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**TO:** City Planning Commission

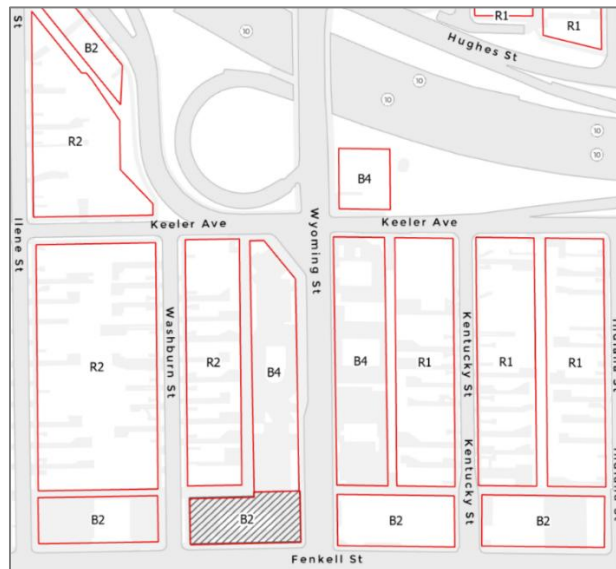
**FROM:** Timarie DeBruhl, City Planner

**RE:** The request of DABCO, Inc. to rezone a portion of the property at 15321 Wyoming Street from a B2 (Local Business and Residential) zoning classification to a B4 (General Business) zoning district classification (**RECOMMEND APPROVAL**)

**DATE:** April 14, 2026

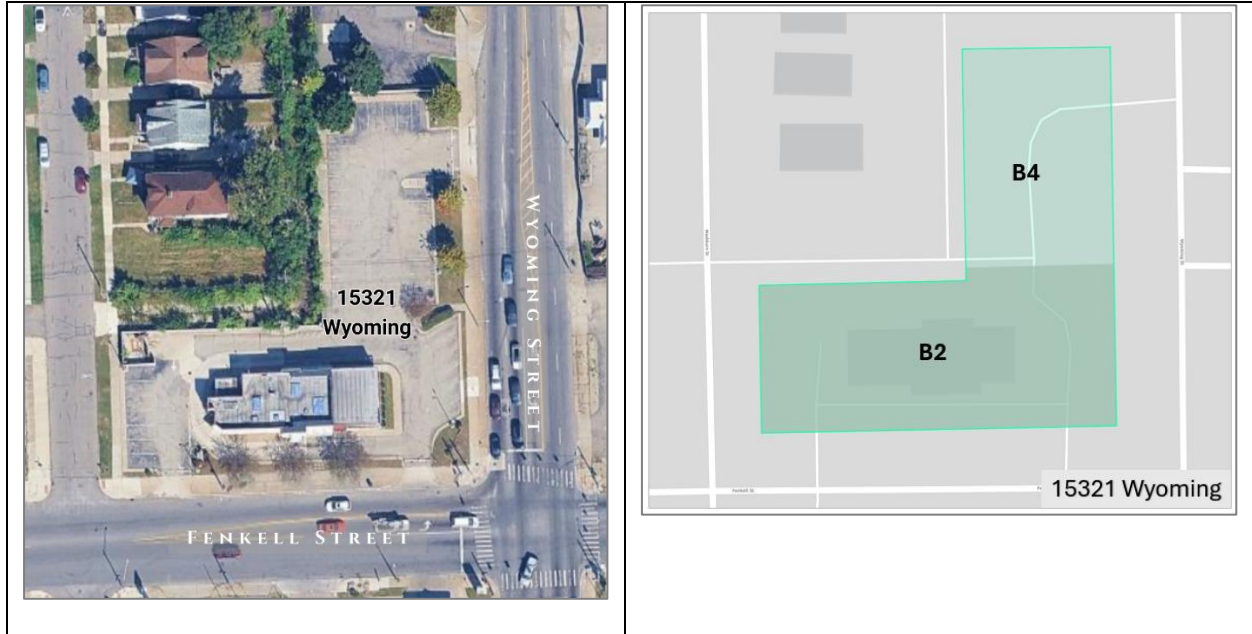
### RECOMMENDATION

The City Planning Commission (CPC) staff consistent with the foregoing report recommends **approval** of the request of DABCO, Inc. to rezone a portion of the L-shaped parcel at 15321 Wyoming Street found in Article XVII, Section 50-17-61, District Map No. 59 of the 2019 Detroit City Code, Chapter 50, *Zoning*, from a B2 to a B4 zoning classification. This rezoning will allow for the redevelopment of the site with a combination of uses including a fueling station, neighborhood grocery store and fresh food market.

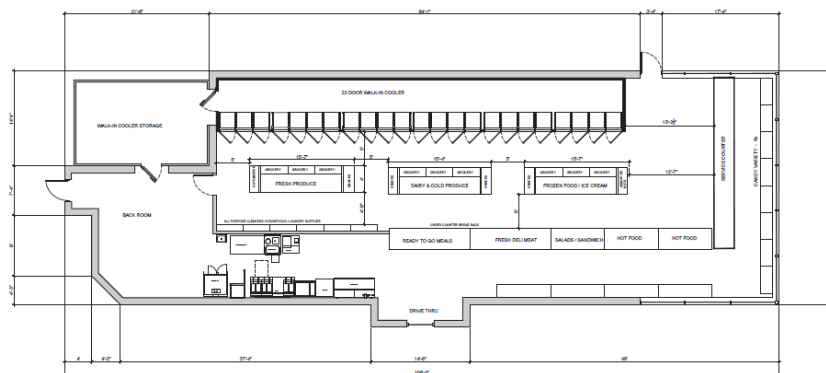


## BACKGROUND AND REQUEST

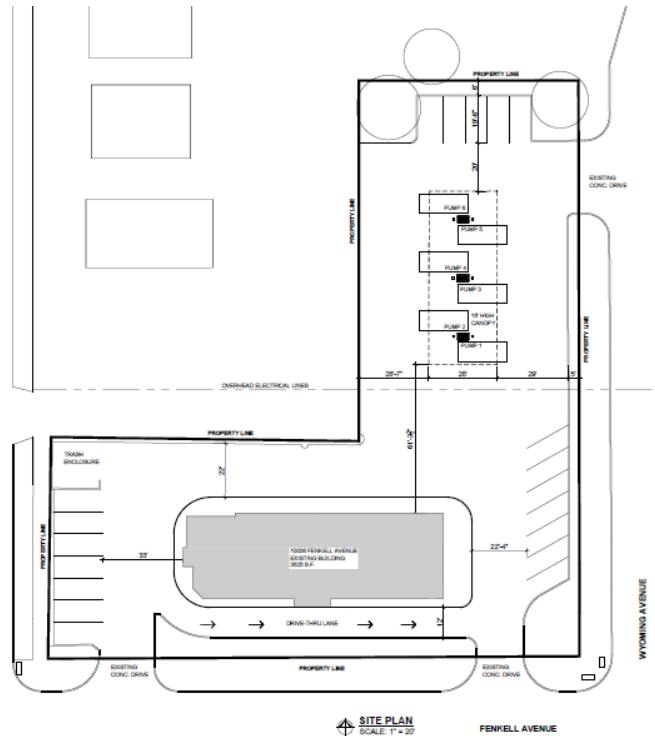
The proposed rezoning is generally located at the northwest corner of the Wyoming St. and Fenkell Ave. intersection, in Council District 2. The subject area includes the southernmost portion of the L-shaped parcel, which fronts Fenkell Street. The northern portion of the site, fronting Wyoming Avenue, is currently zoned B4. The location is indicated on the maps below.



The site was previously developed with a McDonald's restaurant with drive-through and parking lot, but has been vacant for over 5 years. The proposed development includes the redevelopment of the existing vacant building on site, which would serve the proposed fueling station, as well as serving as a neighborhood grocery store with fresh-food market and hot food bar. In addition, the proposed development would include the installation of six fuel pumps and EV charging stations on the northern portion of the site. There are no plans to include a drive-thru in the proposed development. Site plans for the proposed development, including both interior for the proposed market and exterior, are shown below.



PROPOSED FLOOR PLAN  
SCALE: 1/4" = 1'-0"



The proposed map amendment is requested to allow for the combination of uses indicated above. The current B2 zoning classification of the southernmost portion of the subject site, fronting Fenkell St, does not allow for the proposed fueling station. The northernmost portion of the site is currently zoned as B4, which would allow the proposed uses conditionally, following a required Special Land Use hearing. The proposed rezoning would create unified B4 zoning of the site.

## PUBLIC HEARING AND FOLLOW-UP

On March 19, 2026, the CPC held a public hearing regarding the proposed rezoning of the portion of the L-shaped parcel commonly known as 15321 Wyoming St. from B2 to B4.

### *Public Comment and Communication*

Prior to the public hearing, CPC staff received one letter indicating strong support of the proposed rezoning from the Fenkell Avenue Business Association, represented by its co-founder Kenia Jones. Ms. Jones also attended the public hearing to express her personal support of the project, along with three other community residents. Additionally, the president of the Desoto-Ellsworth Block Club participated in public comment virtually to express support of the proposed project. CPC staff and/or petitioner responses are included in italics.

Support for the project included the following comments:

- The need for healthy food access in the immediate area. Residents pointed out that the immediate area is in a “food dessert,” with very limited access to fresh and affordable food options. *Over the years many long-standing food establishments, including a neighborhood grocery store which closed approximately 20 years ago, have chosen to leave the area, with few new options for food coming into the area.*
- The transparent communication held between the petitioner and the community.
- The desire to see development on the long vacant site, in order to increase vibrancy along the corridor.

- Their belief that the petitioner will provide a clean and safe option, not only for food access but also for automotive fueling needs.

A group of local business owners and their associates attended the public hearing in person to express opposition to the proposed development. Participants included owners of two nearby gas stations, as well as the owner of a vacant property that formerly served as a gas station which has since been demolished, located at the northeast corner of the Wyoming and Fenkell intersection. Comments in opposition included the following:

- One participant stated that a new gas station is being erected on the vacant site, directly across Wyoming from the proposed rezoning site. *While the vacant site mentioned by the public comment participant was previously developed with a gas station, the site is currently zoned B2, which does not allow the use by-right or conditionally. CPC staff confirmed with the Buildings, Safety Engineering and Environment Department (BSEED) that the gas station use is no longer associated with the vacant site and has not been since the former fuel pumps were removed and the building demolished.*
- Opposition to the petitioner's proposed business hours, of both the grocery store and fueling station, which would operate no later than 9 PM, depending on the day of the week. Commenters claimed that it was not safe to have a gas station in the City of Detroit that does not operate on a 24-hour schedule. *The petitioner stated that they plan to have private security on site.*
- Opposition to adding a third fueling station in the immediate area along Wyoming Avenue. *The petitioner pointed out that a third station would increase the need for competitive pricing of gasoline, driving prices down for community members and thoroughfare travelers.*

### **Commissioner Comments and Concerns**

During the public hearing, the CPC discussed the following:

- Concerns regarding the increased intensity of uses allowed in the B4 zoning classification, versus the existing B2 zoning classification. *A table comparing uses allowed within the B2 and B4 zoning classifications is included among the attachments. In general, the B4 allows a few more intensive commercial uses.*
- Concerns regarding the environmental impact of the fueling station. *While the well documented impacts of fueling stations are not deniable, the petitioner is attempting to mitigate these with the inclusion of EV Charging stations as part of the proposed development. Additionally, the petitioner emphasized their plans to source inventory for the market locally when possible, including partnerships with local producers of fresh food.*
- Questions regarding the number of jobs the petitioner anticipates will be created with the proposed development. *The petitioner indicated that the development will likely employ a minimum of 20 people, prioritizing hiring locally. Jobs will include cashier positions, cooks, stockpersons, security, and management. The petitioner expressed to CPC staff that they will personally be on site multiple days a week as well, to be actively involved in management of the business.*
- A recommendation was made that the petitioner develop relationships with culinary education programs offered in schools and through other organizations within the City as a way to utilize the kitchen for training, development and employment of young people interested in pursuing

culinary careers. *The petitioner indicated that they would be interested in building those relationships and supporting Detroit youth in this way.*

- *Inquiries into the number of customers the petitioner anticipates visiting the location on a daily basis. The petitioner indicated that based on their research and the hours of the proposed development, they anticipate no more than 200 patrons to visit the site daily.*
- *Why is the fuel component necessary for the project to move forward. The petitioner indicated that the increased prices of produce for a small business, opposed to a large retail store, including distribution costs, is one factor contributing to the inclusion of the fueling component. The petitioner also indicated that the project would not be feasible financially without the fuel component, explaining that it is included solely to offset operational expenses of the grocery store and hot food production.*
- *Who would the provider of the gasoline be for the fueling station, specifically would it be a large corporate entity or an independent supplier. The petitioner indicated that they plan to source fuel from an independent supplier that is not affiliated with any of the large, well-known oil companies. It was stated that this would help to keep gasoline prices lower, making them more affordable for community members.*
- *Concerns regarding adding a gas station to the already busy intersection of Fenkell and Wyoming. The proposed gas station and market are keeping the same building footprint and curb cuts as the previous fast-food use and removing the drive through. The limited number of pumps will help not cause over congestion of the intersection. Both Fenkell and Wyoming are designated as 'Major Thoroughfares'. Additionally, bus routes run on both sides of Fenkell and Wyoming, providing options for those who need to or choose to use public transportation to access the site.*

## **ADDITIONAL PUBLIC ENGAGEMENT**

In addition to community meetings, the petitioner has engaged with neighboring property owners and businesses. These engagements include residents on Washburn Street, which runs along the westernmost property line of the proposed site. The resident living on a parcel that is adjacent to the subject site has expressed support of the project during interactions with the petitioner and indicated that they will work with the petitioner to clean up and maintain the former alley adjacent to the subject site. The petitioner has indicated that other residents of Washburn Street are also in favor of the proposed rezoning and project.

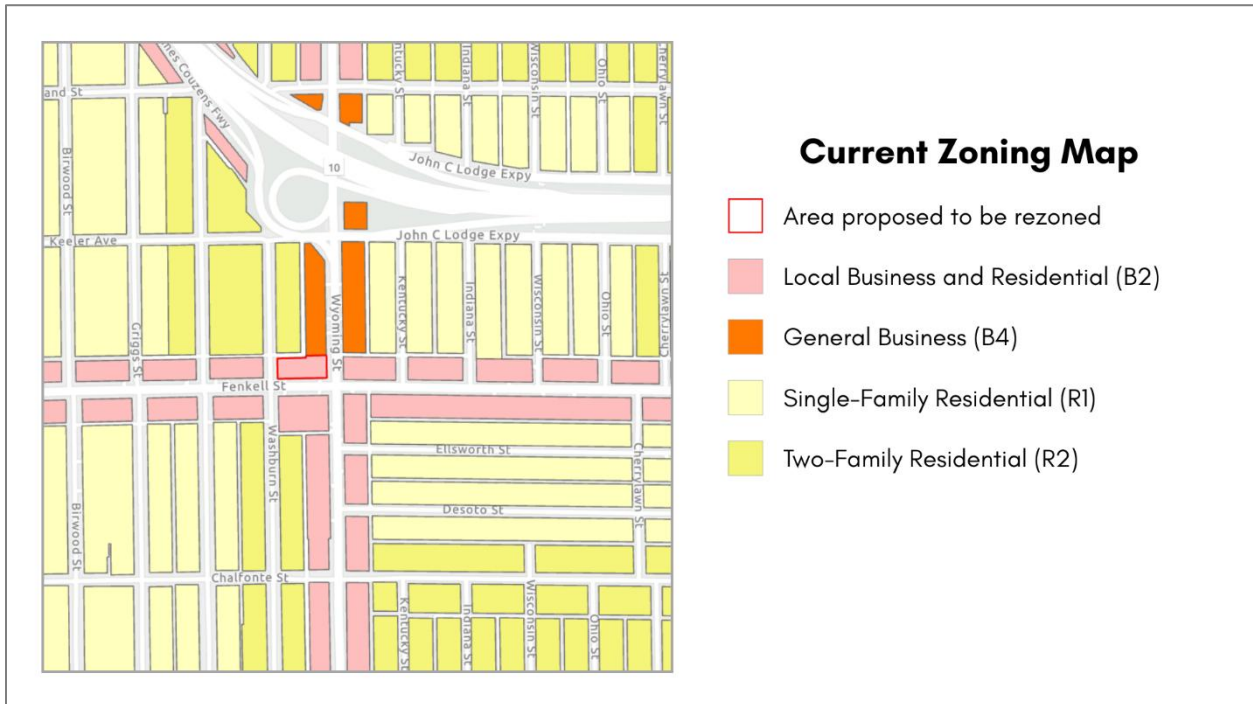
On April 13, 2026, the petitioner, CPC staff, and CPC Chair Donovan Smith, met with Council Member Angela Whitfield Calloway and her staff to discuss the proposed rezoning and project. During this meeting the petitioner and staff answered questions regarding both the rezoning and the proposed grocery store and gas station. Following the meeting, the petitioner joined Council Member Calloway at the subject site to discuss the project further.

## **PLANNING CONSIDERATIONS AND STAFF ANALYSIS**

### ***Surrounding Zoning and Land Use***

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

- North: B4 – General Business, developed with fast-food restaurant with drive-thru  
R2 (Two-family Residential) – developed residential
- East: B2 – undeveloped, former gas station  
B4 – developed with a PNC Bank
- South: B2 – developed with gas station and pharmacy
- West: R2 – developed with single-family dwellings  
B2 – developed with 24-hour laundromat



The area surrounding the proposed rezoning site includes commercial along Wyoming and Fenkell, with residential on side streets. Specifically, the existing zoning on Wyoming north of Fenkell is B4 (up past the M-10 intersection), while zoning along Fenkell and south on Wyoming is B2. The zoning immediately adjacent to the proposed rezoning site to the north is zoned B4. Uses along the commercial corridor include a financial institution, restaurants, a beauty supply shop, a pharmacy, a laundromat and two gas stations. Residential zoning in the immediate area includes R1 (Single-family residential) and R2, and primarily consists of occupied single- and two-family dwellings. The M-10, John C. Lodge Freeway, borders the area to the north.

***Past B4 to B2 Downzoning in Northwest Detroit***

For the historical zoning context of the subject area, in the early 1970s, the City after an 18-month study, by the then City Plan Commission, downzoned parcels on thoroughfares in the 12 square mile area generally bounded by Greenfield, Lyndon, Norfolk, and Parkside. This initiative aimed to downzone parcels to support residents’ desire to “prevent certain land uses which would adversely affect their neighborhoods.” CPC staff assumes the subject portion of Fenkell

was a part of the 1971 downzoning; it appears the subject section of Wyoming was not included in the downzoning perhaps to its proximity to M-10.

### ***Master Plan Consistency and Interpretation***

A Master Plan interpretation has been provided for the proposed rezoning by the Planning & Development Department (P&DD), in which the proposed rezoning was found to be ***generally consistent*** with the current Master Plan of Policies. The Master Plan Interpretation provided by P&DD is included as an attachment to this report.

The site is located in the Master Plan's Harmony Village neighborhood. The current Master Plan Future Land Use Map (FLU Map) shows the subject site as Neighborhood Commercial (CN). Areas designated as CN "...generally consist of a large collection of contiguous storefronts along a street or streets. This commercial type is pedestrian oriented with wide sidewalks and landscaping. Parking should be on the street, in structures (with ground floor retail), at the rear of commercial establishments or in concentrated nodes at the periphery of the area."

The Master Plan interpretation further stated that "the area designated as CN is quite long and the area proposed to be rezoned is small: the rezoning will not change the overall character of the area. The rezoning is therefore ***generally consistent*** with the Master Plan."

P&DD's analysis included an analysis of the proposed rezonings potential impact on surrounding land uses and transportation. The findings submitted by P&DD can be found below.

### ***Impact on Surrounding Land Use***

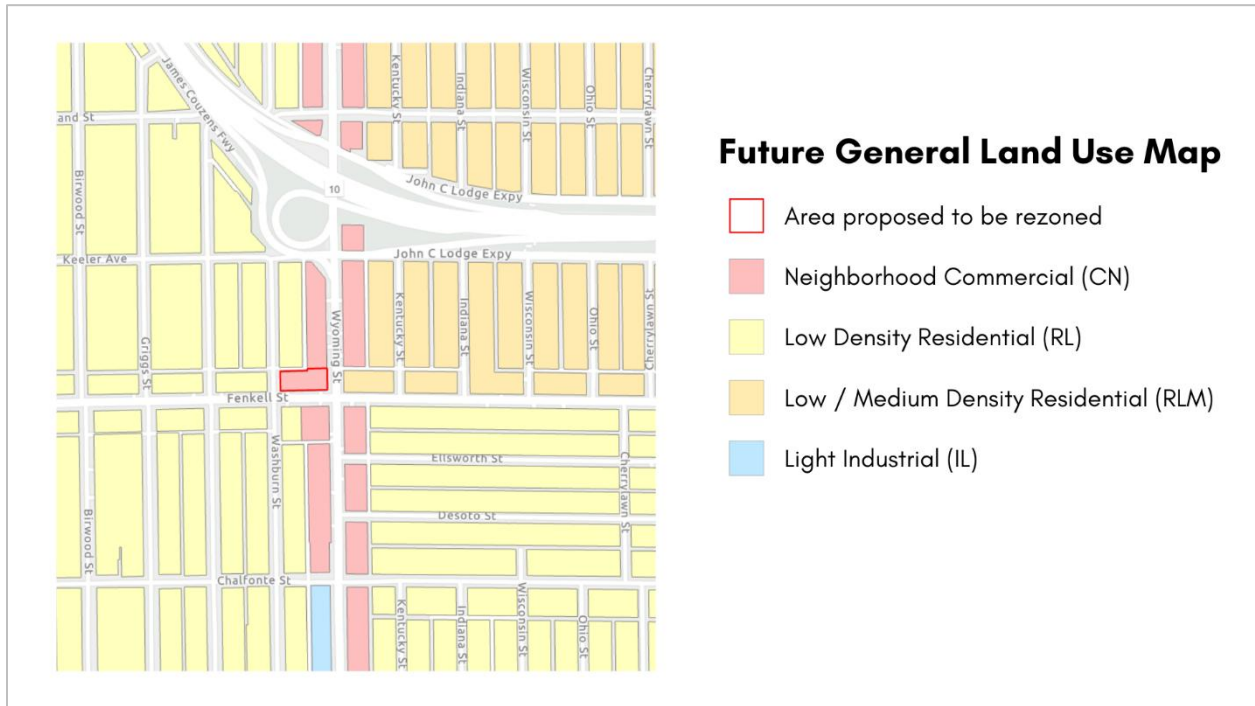
The B4 zoning permits a wide range of commercial uses, some more intense than those permitted in the current B2 zoning, such as uses with drive-throughs and gas stations. These uses can create impacts, such as traffic, which should be carefully buffered so as to mitigate any impact on the residences to the west.

### ***Impact on Transportation***

The potential uses permitted in the B4 zoning classification may be more intense and create more traffic. Both Wyoming and Fenkell Streets are designated as "Major Thoroughfares" with significant capacity. Bus routes run on both of those streets, providing options for those who need to or choose to ride the bus.

The FLU designations for the immediate surrounding area include:

- Neighborhood Commercial (CN) along Wyoming both north and south of the M-10, John C. Lodge Freeway
- Light Industrial (IL) on the west side of Wyoming, south of Chalfonte Street
- Low Density Residential (RL) west of Wyoming as well as east of Wyoming south of Fenkell
- Low / Medium Density Residential (RLM) east of Wyoming, north of Fenkell



## CONCLUSIONS

The Zoning Ordinance provides criteria in Section 50-3-70 to be considered in determining the appropriateness of a zoning map amendment. The applicable criteria shown in italics with staff analysis are found below.

- *Whether the proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;*  
 The subject site is currently split zoned, limiting development on the site due to the inconsistency. The proposed map amendment would create a uniformly zoned site. It appears the current zoning was established in 1971 during efforts to downzone parcels on multiple thoroughfares from B4 to B2; however, this portion of Wyoming between M-10 and Fenkell remained B4.

Furthermore, it appears the subject site is located in a “food desert,” as many businesses which provided access to healthy food options left the area. One community member indicated that food options have become scarce over the past three decades, with the last grocery store in the area closing over 20 years ago. Residents and many local business owners and managers now support the proposed amendment based on the changing conditions in access to fresh and healthy food.

- *Whether the proposed amendment is consistent with the Master Plan and the stated purposes of this chapter;*  
 As noted previously in this report, P&DD has found the proposed map amendment to be generally consistent with the current Master Plan. P&DD found that the rezoning will not change the overall character of the area, as the area designated as CN is quite long and the area proposed to be rezoned is relatively small.

- *Whether the proposed amendment will protect the health, safety, and general welfare of the public;*

Rezoning the property to B4 would allow for the proposed development to move forward, which would provide additional automotive fueling options while providing access to healthy foods, both fresh and prepared, for the public.

- *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 proposed rezoning would allow a number of more intensive uses to be permitted on the subject site, including the proposed fueling station. Fueling stations in particular do have the potential to negatively impact the natural environment. However, the size of the proposed rezoning site limits the number of pumps, which is considerably lower than the average 12 to 18 pumps included in most new gas stations, according to the American Association of Planning (APA). Additionally, the proposed development includes three EV charging stations, again mitigating some of the adverse impacts the proposed development will have on the environment.

Additionally, the proposed development would not eliminate any green space from the area, as it will utilize the existing concrete parking lot that served the former McDonald's as the site of fuel pump installation.

- *Whether the proposed amendment will have significant adverse impacts on other property that is in the vicinity of the subject tract;*

Staff does not anticipate adverse impacts to surrounding properties as a result of the proposed map amendment. Businesses located at the site will likely pull customers from existing traffic in the area, opposed to drawing from a larger area and bringing more traffic to the already heavily congested area. The proposed amendment would allow for the redevelopment of a long-term vacant building.

- *The suitability of the subject property for the existing zoning classification and proposed zoning classification;*

The subject site is split zoned, currently showing both B2 and B4 zoning classifications. CPC staff believe that both classifications are suitable for the subject property, and that it would be ideal for the site to be uniformly zoned rather than split. Historically the site served as a fast-food restaurant with drive-thru - a use permitted in the proposed B4 zoning classification, but not in the current B2 classification. The proposed rezoning would extend the existing B4 on Wyoming to the Fenkell block which is located at a busy intersection.

- *Whether the proposed rezoning will create an illegal "spot zone"*

The proposed rezoning would not create an illegal spot zone. The proposed zoning classification is consistent with the existing zoning north of the subject site, on both the east and west sides of Wyoming Avenue. The proposed rezoning would also create a uniformly zoned site, where a split zoned site currently exists.

Based on the public hearing results, contents of this report, and the approval criteria for map amendments, City Planning Commission staff **recommends approval** of the requested rezoning of 15321 Wyoming Street from B2 to B4.

Attachments:           Master Plan Interpretation  
                              Letter of support  
                              Comparison chart of B2 and B4 zoning classifications

CC:           Dara O’Byrne, Deputy Director, P&DD  
               Karen Gage, P&DD  
               Greg Moots, P&DD  
               Daniel Arking, Law Department  
               David Bell, Director, BSEED  
               Jayda Philson, BSEED  
               James Foster, BSEED