

Lauren Hood, MCD
Chairperson
Donovan Smith
Vice Chair/Secretary
Marcell R. Todd, Jr.
Director

City of Detroit

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

Kenneth R. Daniels
David Esparza, AIA, LEED
Ritchie Harrison
Gwen Lewis
Melanie Markowicz
Frederick E. Russell, Jr.
Rachel M. Udabe

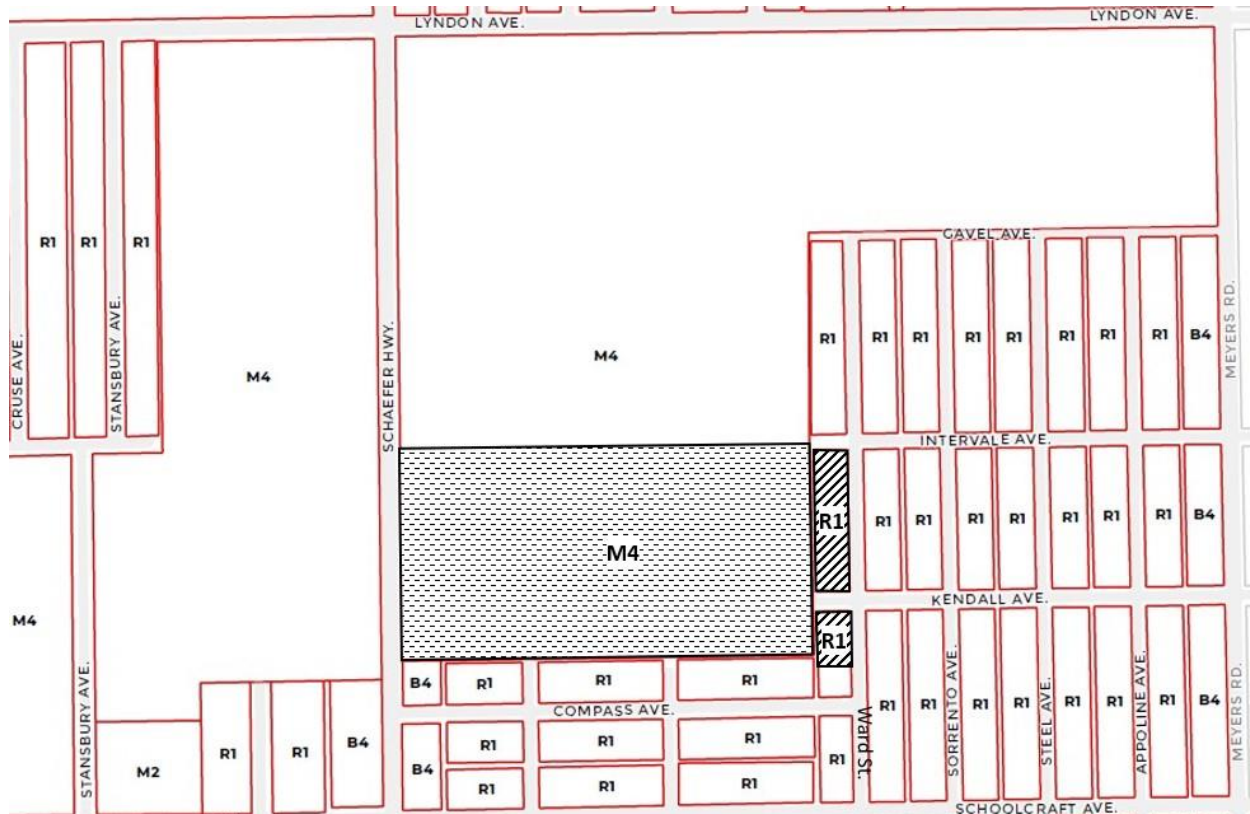
May 23, 2023

HONORABLE CITY COUNCIL

RE: Request of the Detroit Land Bank Authority and the City Planning Commission as a co-petitioner to amend District Map No. 68 to show a M2 (Restricted Industrial District) zoning classification where a R1 (Single-Family Residential District) zoning classification is currently shown on approximately 18 parcels on the west side of Ward Street between Compass and Intervale Streets and to show a M2 zoning classification where a M4 (Intensive Industrial District) zoning classification is currently shown on one parcel of approximately 19.5 acres commonly known as 14044 Schaefer Hwy
(RECOMMEND APPROVAL – REQUESTING INTRODUCTION AND THE SETTING OF A PUBLIC HEARING)

The City Planning Commission (CPC) has received a request from the Detroit Land Bank Authority (DLBA) to amend Article XVII, Section 50-17-70, District Map No. 68 of the 2019 Detroit City Code, Chapter 50, Zoning, to show a M2 zoning classification where a R1 zoning classification is currently shown on approximately 18 parcels on the west side of Ward Street between Compass and Intervale Streets. In addition, the CPC has joined this request as a co-petitioner to show a M2 zoning classification where a M4 zoning classification is currently shown on one parcel of approximately 19.5 acres commonly known as 14044 Schaefer Hwy generally bounded by Lyndon St to the north, Ward Ave to the east, Compass St to the south, and Schaefer Hwy to the west. The DLBA is in the process of transferring the land to DDOT.

The proposed rezoning is being requested to permit the replacement of the existing Coolidge Terminal with a modern terminal in order to allow DDOT to continue to provide essential public services to the western portion of the City of Detroit. Initially, the petitioner requested to only rezone the parcels along Ward St from R1 to M2. During analysis of the surrounding zoning and discussion about the process of parcel combination with the City's Assessor's office, the CPC decided to co-petition and add the approximately 19.5 acres where the vacant Coolidge Terminal is presently located.



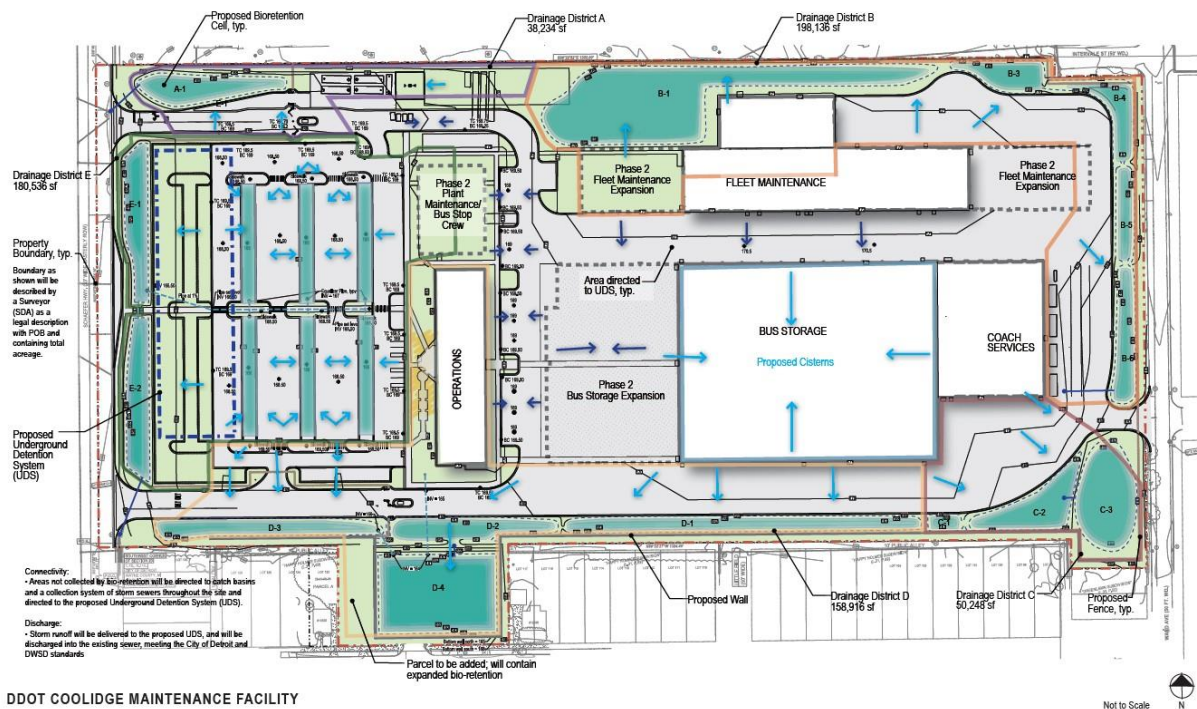
Shaded Area is proposed to be rezoned from M4 and R1 to M2

BACKGROUND AND REQUEST

The subject property is located in City Council District 7. The Coolidge Terminal and Maintenance Facility located at 14044 Schaefer Highway operated as a transit service facility from 1928 to 2011. In 2011, a fire destroyed a portion of the facility and halted operations. Efforts to rebuild the facility and resume operations were cancelled in 2013 as the City of Detroit faced bankruptcy.

The proposed bus facility would completely revamp the current Coolidge Terminal. The proposed new terminal would include bus storage, coach services, operations, administration, and fleet maintenance with indoor storage. These buildings would be spread out over the site and a thorough storm water management plan is included in the plan with various bioretention basins surrounding the entire site. In addition, there is also a proposed underground detention system. The site plan also contains future plans for the potential expansion of each operation.

The new facility will accommodate 24-hour operations and initially house approximately 144 buses, with the capacity to expand up to 216 buses in the future. The facility will also provide 245 parking spaces for its staff and visitors.



DDOT Coolidge Terminal Stormwater Plan | Source: DDOT

Community Input

The Detroit Building Authority (DBA) and DDOT held multiple community meetings where they presented their plans to rebuild the Coolidge Terminal. These meeting included:

- A first virtual public meeting – Thursday, June 30, 2022
- A second virtual public meeting – Thursday, October 27, 2022
- A Public Hearing – February 16, 2023

During these meetings, the DBA and DDOT provided information regarding the project and received feedback from the public. Some of the comments included:

- There was excitement for this project to be realized; it was noted that this facility will provide better working conditions for bus operators.
- A question was asked related to whether native Detroiters will be provided the opportunity to build the proposed terminal (DBA confirmed that native Detroiters will be used in the construction and operation of the facility).
- It was asked will staff or volunteers conduct the door-to-door canvassing mentioned during the meeting. (DDOT confirmed that both staff and volunteers will be a part of canvassing).
- There was a question about DDOT bus routes, and which southwest routes would get moved over to the proposed new Coolidge Terminal.
- There was a question about electric and zero emission buses.
- There was a question related about eminent domain of the properties on Ward Ave. and how long the Detroit Land Bank Authority has been in possession of the properties.
- There was a question about what will happen with the current Gilbert Terminal off of I-94.

In addition to these meetings, DDOT conducted outreach via door to door canvassing, spoke with existing area organizations and groups, hosted a public workshop, held an informational forum, and conducted pop-up events to solicit input and answer questions.

PUBLIC HEARING RESULTS

On March 2, 2023, the City Planning Commission held a public hearing on this rezoning request. During the hearing, two members of the public spoke with concerns related to the rezoning. One gentleman spoke about concerns with the retaining wall that is currently located on the eastern edge of site (along Ward Street) being removed and replaced with other types of screening. He also asked whether Hartwell Ave. or Littlefield St. would be used by DDOT to enter or exit from the Coolidge Terminal (these streets dead-end into the current Terminal along Compass Street). His last concern is related to an ongoing DLBA foreclosure case for 13500 Compass St. The petitioner mentioned that they do plan to remove the existing retaining wall but will comply with city standards regarding screening and buffering. The petitioner also clarified that Hartwell Ave and Littlefield St would not be used by DDOT for its operations. 13500 Compass St. is not a part of the proposed rezoning but is a part of DDOT's stormwater plan for facility. The other member of the public who spoke during the public hearing was concerned about her property on Schoolcraft Rd. and whether it would be impacted by the proposed rezoning. CPC staff clarified that she received notice from CPC in order to make her aware of the rezoning, but, again, her site is not included in the request.

PLANNING CONSIDERATION

Current Zoning

R1 – Single-Family District

In general, the R1 Single-Family Residential 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.

M4 – Intensive Industrial District

In general, the M4 Intensive Industrial District will permit uses which are usually objectionable and, therefore, the district is rarely, if ever, located adjacent to residential districts. A broad range of uses is permitted in this district. New residences are prohibited with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses.

Proposed Zoning

M2 – Restricted Industrial District

In general, the M2 Restricted Industrial 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.

Surrounding Zoning and Land Use

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

North: M4 and R1 – Industrial Warehousing and Residential

East: R1 – Residential and Vacant Land

South: R1 – Residential and Vacant Land

West: M4 – Tow Yard

Zoning Ordinance Approval Criteria

Section 50-3-70 of the Detroit Zoning Ordinance lists eight approval criteria on which zoning map amendments must be based. Following are the relevant criteria with the CPC analysis in italics:

- Whether the proposed amendment will protect the health, safety, and general welfare of the public. *The proposed rezoning of parcels along Ward St. would bring industrial uses closer to residentially zoned land. However, the stormwater plan for the Coolidge Terminal shows that the parcels would primarily be used for bioretention basins. The downzoning of the larger M4 parcel to M2 would reduce the potential for high impact uses on the site.*
- 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. *The redevelopment of the Coolidge Terminal would increase the public services offered by DDOT and provide the opportunity for more streamlined operations for bus operators.*
- 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 stormwater management; *The stormwater management plan for this site includes bioretention, catch basins, and an underground detentions system (UDS) to ensure that stormwater is properly diverted to reduce flooding on the site and in the surrounding community.*

Master Plan Consistency

The subject site is located within the Mackenzie area of Neighborhood Cluster 7 of the Detroit Master Plan of Policies. The Master Plan Future General Land Use map for this area shows Light Industrial (IL). The Planning & Development Department (PDD) has prepared a Master Plan Interpretation (attached) and found the proposed zoning classifications to be **consistent** with the Master Plan.

Traffic Impact

In 2022, DDOT prepared a traffic impact study for this site. In the study, DDOT analyzed intersection capacity and determined that all intersections in the study area would operate at acceptable levels in both the 2025 initial build and 2045 full build scenarios. During the construction phase, a traffic control plan would be developed to manage vehicular and pedestrian circulation. In addition, DDOT will prohibit construction vehicles from using residential streets to access the site. Finally, DDOT will monitor intersections to determine if a traffic signal is warranted in the future.

CONCLUSION

Based on the above analysis and consistent with the approval criteria of Sec. 50-3-70 of the Zoning Ordinance, the CPC voted at its March 16, 2023, meeting to recommend APPROVAL of the rezoning request. The approved-as-to-form Ordinance is attached for Your consideration.

Respectfully submitted,

Lauren Hood, CHAIRPERSON

A handwritten signature in blue ink, reading "Marcell R. Todd, Jr.".

Marcell R. Todd, Jr., Director
Christopher Gulock, City Planner
Roland Amarteifio, City Planner

Attachments: Ordinance
Application for Zoning Change
Master Plan Interpretation

cc: Antione Bryant, Director, PDD
Greg Moots, PDD
Dave Bell, Director, BSEED
Conrad Mallett, Corporation Counsel
Daniel Arking, Law



**PLANNING AND
DEVELOPMENT DEPARTMENT**

Coleman A. Young Municipal Center
2 Woodward Avenue, Suite 808
Detroit, Michigan 48226

Phone 313•224•1339
www.detroitmi.gov

TO: Mr. Marcell Todd, Legislative Policy Division
FROM: Greg Moots, Planning and Development
RE: Master Plan Interpretation for **Rezoning**
DATE: March 1, 2023

RE: **Master Plan of Policies** review of the request to show an M2 (Restricted Industrial District) zoning classification where an R1 (Single-Family Residential District) and M4 (Intensive Industrial District) zoning classification are currently shown on the area generally bounded by Lyndon St. to the north, Ward Ave. to the east, Compass St. to the south, and Schaefer Hwy. to the west.

Dear Mr. Todd:

Pursuant to the City of Detroit's City Charter (Sections 6-202 and 6-204), the Planning and Development Department (P&DD) submits the following review of the proposed rezoning. The proposed map amendment is at the request of the Department of Transportation.

Location

The proposed site is generally bounded by Lyndon St. to the north, Ward Ave. to the east, Compass St. to the south, and Schaefer Hwy. to the west. Specifically, the request is to rezone 18 parcels from R1 on the west side of Ward Street between Compass and Intervale Streets and to rezone the M2 (Restricted Industrial District) zoned parcel commonly known as 14044 Schaefer Hwy., generally bounded by Lyndon St. to the north, Ward Ave. to the east, Compass St. to the south, and Schaefer Hwy. to the west.

Existing Site Information

The area is approximately 21 acres in size and is primarily occupied by the Department of Transportation (DDOT) bus terminal. The included residential parcels are vacant or contain vacant structures.

Surrounding Site Information

North: M4 – Industrial
East: R1 – Single Family homes
South: B4 and R1 – Vacant land and Single Family homes
West: M4 – Industrial

City Planning Commission
208 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 50-3-3 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.

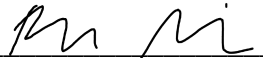
The applicant will be notified at least seven (7) days prior to the meeting at which the proposal will appear on the Commission's agenda.

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: 12/16/22

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: Detroit Land Bank Authority
Address of Applicant: 500 Griswold Street Suite 1500
City, State & Zip Code: Detroit, MI 48226
Telephone Number: (313) 989-0118
2. Name of Property Owner: SAME
(If same as above, write "SAME")
Signature of Property Owner
(If different than Applicant) _____
Address of Property Owner: _____
City, State & Zip Code: _____
Telephone Number: () _____
3. Present Zoning of Subject Parcel: R1
4. Proposed Zoning of Subject Parcel: M2
5. Address of Subject Parcel: 18 total properties -- see attached spreadsheet
between Compass and Intervale
(Street) (Street)
6. General Location of Subject Property: All parcels located on Ward Ave -- East of
Schaefer Highway, north of Compass Street, and south of Intervale Street.
(See attached spreadsheet for more location information)
7. Legal Description of Subject Parcel: (May be attached)
See attached spreadsheet

8. Size of Subject Parcel (Dimensions): See attached spreadsheet
(Acreage): 1.47 total acres

9. Description of anticipated development:

The purpose for the project is to replace the existing Coolidge Terminal with a modern terminal so that DDOT can continue to provide essential public services to the western portion of the city of Detroit in the most efficient manner.

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

The City of Detroit's Current Master Plan for Future General Land Use indicates that the blocks immediately surrounding the Project site are planned for "Light Industrial" uses, which would be more consistent with the Coolidge Project

site. This includes all the parcels that back up to the Coolidge Terminal site on the western half block facing Ward Avenue and all the parcels along Compass Street. Currently, these residential lots retain their R1 Single Family Residential zoning. The Project would require the change from R1 to M4 – Intensive Industrial District. Similarly, the four parcels zoned General Business District (B4) at the intersection of Schaefer Highway and Compass Street would also need to be rezoned to M4.

11. Zoning of Adjacent Properties:

To the North - R1

To the South - R1

To the East - R1

To the West - R1

12. Development of Adjacent Properties:

To the North - Vacant land

To the South - Vacant land

To the East - Vacant land and homes

To the West - Existing bus terminal

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

Group Name/Address	Contact Person/Phone Number
Happy Homes Community Association	(313) 320-3872 happyhomescommun@hotmail.com
City Council District 7	Jerry Springs - 313-236-3540

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

Name	Indicate: Owner Business Resident	Address	Address of Adjacent Property	Phone
Lance Tepe	Resident	13350 COMPASS	13360 COMPASS	
El-Beth-El Temple	Bus.	13512 Compass	13500 & 13520 Compass	(313) 834-0984 el_beth_eltemple@att.net
Danny's Used Auto Parts	Bus.	14201 Schaefer Highway		Danny 313-273-9030
Imperial Fresh Market	Bus.	14424 Schaefer Highway		Justin 313-934-0325

Project Proposal

The rezoning is being requested to permit the replacement of the existing Coolidge Terminal with a modern terminal in order to allow DDOT to continue to provide essential public services.

Interpretation

Impact on Surrounding Land Use

The downzoning of the current DDOT site to the light industrial classification will reduce the potential for future high-impact uses that could negatively impact the surround area. The upzoning of the 18 parcels on the west side of Ward Street brings future industrial uses closer to the primarily-vacant residential land the east side of that street. With appropriate buffering, this impact can be mitigated.

Impact on Transportation

If Schaefer Hwy. maintained as the primary access, as is advisable, there shouldn't be an impact to the other surrounding streets. Schaefer Hwy. is industrial in nature in this area and is designated as a Major Street. A DDOT bus route also serves it.

Master Plan Interpretation

The site is designated Light Industrial (IL) in the Master Plan's Mackenzie neighborhood. These "areas should generally consist of industrial uses of low intensity that have minimum undesirable effects on adjacent residential or commercial land uses. Small-scale industrial uses may include machine shops, small scale assembly or packaging, warehousing or technology parks.". The proposed rezoning is consistent with the Master Plan designation, and we therefore find that the proposal is **consistent** with the Master Plan.

Respectfully Submitted,



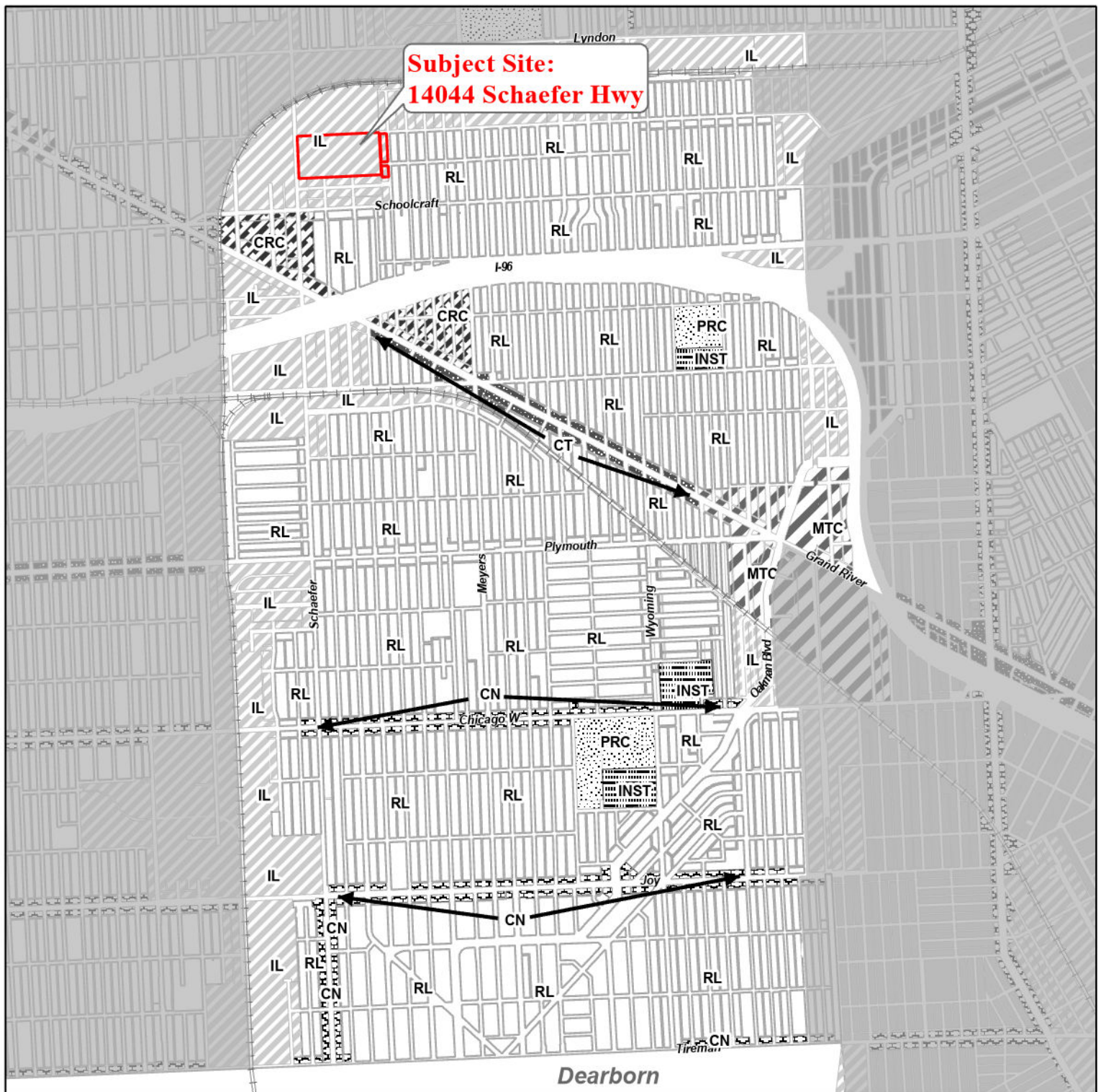
Gregory Moots

Planning and Development Department

Attachments

Future General Land Use Map: Map 7-3B, Neighborhood Cluster 7, Mackenzie

CC: Karen Gage
Antoine Bryant, Director



Map 7-3B

City of Detroit
Master Plan of
Policies

Neighborhood Cluster 7 Mackenzie



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)

