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Brenda Goss Andrews
Kenneth R. Daniels
David Esparza, AIA, LEED
Ritchie Harrison
Gwen Lewis
Melanie Markowicz
Frederick E. Russell, Jr.

City Planning Commission Meeting

MINUTES
March 2, 2023
5:00 P.M.

I. Opening

A. Call to Order – Chairperson Hood called the meeting to order at 5:35 p.m.

B. Roll Call

Attendees: Brenda Goss Andrews, Ritchie Harrison, Lauren Hood, Melanie Markowicz, Frederick Russell, and Donovan Smith

Excused: Kenneth Daniels, David Esparza, and Gwen Lewis

A quorum was present.

C. Amendments to and approval of agenda

Commissioner Smith moved to approve the agenda, seconded by Commissioner Andrews. Motion approved.

II. Meeting minutes of August 4, 2022

Commissioner Markowicz moved to approve the minutes, seconded by Commissioner Harrison. Motion approved.

III. Public Hearings, Discussions and Presentations

A. **5:15 PM PUBLIC HEARING** – The Request of the Detroit Land Bank Authority and the City Planning Commission as a co-petitioner to rezone 18 parcels on the west side of Ward between Compass and Intervale Streets from an R1 (Single-Family Residential District) zoning classification to a M2 (Restricted Industrial District) zoning classification and to rezone 14044 Schaefer Hwy from a M4 (Intensive Industrial District) zoning classification to a M2 zoning classification. **(RA)** **45 mins**

Present: Roland Amarteifio, CPC Staff; Dan Buckley, Detroit Land Bank Authority (DLBA); Riki Yamakura, Detroit Department of Transportation; Donna Rice, Detroit Building Authority (DBA); Elliot Allen, DLZ Corporation

Roland Amarteifio, CPC Staff via PowerPoint discussed proposed map amendment Detroit Land Bank Authority and City Planning Commission as co-petitioners to rezone 19 parcels from M4 and R1 to M2. The site is near the border of District 7 and District 2. It is north of Schoolcraft, south of Lyndon and west of Ward between Compass and Intervale. CPC joined the request as a co-petitioner to down zone one parcel which is currently zoned as M4 to M2 to create some consistency in the zoning and ease some of the parcel combination. The proposed rezoning is being requested as the replacement of the Coolidge Terminal with a modern terminal in order to allow Detroit Department of Transportation (DDOT) to continue to provide essential public services. The Coolidge Terminal and maintenance facility located at 14044 Schafer Highway operated as a transit service facility from 1928-2011. A 2011 fire destroyed a portion of the site and halted operations. There will be new construction with bus storage, fleet maintenance, parking for employees and the public, and an operations and administration building. There is a storm water management plan. PDD stated that the proposed rezoning is consistent with the Master Plan, future general land use. PDD stated that downzoning M4 parcels to light industrial classification would reduce the potential for future high impact uses. The Detroit Building Authority (DBA) and DDOT held community virtual public meetings presenting their plans to rebuild the Coolidge Terminal on June 30, 2022 and October 27, 2022. There was a public hearing February 16, 2023. Ultimately, the goal is to bring back this terminal, modernly operate, and alleviate the stress of the Gilbert Terminal. DDOT prepared a traffic impact study in 2020 for this site, and it concluded that all intersections in the vicinity would operate at acceptable levels in 2025 at initial build and 2045 at full build scenarios.

Riki Yamakura of DDOT Staff commented on the positive feedback from the community and their excitement on the opportunity to revitalize the area.

Dan Buckley, Staff of Detroit Land Bank Authority (DLBA) explained that they are the intermediary for the properties that they own, and they intend to transfer the properties to DDOT's inventory as soon as the rezoning process is complete. Also, Mr. Buckley explained the properties along Ward Avenue are unoccupied and slated for demolition. The other properties are vacant land in response to Commissioner Markowicz's questions regarding the zoned R1 residential properties and occupancy.

Mr. Elliot Allen of DLZ discussed the plans for handling storm water. DDOT will use bio retention areas that will soften the site and allow water to percolate in the soil and plants throughout. He mentioned that there will be screening, and plants will be used as screening in response to Commissioner Russell's inquiry regarding the new site's parking lot, water, green space, and conservation appearance.

Mr. Yamakura stated there will be 143 buses and approximately 300-400 employees at this new proposed location in response to Commissioner Russell's inquiries.

Donna Rice of DBA mentioned potentially the facility can accommodate up to 216 buses. Additionally, Ms. Rice stated the demolition will begin May 2023, and it is projected that the new facility will be complete December 2025, per Commissioner Smith's inquiry regarding the timeline for the project.

Mr. Amarteifio mentioned that this item will be brought back at a later Commission meeting in response to Commissioner Hood's request for status.

PUBLIC TESTIMONY

1. Mr. Michael Avery briefly commented about a house on Compass and Hartwell.
2. Mr. Steven Williams inquired about his acquaintance's home on Compass, demolition of the wall on the site, entrance and exit to the facility, and DLBA's transferring of property.

DLBA Staff Member, Mr. Buckley responded to Mr. Steven Williams stating that the DLBA has been looking into the illegal occupancy at 13500 Compass for the past few months.

3. Ms. Moore mentioned her concerns about the rezoning and rebuilding of the DDOT project.

B. 6:00 PM PUBLIC HEARING – Midwest/Tireman Neighborhood Framework Plan update (John Sivills, PDD) 45 mins

Present: John Sivills, PDD Staff Member

John Sivills, Planning and Development Department (PDD) Staff Member via PowerPoint updated the Commission on the Midwest/Tireman Neighborhood Framework.

Midwest/Tireman is along the route, the study area, of the Joe Louis Greenway, and it is home to the first newly constructed leg of the Joe Louis Greenway. He shared detailed demographics of the neighborhood with the Commission. There is a \$350,000 general fund budget that is to be used for this framework, and it involves receiving feedback from the community. Mr. Sivills described the framework timeline started September 13, 2022, and the goal is to end the framework September 2023. There were two public outreach meetings with the Department of Neighborhoods on June 27, 2022 and July 11, 2022. Also, there were two open houses. The first one was November 1, 2022, where the framework process was introduced, and PDD received a glimpse of the neighborhood from the neighbors. The second open house was on January 31, 2023, and a plan of action was provided to the community. The goal is to discuss with the neighborhood future plans and identify challenges and opportunities. The neighborhood framework plans have been completed for Corktown, Southwest Vernor and Delray. He announced that there is a podcast on the City's website, and there are virtual office hours for Midwest/Tireman.

IV. Unfinished Business – There is no unfinished business.

V. New Business – There is no new business.

VI. Committee Reports – Commissioner Markowicz updated the Commission on the second meeting of the Local Advisory Committee for the I-375 reconnecting communities' project. The I-375 project will be creating a Boulevard to Lafayette Park to Greektown, Theater District, Eastern Market, and connections with Brush Park down to the Riverfront. Also, the project will reconfigure I-75 South and make it a continuous I-75 to help with traffic flow. The project underwent an environmental review through NEPA (National Environmental Policy Act) finding no significant impact. Currently, the I-375 project is in the design phase. The preferred design was created during the environmental review process with stakeholder engagement. This design process will identify

how it is built, the phasing of the project, construction mitigation, and the look, feel and intention of the project. It includes the disposition of the extra land that will be created after the demolition of I-375, and the variety of new parcels of land that will have the potential for development. It is expected the I-375 project will come before CPC for zoning.

Commissioner Hood added that the Michigan Department of Transportation (MDOT) is open to hearing the Commission's ideas on the I-375 project.

Commissioner Markowicz mentioned there was no finding in NEPA that the project will impact any historical properties around the area in response to Commissioner Harrison's question.

Director Todd added that the Detroit Historic District Commission and Historic Designation Advisory Board are working on the City's significant archives in this matter.

VII. Staff Report – Director Todd provided a brief status report on the Special Committee on Committees and the setting of the next committee meeting. Commissioner Harrison and Commissioner Andrews confirmed their attendance at the sub-committee meeting on March 9, 2023, at 3:30 p.m. in response to Director Todd's request for availability.

VIII. Member Report – There are no Member reports.

IX. Communications – There are no communications.

X. Public Comment –

1. Joanne Warwick expressed her displeasure with the City's planning of North End Landing.
2. Tyson Gersh commented on the North End Landing project.

CPC Staff Member Jeffrey stated that he will request PDD to provide the Commission with a presentation of the North End Landing plan per Commissioner Hood's request.

XI. Adjournment

The meeting adjourned at 7:16 p.m.