

# Let's Build More Housing, Detroit



**Opportunity  
Rising**

**September 2025**

# Level Setting: Where Are We in the Process?



Date	Step
July 17	Introductory briefing to CPC
July 31	Public hearing on original proposals
August	Administration & CPC staff work to develop consensus proposal
July – September	Community engagement meetings
★ Today	Update to CPC; follow ups from July 31 hearing
October 2	Public hearing on additional proposals Respectfully requesting same day action to vote



## **Goals of Proposal:**

- 1) Increase Housing Supply to Reduce Price Pressure**
- 2) Expand Opportunities for Residents and Small, Local Developers to Build**



# Key Updates Proposed

July 31 Hearing

- 1) Expand the types of housing allowed in R2: triplexes, quads, townhouses (no change)
- 2) Make it easier to rebuild homes on vacant lots (no change)
- 3) Offer more flexibility on the size of parking lots in targeted cases (modified)



October 2 Hearing

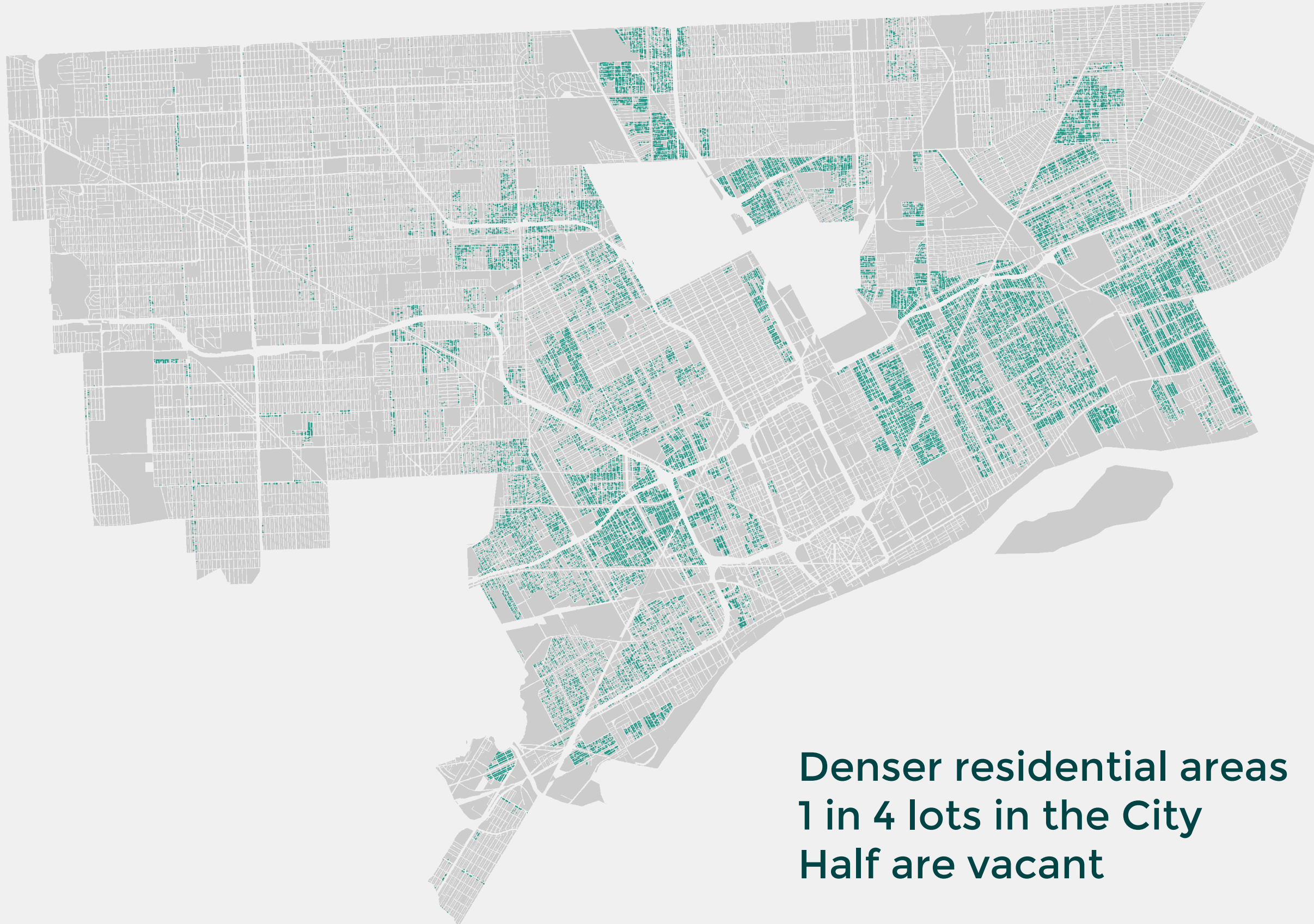
- 4) Allow accessory dwelling units in R2 – R6
- 5) Allow fully residential apartments on commercial corridors





# Housing Proposals Primarily Affect R2 Neighborhoods

## R2 Zones



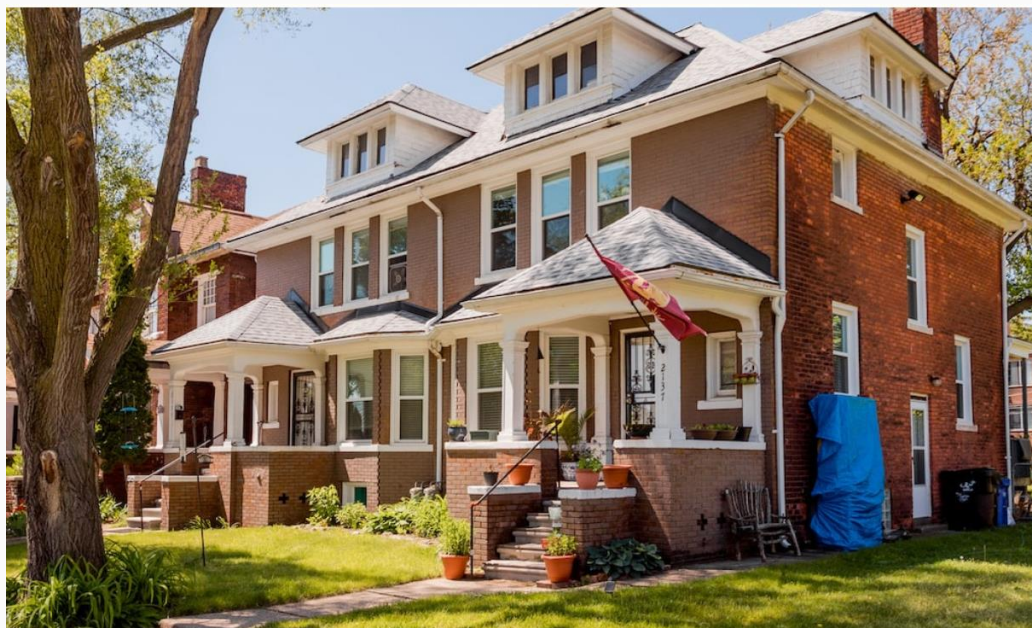
Denser residential areas  
1 in 4 lots in the City  
Half are vacant



# 1 Expand Allowable Housing Types in R2 Districts

- Proposal: Allow triplexes, quads, and townhouses to be built by-right in R2
- Proposal: Allow up to 12 units to be approved after public hearing, up from 8 (i.e., conditional)
- *Update:* Ordinance now applies residential architecture compatibility standards to triplexes and quads

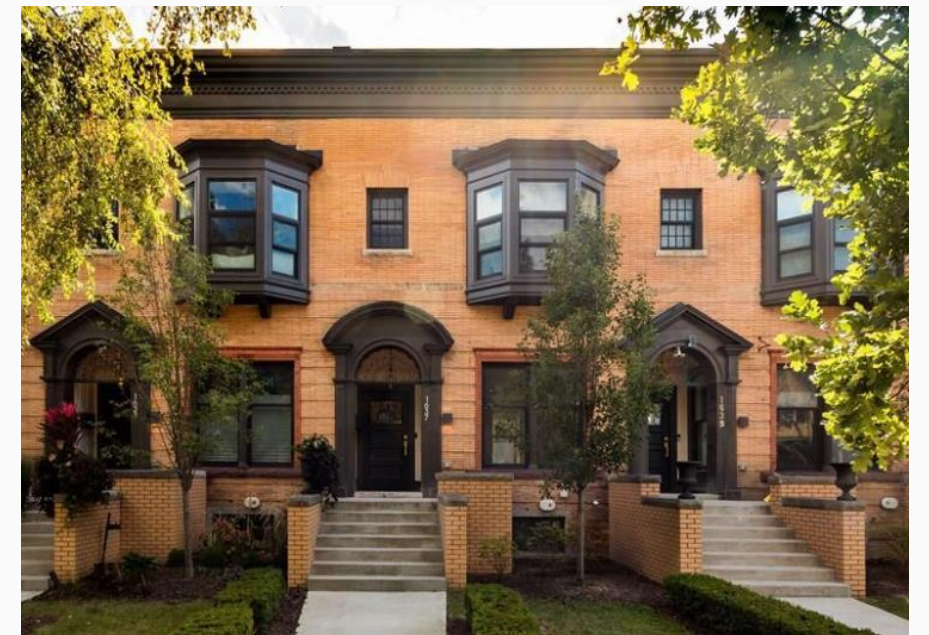
Current: Single Family or Duplex



Proposed: 3 to 4 Unit



Proposed: Townhouse





## 2 Make it Easier to Rebuild Vacant Lots

Proposal: make it easier to rebuild on vacant lots by allowing size & spacing that match earlier homes & allowing duplexes, triplexes, etc.

- Includes over 25,000 side lots sold to Detroiters
- Applies citywide to lots below minimum size or width (50' or 5k sq. ft.) – but has most significant impacts in R2\*

*Existing Homes with Sizing Requirements Like Proposal*



*Newly Built Homes Like Proposal*



\*Historic District review will continue to apply in all designated districts & determine if every home's sizing & spacing is appropriate

## 2 Make it Easier to Rebuild Vacant Lots

*Update:* proposing a sliding scale to reduce side setbacks proportional to lot width, building on existing policy, instead of setting new a flat requirement

	Current (43 x 100 lot)	Proposed
Homes allowed	Single family only	Any type allowed in zone
Side setback	10.5' combined	Sliding scale by lot width, with minimum of 6.5 - 10' combined  Larger requirements for larger lots, in R1, and for multi-family or townhouses
Front setback	20' - but can move up or down based on neighbors	10' - but can move up or down based on neighbors
Rear setback	30'	20'
Height	Typically 35' limit	35'
Lot coverage	45%	60%





### 3 Give Flexibility on Parking Lot Size in Targeted Cases

Proposal: give more flexibility on parking lot size in targeted cases to allow more land and capital to be used for housing or small businesses

#### Residential-focused policies

- *Update:* Allow 0.75 spaces / unit for multi-family buildings citywide
  - Standardizes multi-family requirement; currently 0.75 spaces / unit near key transit lines and 1.25 / unit elsewhere
  - Replaces initial proposal of 0.5 spaces / unit when near transit
- Allow approval of alternative parking plans through building permit review for certain uses

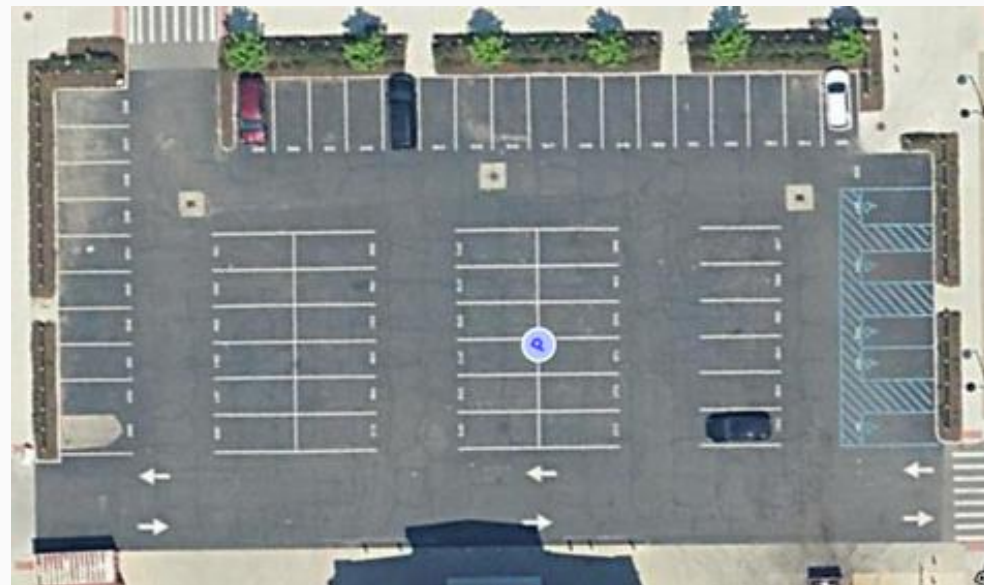




### 3 Give Flexibility on Parking Lot Size in Targeted Cases

#### Small business-focused policies

- *No updates since July 31 hearing; same policies proposed*
- Exempt small commercial buildings up to 6,000 sq. ft. from parking lot requirements, up from 3,000 sq. ft. currently
- Allow retail & commercial uses citywide to offer parking within 1,320 ft., using a “district approach” to meeting parking needs
- Offer a discount in parking calculation for commercial spaces under 3k sq. ft. in mixed-use buildings near transit lines





## 4 Allow Accessory Dwelling Units in R2 – R6

- In 7/31 hearing, ADUs identified as potential addition
- After community engagement, confirmed as an addition at 10/2 public hearing
- “ADUs” are independent dwellings in the backyard, detached from main house (e.g., carriage house)
  - Offers diverse housing options: in-law suites, family members, lower-cost options
  - Present low-cost infill option for residents
- Currently barred in R2 & very challenging to build in other districts





- Proposal: allow ADUs in R2 – R6
- Approach: pilot ADUs with guidelines erring on side of caution; expand over time if appropriate
  - Only allowed when principal use is single family, duplex, or triplex
  - One per lot, detached from principal building
  - Limited to 1,200 sq. ft. or 60% of floor area of principal residence
  - Limited to height of 25 ft. or principal dwelling height

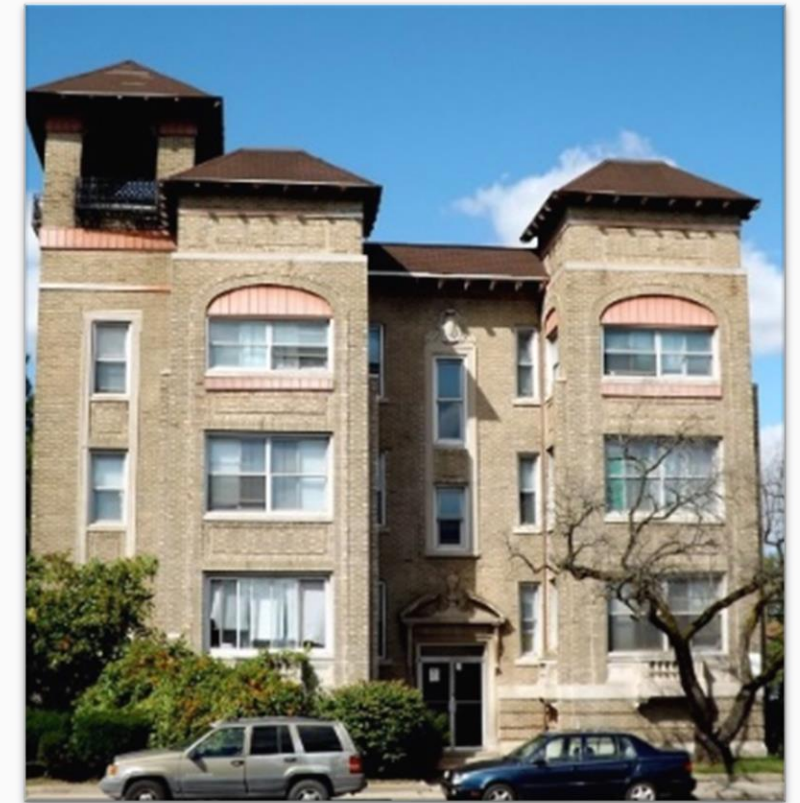




## 5 Allow Apartments on Commercial Corridors

- Informally proposed in 7/31 hearing; formally noticed for public hearing on 10/2
- Proposal: allow apartments on commercial corridors, in addition to mixed-use buildings
- *Update:* confirming proposal will include only B2 and B4; will not include B5
- Rationale:
  - Gives residents more housing options
  - More residents on corridors = more small business customers & thriving corridors
  - 500+ apartment buildings already on B2 & B4 parcels

*B4: LaSalle Gardens*



*B2: McDougall-Hunt*





# **Additional Updates and Follow Ups from July 31<sup>st</sup> Hearing**



# How Does This Proposal Align with Public Transit Vision?

- Memorandum from DDOT submitted to CPC for 9/18
- Key point: transit viability, housing density, and thriving corridors are mutually reinforcing
- DDOT Core Priorities:
  - Frequent, reliable, and safe service
  - Positive customer experience
- Near term: expand service to above pre-pandemic level and add passenger amenities
- Long term: implement strategic plan, including bus rapid transit, in partnership with other transit agencies and Plan Detroit





# Community Engagement Meetings

19

**Letters of support submitted from non-profits, advocacy organizations, and local builders**

14

**Community engagement meetings, including citywide, district, and neighborhood specific**

300+

**Residents engaged**



**60 – 90% support for each proposal in each meeting**  
(each meeting includes item-by-item show of hands pro/con)



**Themes:** In neighborhoods with high vacancy, lots of interest & support

- Many participants aspired to build ADU or small projects
- Generally support for gently increasing density & walkable corridors
- Residents in R1 neighborhoods with large lots often voiced support for maintaining existing policies there, which this proposal does



# Next Steps

Date	Step
Today	Update to CPC Follow ups from July 31 hearing
Oct. 2	Public hearing on added proposals Respectfully requesting same day action to vote
Oct. 3	If recommended by CPC, submission to City Council
Oct. 7 - Nov. 25	Consideration by City Council

