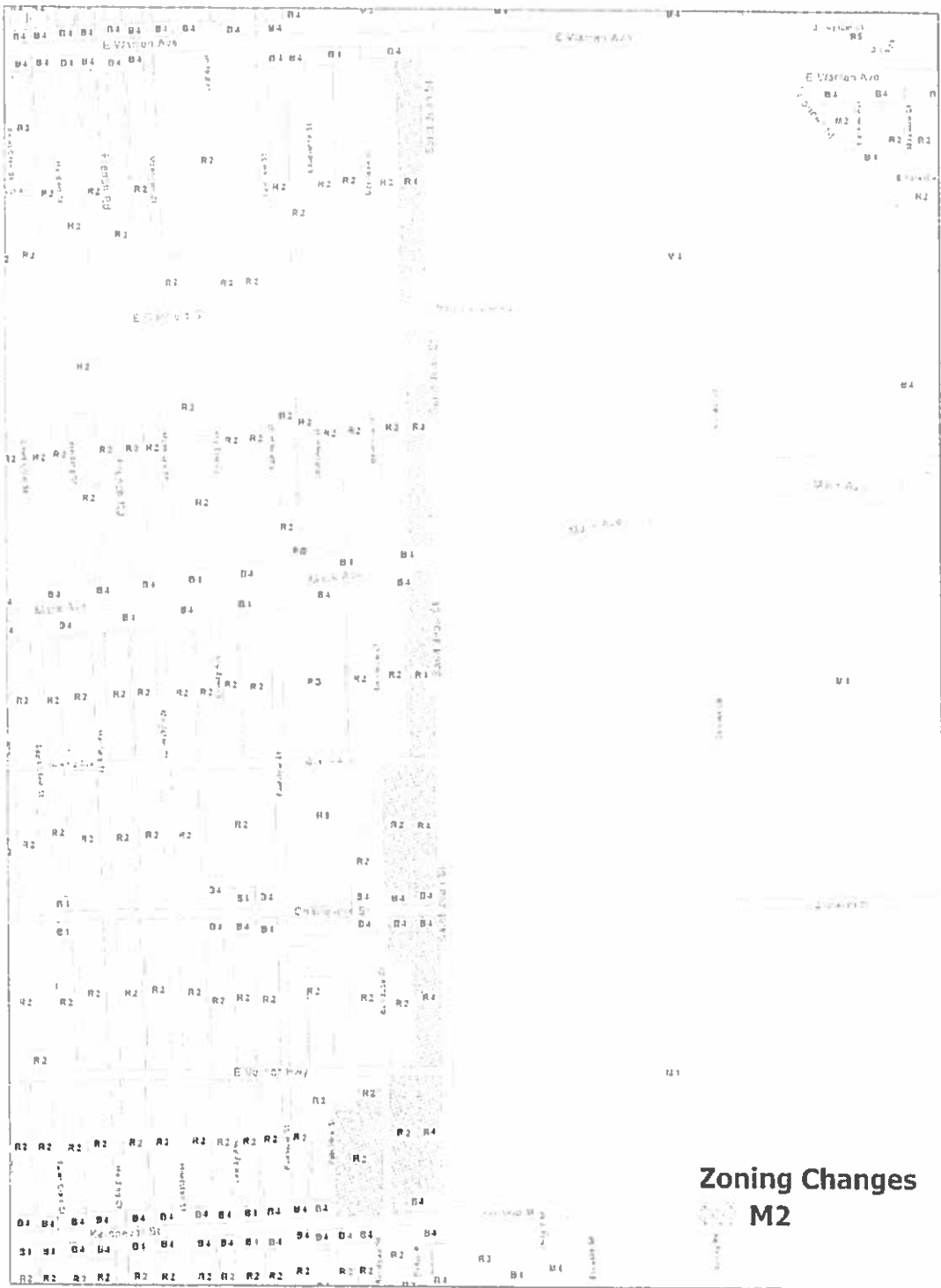
This district is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects. Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts. New residential construction is excluded from this district with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are both to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

A Zoning Ordinance map amendment requires approval of the City Council after a public hearing and after receipt of a report and recommendation by the City Planning Commission. This Zoning Ordinance map amendment request is being considered consistent with the provisions of Article III, Division 3 of Chapter 61 of the 1984 Detroit City Code, the Detroit Zoning Ordinance.

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 208, 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.

With advance notice of seven calendar days, the City of Detroit will provide interpreter services at public meetings, including language translation and reasonable ADA accommodations. Please contact the Civil Rights, Inclusion and Opportunity Department at 313-224-4950, through the TTY number 711, or email crio@detroitmi.gov to schedule these services.

For further information on this proposal or the public hearing, please call (313) 224-6225.



Proposed Rezoning from R2, R4, B4 to M2



TO: Mr. Marcell Todd, Legislative Policy Division
FROM: Esther Yang, Planning and Development
RE: Master Plan Interpretation for Rezoning
DATE: March 11, 2019
CC: Maurice Cox, Director, Planning and Development

RE: Master Plan Interpretation to amend Article XVII, District Map No. 28 and District Map No. 30 of the 1984 Detroit City Code, Chapter 61, Zoning, by showing a M2 (Restricted Industrial District) zoning classification where R2 (Two-Family Residential), R4 (Thoroughfare Residential), and B4 (General Business District) zoning classification currently exists between the following street boundaries

- East Warren (N), St. Jean (E), Kercheval (S), and Beniteau (W) and
- East Vernor Hwy (N), St. Jean (E), Kercheval (S), Lillibridge (W)

Dear Mr. Todd:

Pursuant to the City of Detroit's City Charter (Sections 6-202 and 6-204), the Planning and Development Department's (P&DD) Planning Division submits the following Master Plan review of the proposed rezoning.

Project Proposal: Petitioner seeks a rezoning of the approximately 42 acres of land currently zoned R2 (Two-Family Residential), R4 (Thoroughfare Residential), and B4 (General Business District) to an Industrial zoning classification (M2) to support the expansion of FCA facility. The rezoning will support additional employee parking, semi-trailer parking, and storage of assembled vehicles. Additionally, St. Jean Street, Kercheval and northbound to E. Warren, will be vacated and integrated into the FCA expansion and no longer be accessible to the city traffic.

Existing Site Information: The eastern strip of properties, bounded by E. Warren, St. Jean Street, Kercheval Avenue, and Beniteau Street, is currently a continuous grass berm that buffers the existing Chrysler facility from the residential community directly west of the existing FCA facility. The western strip of properties, under rezoning evaluation, generally bounded by E. Warren, St. Jean Street, Kercheval Avenue, and Beniteau Street are majority vacant with a few scattered residential properties.

Surrounding Site Information:

North of Subject Area: DDOT Bus Terminal and businesses operating in M3 (General Industrial), M4 (Intensive Industrial), B4 (General Business) zoning districts

East of Subject Area: Existing FCA facility

South of Subject Area: E. Jefferson Avenue commercial corridor and further south hosting additional industrial centers, former power plants, and waterfront marinas and riverside residential properties

West of Subject Area: Low-density residential neighborhoods, Hantz Woodland tree farms, two active schools, and several community churches

Interpretation

Impact on Surrounding Land Use

The FCA expansion will bring industrial facility in closer proximity to residential neighborhoods and FCA



will still need to provide adequate landscape and noise buffering elements as required by zoning ordinance. Additionally, long-term development of the Beltline Greenway to connect to the Michigan Iron Belle Trail was originally to route along Kercheval Avenue and northbound on St. Jean. The development of the Beltline Greenway is still in its infant stages and can be re-evaluated and re-routed. Furthermore, the St. Jean corridor has a well-maintained sidewalk pedestrian connection to E. Jefferson and the grocery store. St. Jean Street's vacation and closure will remove this obstacle-free pedestrian route.

Impact on Transportation

The St. Jean corridor is served by the DDOT 11 Buses and stops along this corridor and will need to be rerouted. Additionally, the vacation and closure of St. Jean between E. Warren and Kercheval will most likely increase north-south traffic flow down smaller neighborhood streets west of St. Jean and/or increase traffic on Conner Street

Master Plan Interpretation

The northern portion of the subject site area is designated as **Low-Density Residential (RL)**. Low Density Residential areas should have an overall density of up to 8 dwelling units per net residential acre. The areas are often characterized by single family homes with front yard setbacks and driveways with garage or off street parking.

The southern portion of the subject site area is designated as **Low-Medium Density Residential (RLM)**. Low/Medium Density Residential areas should have an overall density of 8 to 16 dwelling units per net residential acre. The areas are often characterized by two or four family homes with small yards, on street parking, or garages with alley access

The E. Warren and Mack Avenue nodes of the subject site area are designated as **Neighborhood Commercial (NC)**. Neighborhood Commercial Districts generally consist of a large collection of contiguous storefronts along a street or streets. This commercial type is pedestrian oriented with wide sidewalks and landscaping. Parking should be on the street, in structures (with ground floor retail), at the rear of commercial establishments or in concentrated nodes at the periphery of the area. In addition to commercial uses, Neighborhood Commercial areas may also include institutional uses such as libraries and post offices.

The following Master Plan of Policies language for the Foch neighborhood describe the following recommendations:

- "... vacant land are at levels well above the citywide average, creating considerable opportunities for reinvestment"

The following Master Plan of Policies language for the St. Jean neighborhood describe the following recommendations:

- "Vacant land abounds, accounting for one third of the total acreage and creating considerable opportunity for reinvestment"
- Goal 4 – Increase the viability of industrial corridors



- Policy 5.1 – Establish and enforce designated truck routes to and from Conner and the Ford Freeway
- Policy 5.2 – Buffer the negative impacts of industrial land uses upon residential areas to the west

While the Master Plan Future Land Use map outlines residential and neighborhood commercial uses for the subject areas, this land has been underutilized and has not served either of these land uses for quite some time, if at all. Since the FCA facility has been a long-tenured anchor in the neighborhood, the proposed facility west expansion to strengthen its current operations will not modify the existing character of this area substantially to warrant a Master Plan Amendment to allow the proposed uses. The Master Plan Future Land Use categories used on all the maps are generalized. Boundaries are not meant to be precise as to blocks or property lines.

The proposed development and rezoning is compatible with the recommendations of the Master Plan of Policies stated for Neighborhood Cluster 3, Foch and St. Jean neighborhoods.

With this said, FCA is expected to align with Master Plan of Policies recommendations outlined above to ensure new land-uses co-exist well with its existing and/or emerging residential, educational, business, and community neighbors that equally supports the city's vision for beautiful, healthy, and safe environments for Detroiters.

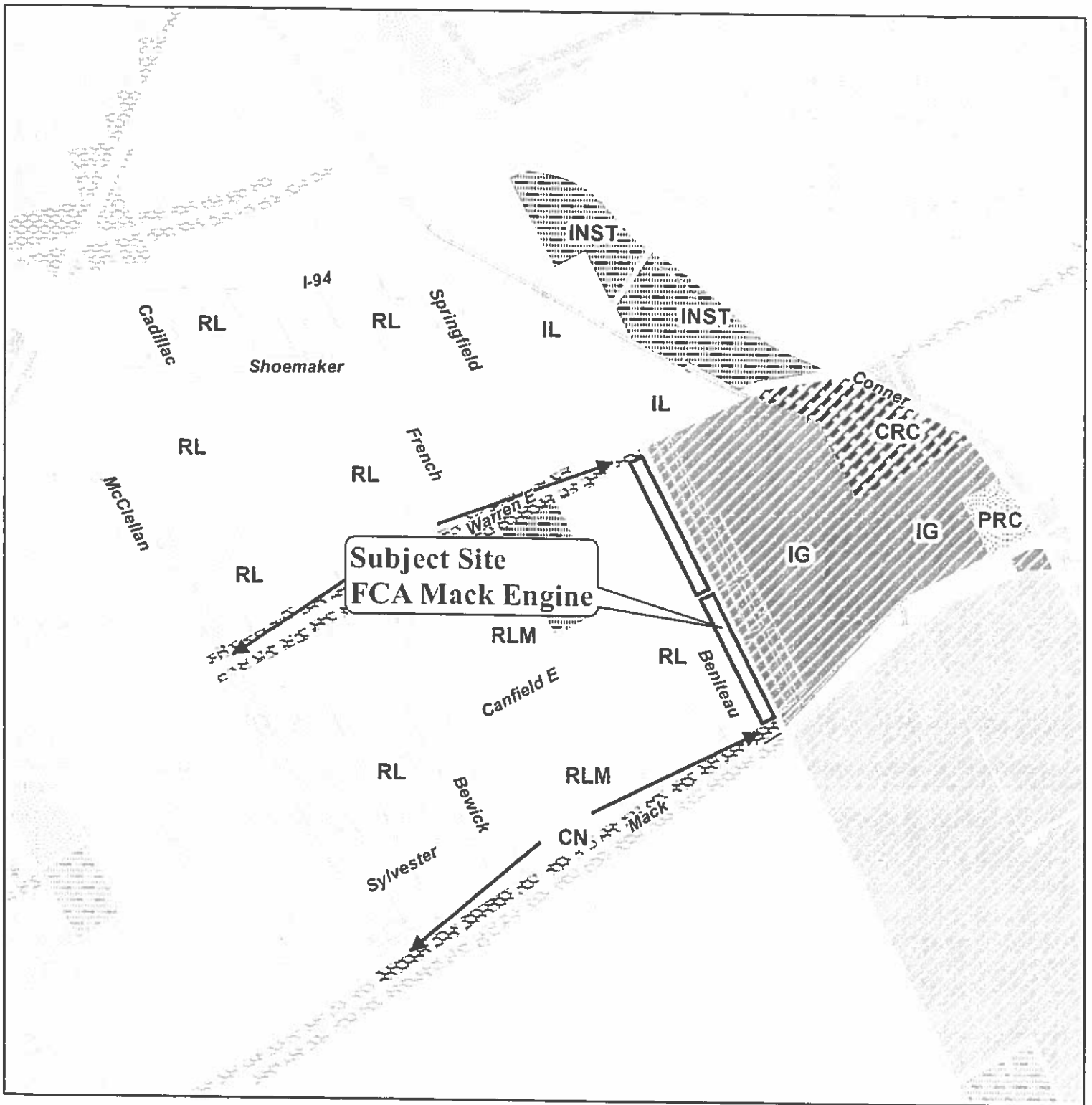
Attachments

Future General Land Use Maps:

- Neighborhood Cluster 3, Foch; Map 3-5B
- Neighborhood Cluster 3, St. Jean; Map 3-9B

Respectfully Submitted,

Esther Yang
Planning and Development



Map 3-9B

City of Detroit
Master Plan of
Policies

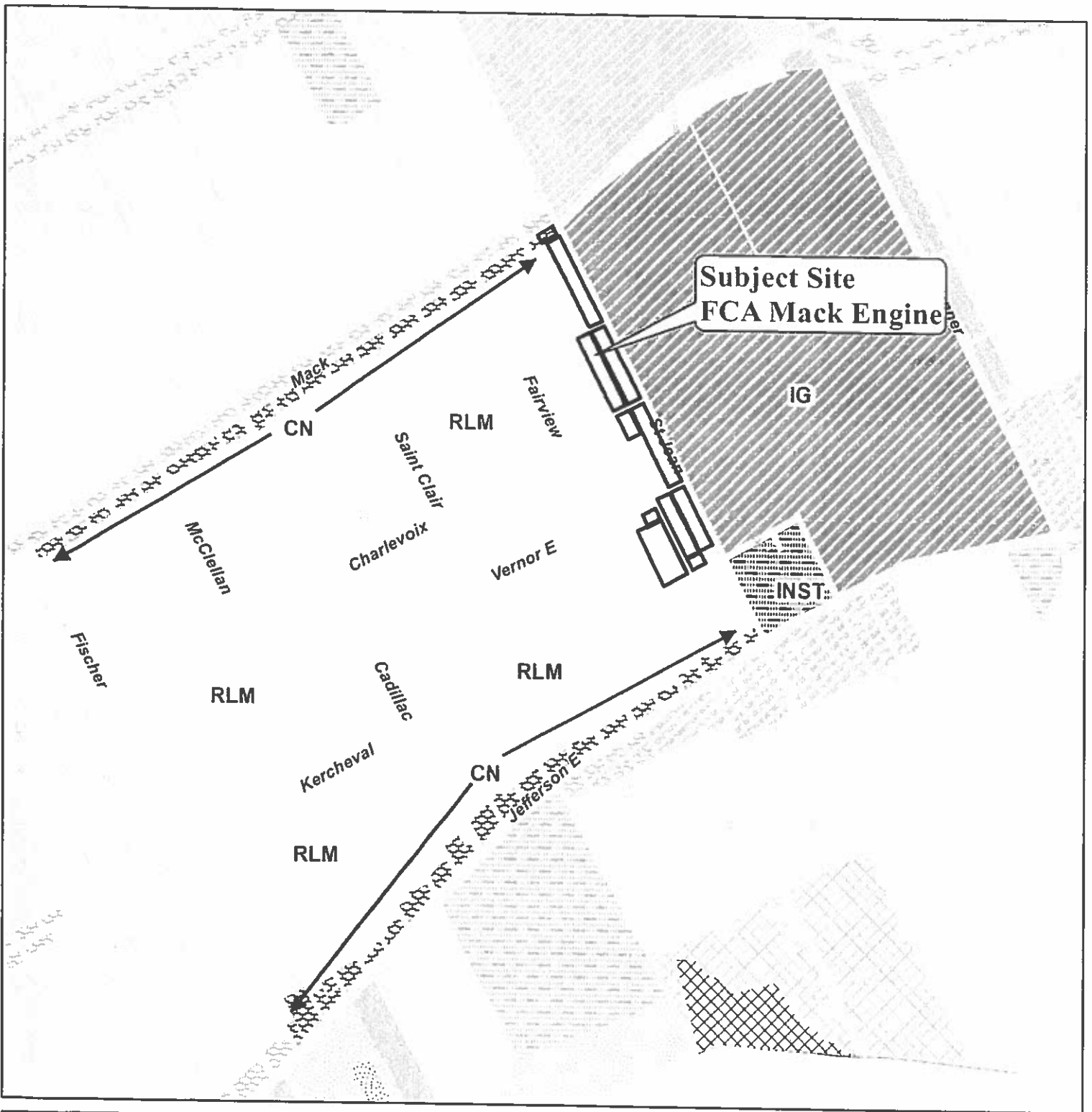
Nighborhood Cluster 3 St. Jean



Future Land Use

Low Density Residential (RL)	Thoroughfare Commercial (CT)	Mixed - Town Center (MTC)
Low / Medium Density Residential (RLM)	Special Commercial (CS)	Recreation (PRC)
Medium Density Residential (RM)	General Industrial (IG)	Regional Park (PR)
High Density Residential (RH)	Light Industrial (IL)	Private Marina (PRM)
Major Commercial (CM)	Distribution / Port Industrial (IDP)	Airport (AP)
Retail Center (CRC)	Mixed - Residential / Commercial (MRC)	Cemetery (CEM)
Neighborhood Commercial (CN)	Mixed - Residential / Industrial (MRI)	Institutional (INST)





Map 3-5B

City of Detroit
Master Plan of
Policies

Neighborhood Cluster 3 Foch



Future Land Use

Low Density Residential (RL)	Thoroughfare Commercial (CT)	Mixed - Town Center (MTC)
Low / Medium Density Residential (RLM)	Special Commercial (CS)	Recreation (PRC)
Medium Density Residential (RM)	General Industrial (IG)	Regional Park (PR)
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24	25	33
27	28	32
29	30	32





27	28	32
29	30	31
X	X	X

30 (4/26/2019)

30