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TO: City Planning Commission

FROM: Roland Amarteifio, Staff

RE: **Request of the Detroit Land Bank Authority and the City Planning Commission as a co-petitioner 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 (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 (Restricted Industrial District) 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 generally bounded by Lyndon St to the north, Ward Ave to the east, Compass St to the south, and Schaefer Hwy to the west.**

DATE: February 24, 2023

On March 2, 2023, the City Planning Commission (CPC) will hold a 5:15 p.m. public hearing on the subject rezoning. A map showing the vicinity is located below:



BACKGROUND AND PROPOSAL

CPC staff has received a request from the Detroit Land Bank Authority 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 (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. In addition, the City Planning Commission has joined this request as a co-petitioner to show a M2 (Restricted Industrial District) 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 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 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 in the most efficient manner. Initially the petitioner requested to rezone the R1 zoned parcels along Ward St to M2. During analysis of the surrounding zoning and discussion about the process of parcel combination with the City's assessor's office, CPC staff decided to co-petition to add the approximately 19.5 acres M4 zoned parcel to the request and downzone it to M2.



Historical Photos of the Former Coolidge Terminal | [Source](#)

For additional information about the proposal, please see DDOT's website on the Coolidge Terminal Replacement Project at <https://detroitmi.gov/departments/detroit-department-transportation/coolidge-terminal-replacement-project>.

History

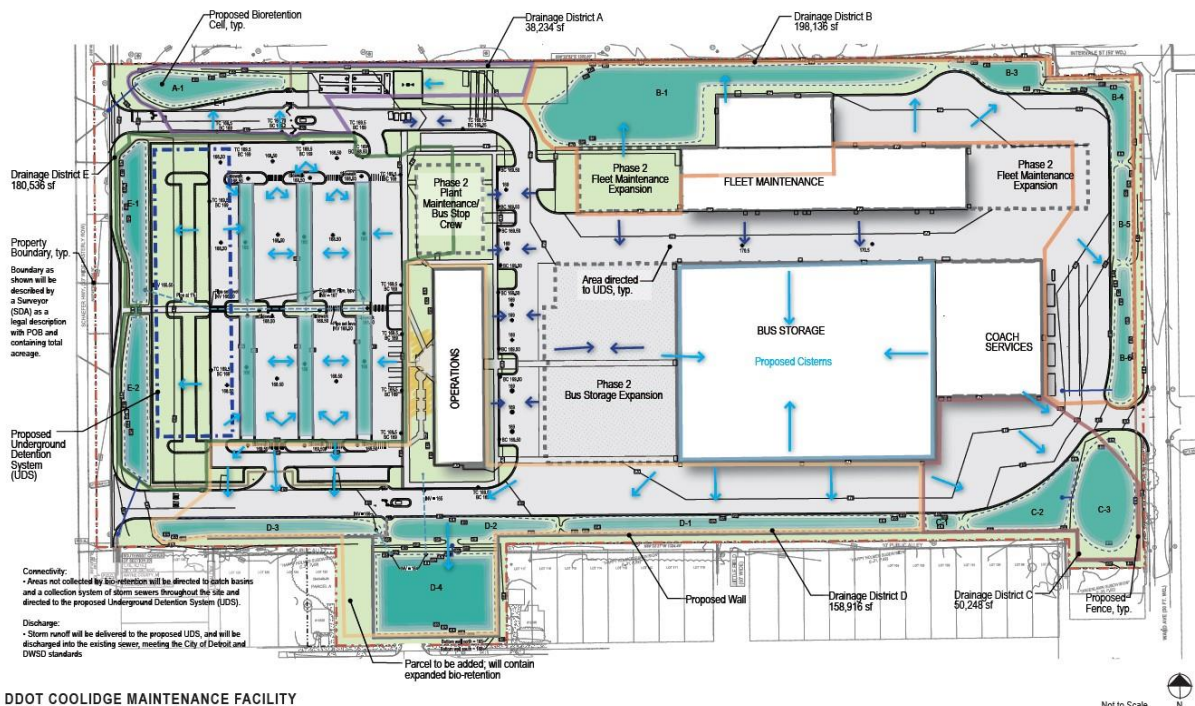
The Coolidge Terminal and Maintenance Facility located at 14044 Schaefer Highway operated as a transit service facility from 1928 to 2011. In 2011, a fire destroyed a portion of the facility and halted operations. Efforts to rebuild the facility and resume operations were cancelled in 2013 as the City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

Development Detail

The proposed bus terminal would completely revamp the current Coolidge terminal. The proposed terminal would include bus storage, coach services, operations, administration, and

fleet maintenance with parts storeroom. These buildings would be spread throughout the site and a thorough storm water management plan would be implemented. In the plan, various bioretention basins would surround the entire site. In addition, there is also a proposed underground detention system. The site plan contains future plans for expansion of each operation.

The new facility will accommodate 24-hr operations and initially house approximately 144 buses, with the capacity to expand to 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

PLANNING CONSIDERATION

Current Zoning

R1 – Single-Family District

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. To these ends, development is limited to a relatively low concentration and uses permitted by right are limited to single-family detached dwellings which provide homes for the residents of the area. Additional residential uses such as religious institutions, neighborhood centers, and utility uses necessary to serve the immediate area may be permitted on a conditional basis.

M4 – Intensive Industrial District

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. These requirements are to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

Proposed Zoning

M2 – Restricted Industrial District

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. These requirements are both to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

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

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) is reviewing the proposed rezoning and will provide a Master Plan Interpretation.



Master Plan Designation (Light Industrial IL) | Source: Master Plan of Policies

Traffic Impact

The Detroit Department of Transportation (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. 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.

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:

- First virtual public meeting – Thursday, June 30, 2022
- Second virtual public meeting – Thursday, October 27, 2022
- Public Hearing – February 16, 2023

During these meetings 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.

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

CONCLUSION

Staff will provide a recommendation including feedback from the public hearing at a future meeting.

Attachments: Public Hearing Notice
Application for Zoning Change
DDOT Project Site Plans

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