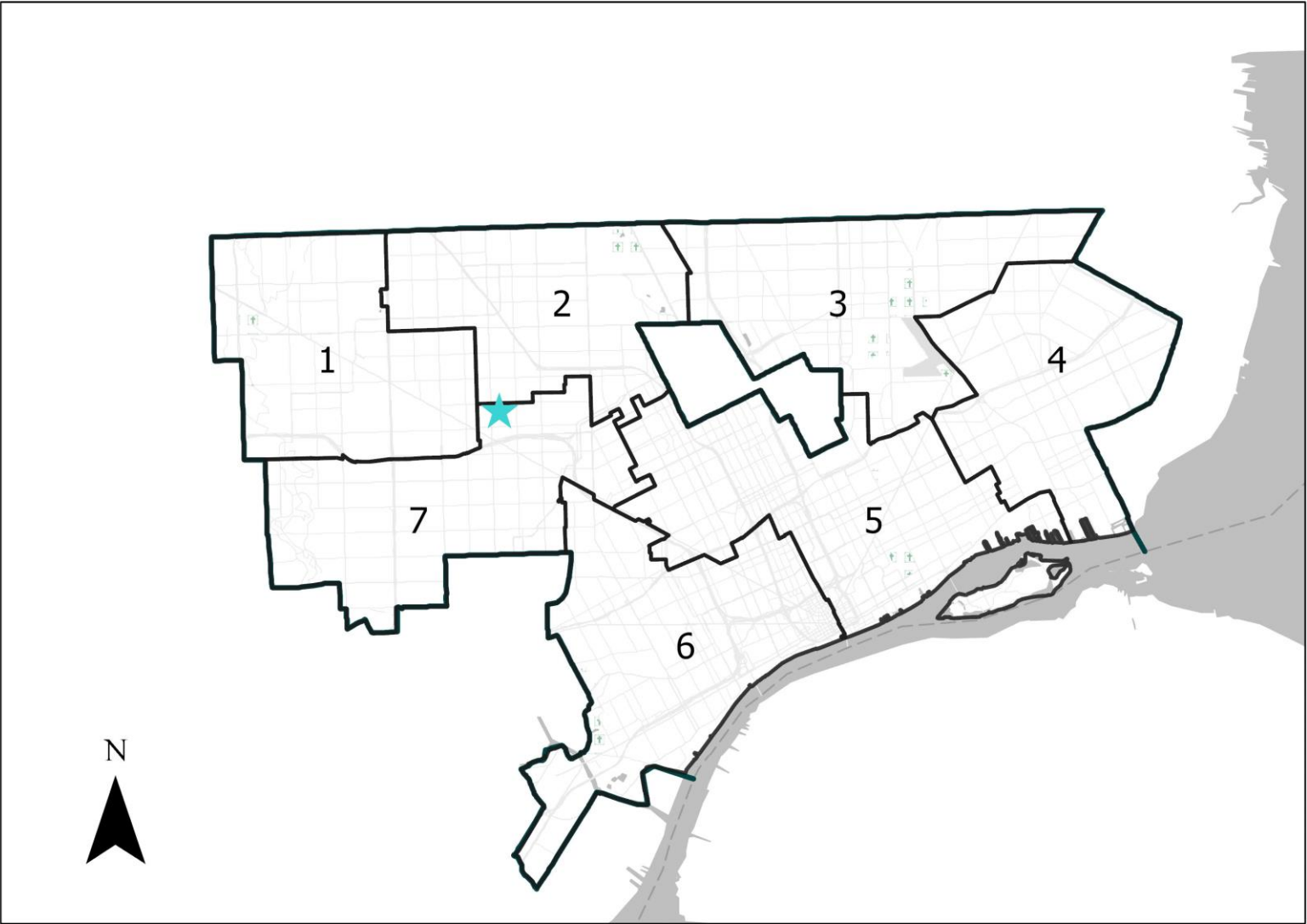


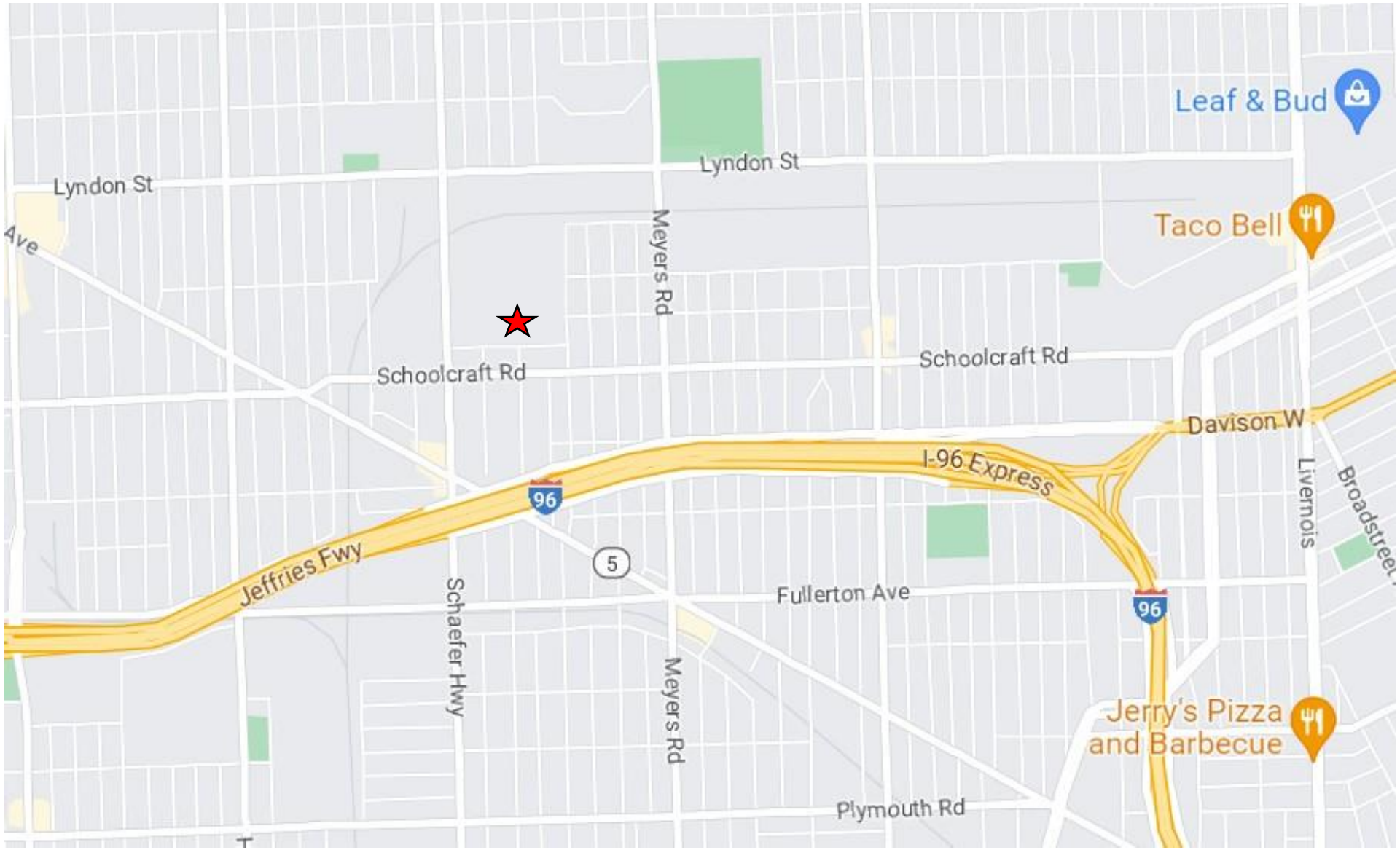
5:15 PM Public Hearing Proposed Map Amendment

Request of Detroit Land Bank Authority and the City Planning
Commission to rezone 19 parcels from M4 and R1 to M2

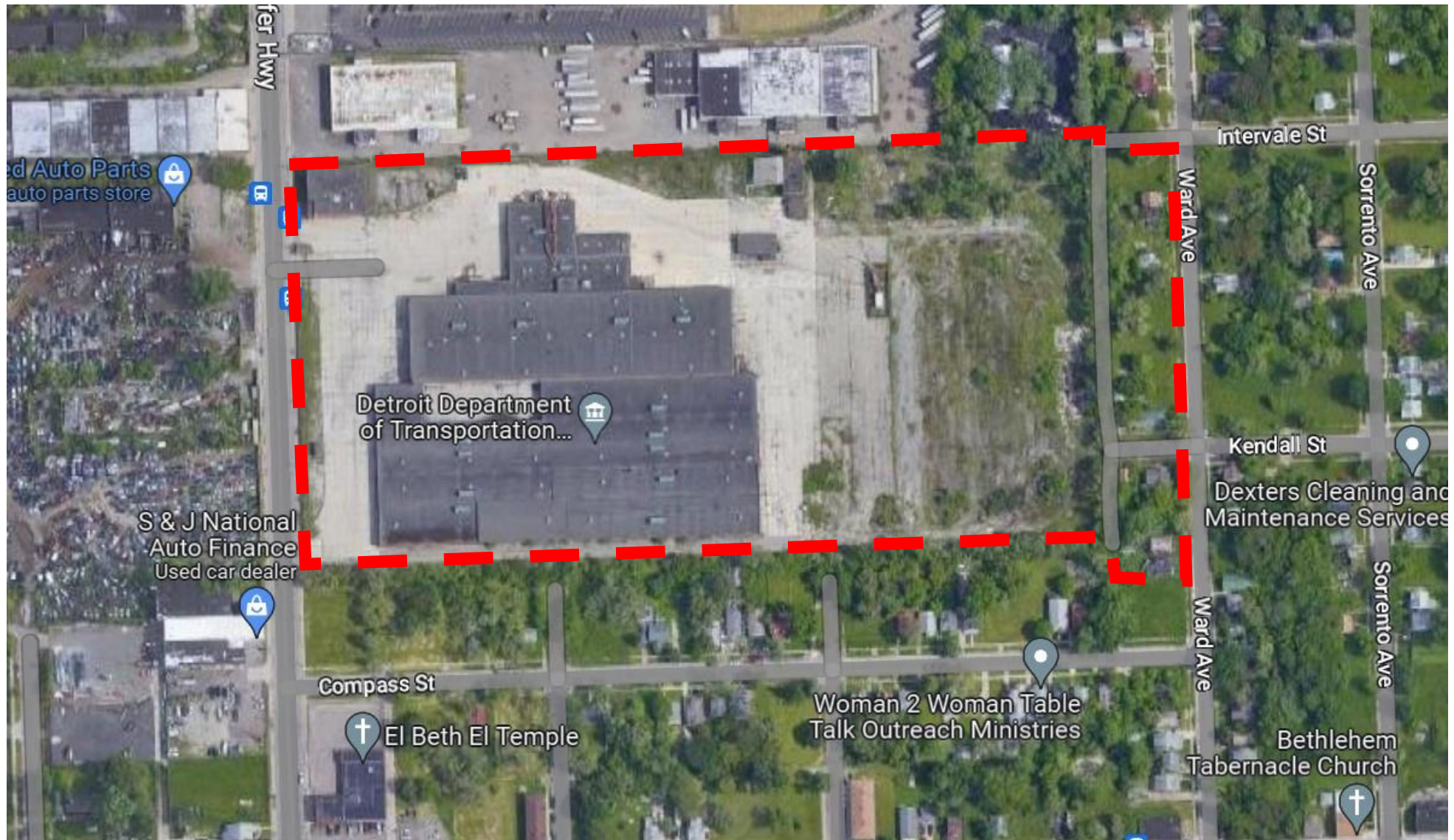
Roland Amarteifio, CPC staff



City of Detroit
CITY PLANNING COMMISSION



City of Detroit
CITY PLANNING COMMISSION



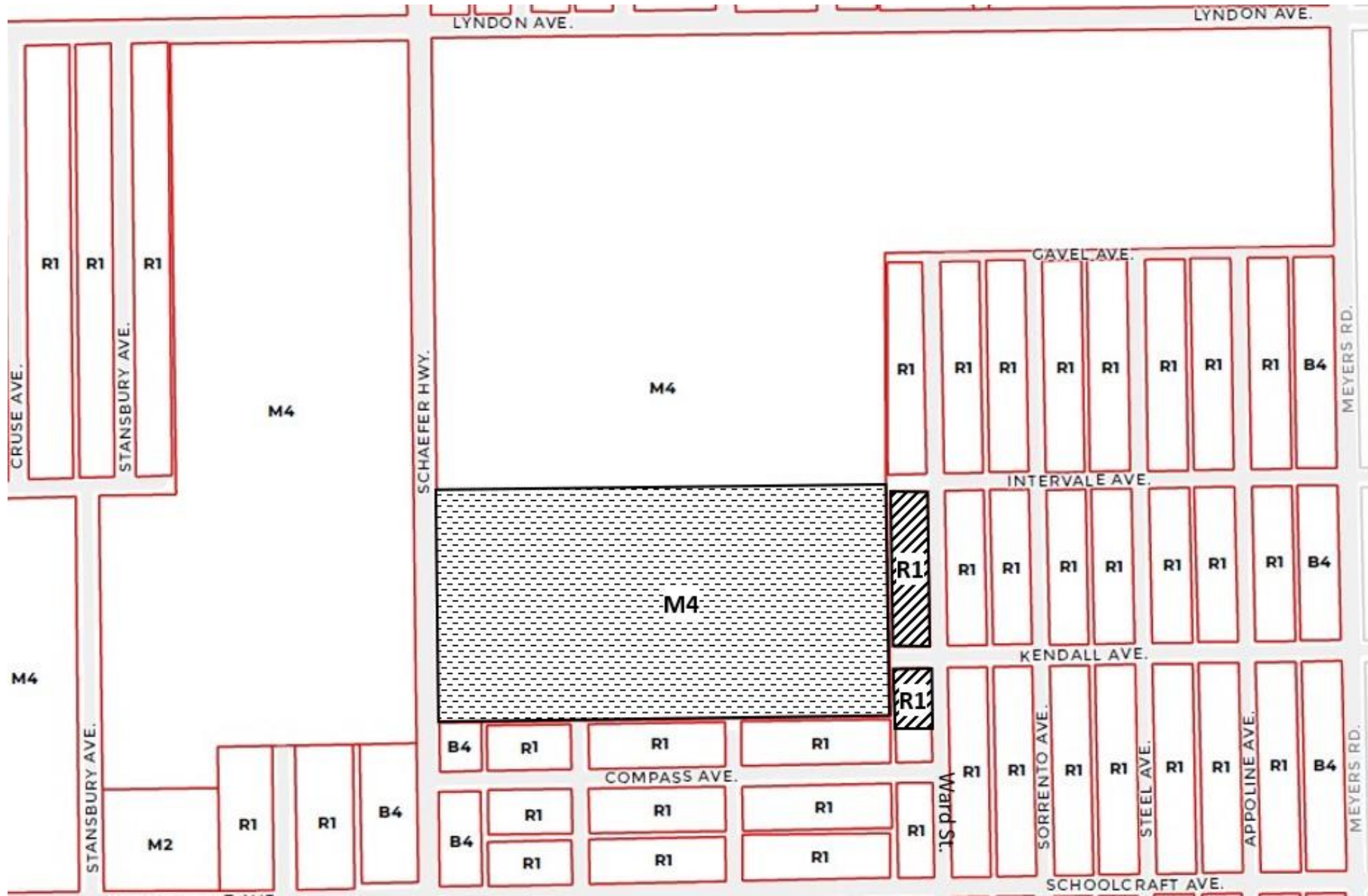
City of Detroit
CITY PLANNING COMMISSION

Background and Proposal

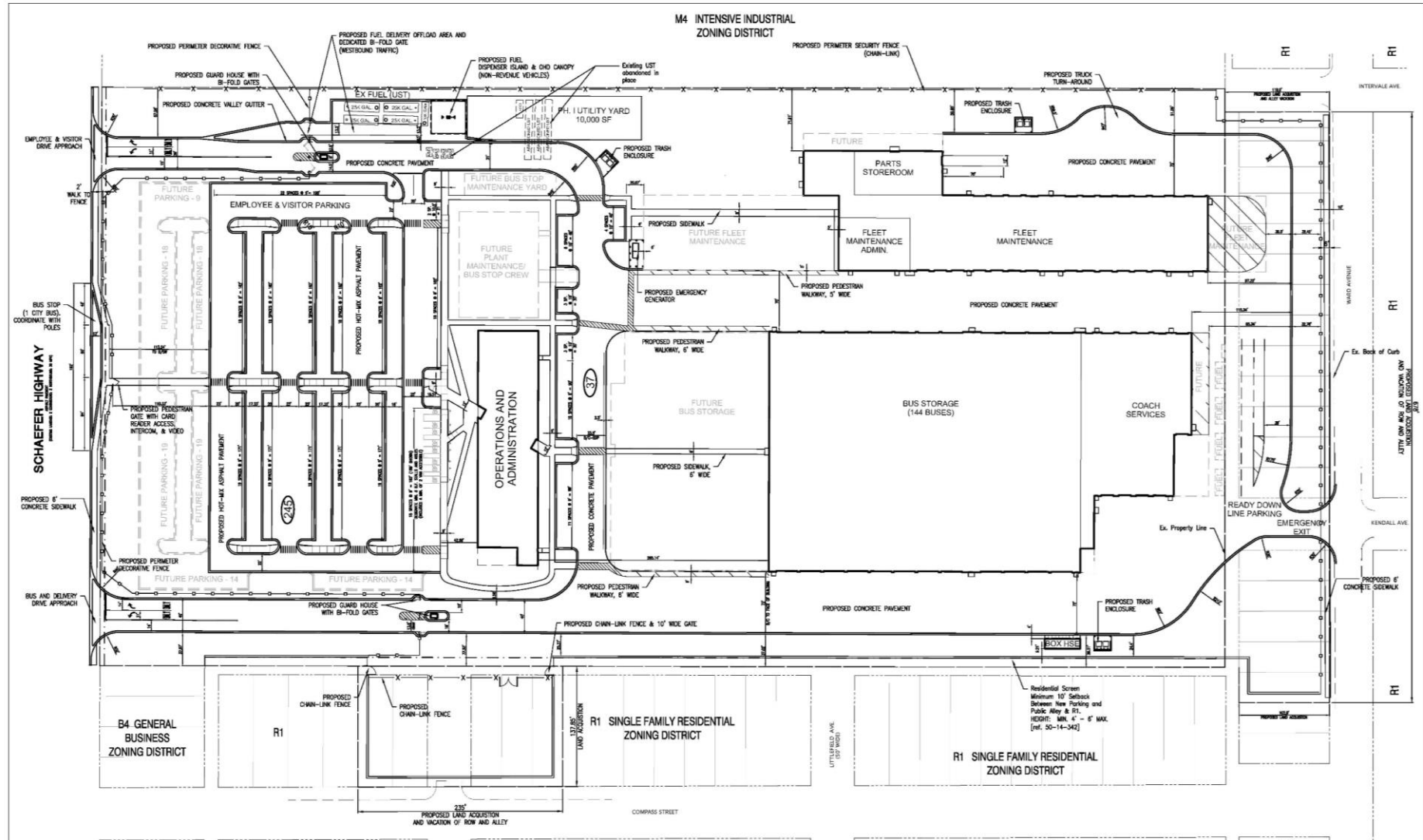
- The Detroit Land Bank Authority (DLBA) is proposing to rezone 18 parcels on the west side of Ward Street between Compass and Intervale Streets.
- CPC staff has joined this request as a co-petitioner to downzone 1 parcel of approximately 19.5 acres from M4 to M2.
- The proposed rezoning is being request to permit the replacement of the existing Coolidge Terminal with a modern terminal in order to allow the Detroit Department of Transportation (DDOT) to continue to provide essential public services.
- 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 potion of the facility and halted operations.

Historical Photos

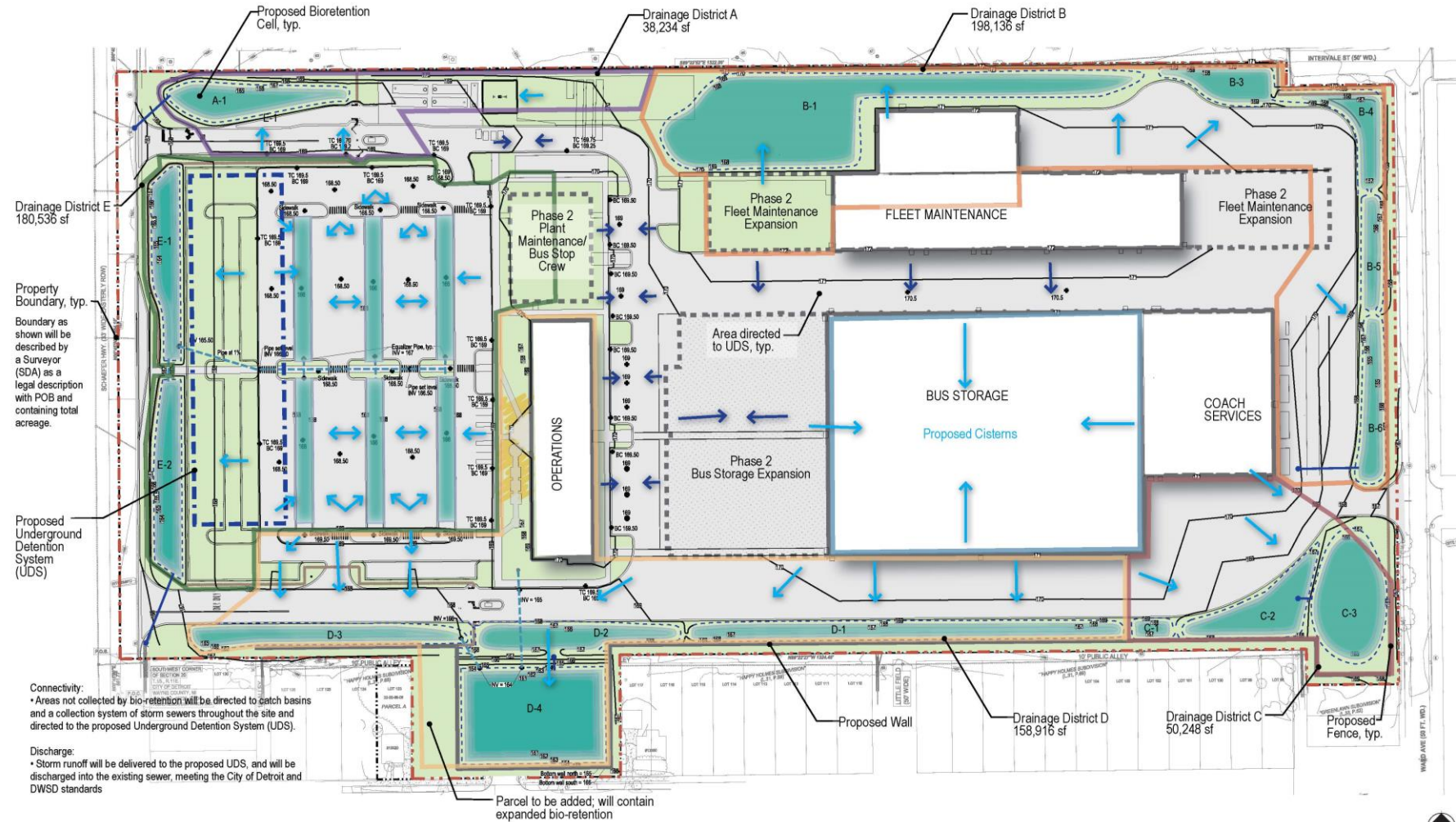




Proposed Site Plan



Proposed Stormwater Management Plan



DDOT COOLIDGE MAINTENANCE FACILITY

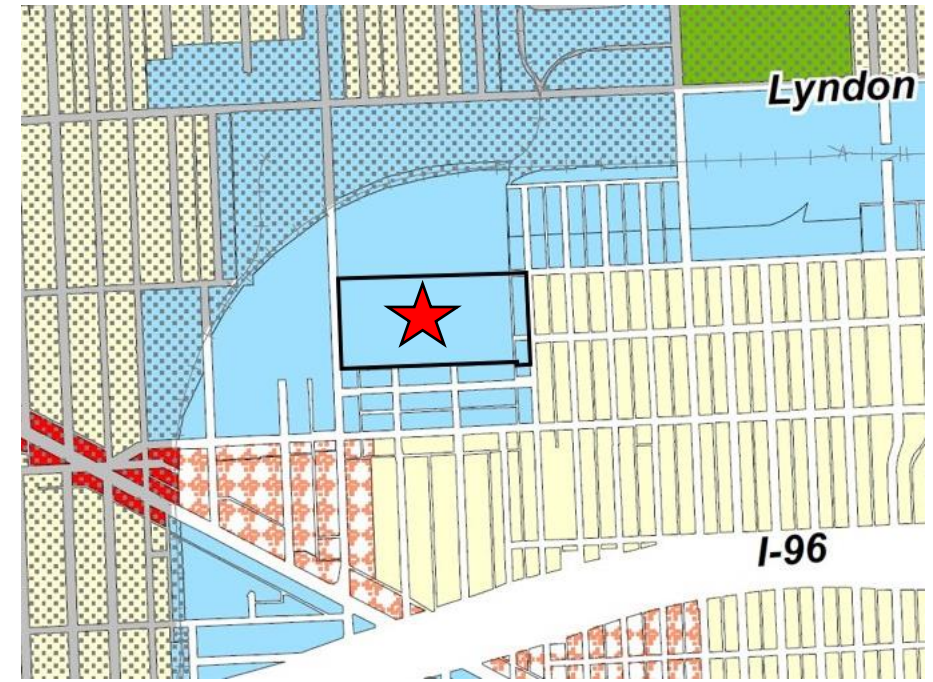
Stormwater Strategy | December 2, 2022

Not to Scale
 N



Master Plan Consistency

- P&DD provided a Master Plan Interpretation.
- Designated Light Industrial (IL).
- The proposed rezoning is **consistent** with the Master Plan future general land use.
- Downzoning of the M4 parcels light industrial classification will reduce the potential for future high-impact uses.
- Upzoning the residentially zoned parcels brings industrial uses closer to residential, however this concern can be mitigated by appropriate buffering.



Community Input and Feedback

- The Detroit Building Authority (DBA) and DDOT held multiple community meetings where they presented their plans to rebuild the Coolidge terminal. These meeting included:
 - First virtual public meeting – Thursday, June 30, 2022
 - Second virtual public meeting – Thursday, October 27, 2022
 - Public Hearing – February 16, 2023

Community Input and Feedback continued

- During these meeting they provided information regarding the project and received feedback from the public. Some of the comments included:
 - Excitement for this project to be realized and how it will provide better working conditions for bus operators.
 - A question 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).
 - 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).
 - Question about DDOT bus routes and which southwest routes would get moved over to the proposed new Coolidge terminal.
 - Question about electric and zero emission buses.
 - 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.
 - Question about what will happen with the current Gilbert terminal.

Traffic Analysis

- DDOT prepared a traffic impact study in 2022 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 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.
- DDOT will prohibit construction vehicles from using residential streets to access the site.

