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TO: City Planning Commission

FROM: Roland Amarteifio, Staff

RE: A text amendment to amend Chapter 50 of the 2019 Detroit City Code, Zoning, by amending the M2 Restricted Industrial District maximum height dimensional standard
(RECOMMEND APPROVAL)

DATE: June 14, 2022

RECOMMENDATION

The City Planning Commission staff recommends APPROVAL of the proposed text amendment to amend Chapter 50 of the 2019 Detroit City Code, Zoning, by amending the M2 (Restricted Industrial) District maximum height from 40ft to 55ft.

BACKGROUND

This proposed ordinance amends Chapter 50 of the 2019 Detroit City Code, *Zoning*, by amending Article XIII, *Intensity and Dimensional Standards*, Division 1, *Tables of Intensity and Dimensional Standards*, Subdivision E, *Industrial Districts*, Sec. 50-13-83, *M2 District*, to increase Max. Height (Feet) for *All other uses* from 40 feet to 55 feet.

Amending the maximum height of the M2 district is being proposed to increase the viability of the district for light industrial and warehousing facilities. Many of these facilities now require taller buildings to accommodate their operations and they often locate in more intensive industrial districts which have a maximum height of 80ft. For example, the former Cadillac Stamping Plant, south of the intersection of Conner and Gratiot, has been razed for the construction of a new light industrial automotive facility. The M4 (Intensive Industrial) zoning of the site afforded the available height to build a 50 to 55 feet tall structure. An increase of the maximum height allowed in the M2 district from 40 feet to 55 feet would make the district more viable for such facilities.

Increasing the height in M2 can avoid the adverse effects of more intense industrial districts and spark investment in light industrially zoned facilities. Additionally, the increase in viability of M2 restricted industrial districts can support the downzoning of the more intensive M3 and M4 industrial districts throughout the City of Detroit.

PUBLIC HEARING RESULTS

On May 19, 2022, the City Planning Commission held a public hearing on the subject text amendment request, advanced by the City Planning Commission staff in response to an inquiry by Council Member Benson. At the hearing, no members of the public spoke, however Commissioners provided feedback on the proposed increase in M2 district max. height. City Planning Commissioners' questions included:

- What effect would the increase of max height allowed in the district have on truck traffic?
- Can Staff provide a table with the by-right and conditional uses of each industrial district?
- Can Staff provide graphic to show M2 districts located next to residential zoned districts?
- Can Staff provide an example of a solar study to show how setbacks would affect the access to sun for a facility near a residential building?
- Does an increase in height affect the type of truck that is used in these facilities?
- Can Staff provide a map of the M2 Industrial zoning districts throughout the city?

STAFF ANALYSIS

CPC staff is of the belief that the increase of max height within the district would not significantly increase truck traffic or alter the type of trucks that operate in a 55ft facility compared to a 40ft facility. The type of truck is generally dependent upon the product being transported. The amount of truck traffic generated by industrial facilities is due to type of use or facility that is operating and the businesses it is supporting. This proposed text amendment does not make any changes to the by-right or conditional uses allowed in the M2 (Restricted Industrial) district and therefore there is no expected increase in size of trucks operating in higher bay facilities. Some increase in truck traffic may result due to greater storage capacity in these facilities but generally traffic will be dependent upon the operation of the facility.

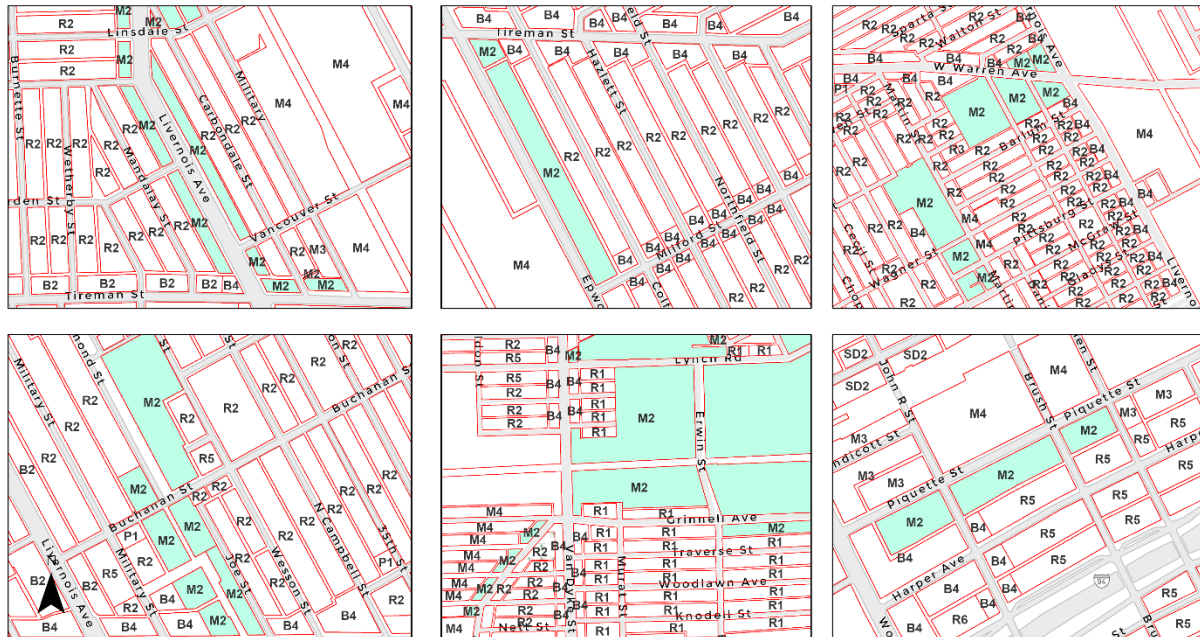
[Sec. 50-10-43](#) through Sec. 50-10-54 of the Zoning Ordinance lists all the by-right and conditional uses of the M2 (Restricted Industrial) District and Sec. 50-10-13 through Sec. 50-10-145 contains all the by right and conditional uses of the industrial districts in the city. The table below displays the amount of by-right and conditional uses allowed in the M2 district.

Use Category	by-right	conditional
Residential	0	2
Public, civic, and institutional	17	0
Retail, service, and commercial	57	16
Manufacturing and industrial	29	8
Other uses	11	9
Total	114	35

Uses allowed in the M2 Restricted Industrial District

A review of the City of Detroit zoning maps shows that there are numerous examples of M2 districts located adjacent to, across a street, and across an alley from residential zoned districts. Sec. 50-10-41 states that the M2 Residential District must provide a buffer between residential and intensive industrial districts and therefore they are often located near residentially zoned districts.

M2 Restricted Industrial Locations in City of Detroit



Sec. 50-13-103 *Setback requirements for boundary lot lines* states that setbacks are required when industrial districts are abutting or across a street or alley from land zoned R1, R2, R3, R4, R5, R6, TM or residential PD Districts. Industrial districts separated from front yard residential districts by a public street require a 20ft setback. Industrial districts separated from side setback residential districts by a public street require a 10ft setback. Industrial districts abutting or across from an alley from residential districts require a 20ft setback.

In the attached presentation you will find staff's response to the requested solar study. We were unable to provide a specific response for this request but have for some older studies that are applicable. Also included is the map of M2 Zoned land.

Conclusion

Based on Staff's analysis of the proposals, our consideration of the questions and comments the public and Commissioners as well as our review of the approval criteria of Sec. 50-3-49 of the Zoning Ordinance, CPC staff recommends approval of this proposed text amendment.

Attachment: M2 Height CPC Report

cc: Antoine Bryant, Director, PDD
Greg Moots, PDD

David Bell, Director, BSEED
Conrad Mallett, Corporation Counsel
Kimberly James, Law
Daniel Arking, Law