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TO: City Planning Commission

FROM: Christopher Gulock, AICP, Deputy Director
Dolores Perales-Lara, City Planner

RE: **Request of the City Planning Commission to rezone numerous parcels and blocks on Zoning Map No. 16 in the area generally bound by East McNichols Road and Jerome Street to the north, Conant Street to the east, East McNichols Road, Modern Street and Victor Street to the south, and I-75 to the west (RECOMMEND APPROVAL)**

DATE: September 29, 2026

RECOMMENDATION

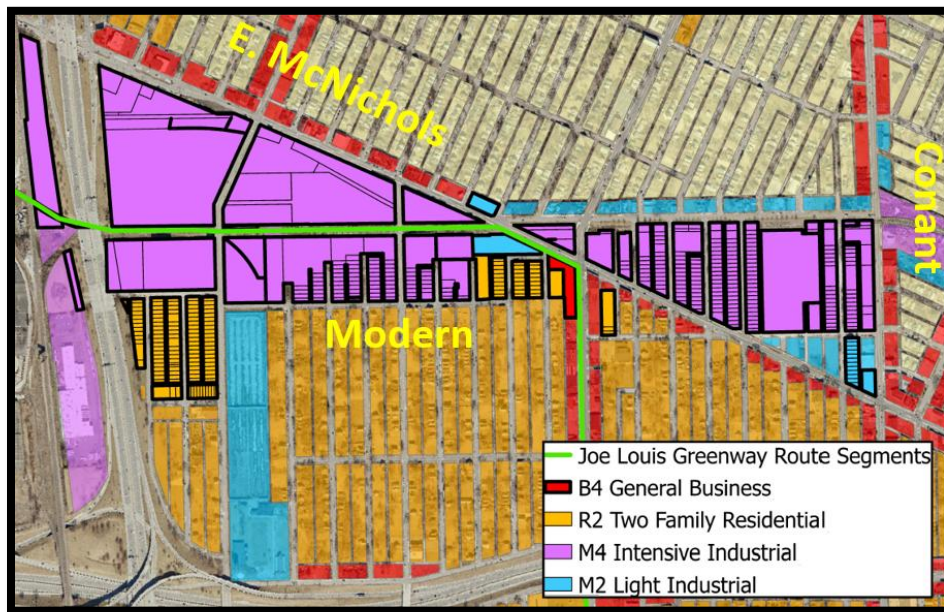
The City Planning Commission (CPC) staff recommends **APPROVAL** of the initiative of the CPC to amend Article XVII, District Map No. 16, Section 50-17-18 of the 2019 Detroit City Code, Chapter 50, Zoning, located in the area generally bounded by East McNichols Road and Jerome Street to the north, Conant Street to the east, East McNichols Road, Modern Street and Victor Street to the south, and I-75 to the west.

BACKGROUND

Factors contributing to the proposed rezoning, including the current zoning in the area, the development of the new Joe Louis Greenway (JLG), and the Planning and Development Department's (P&DD) Planning Study for the subject area, are reviewed in more detail below.

Current Zoning

The current zoning for the subject area on Map No. 16 is shown on the map below. Land along the former rail lines is primarily zoned M4 (Intensive Industrial) shown in purple on the map. Residential neighborhoods to the south are zoned R2 (Two-Family Residential) shown in orange, and further north as R1 (Single-Family Residential) shown in yellow on the map. The proposed JLG shown on the map as the green line, has resulted in the reevaluation of the current zoning.



Map of the current zoning for the area

Joe Louis Greenway (JLG)

The JLG is a 29+-mile recreational pathway presently under construction that will connect Detroit's neighborhoods, people and parks across the City. The JLG extends from the Detroit Riverfront, through Detroit neighborhoods and into Highland Park, Dearborn and Hamtramck. The JLG is planned to be completed in 5 to 10 years depending on funding. Below is a map of the proposed route. Part of the JLG runs through Map No. 16 shown within the red circle on the map below and is presently under construction. The JLG has a total investment of about \$300 million, which comes from a variety of funding sources.



Map of proposed Detroit JLG route & image of current construction

The City of Detroit's website lists some of the JLG's expected positive impacts summarized as follows:

- Create long-term economic driver/anchor in neighborhoods
- Beautify City neighborhoods and remove eyesores
- Connect residents, neighborhoods, and regional communities
- Connect 23 Detroit neighborhoods
- Establish a city-wide focal point for micro-enterprise and small business growth
- 14,000 Detroit households (46,000 Detroiters) will have 10-minute walking access to the JLG

The proposed JLG shown has resulted in evaluating the zoning and desired development along this greenway.

P&DD Planning Study

In order to best leverage the investment in the JLG to create prosperity and equitable outcomes for nearby residents and businesses, P&DD conducted a JLG planning study over a 2-year period with area residents and stakeholders. This study, which included five planning areas along the JLG, focused on a minimum a ½ mile area to either side along the entire greenway and considered the 23 distinct neighborhoods traversed by the greenway. In November 2024, P&DD released the Neighborhood Planning Study Playbook for the JLG Northeast. This Playbook lists land use recommendations, including zoning, for land along the JLG, which are reviewed later in this report.

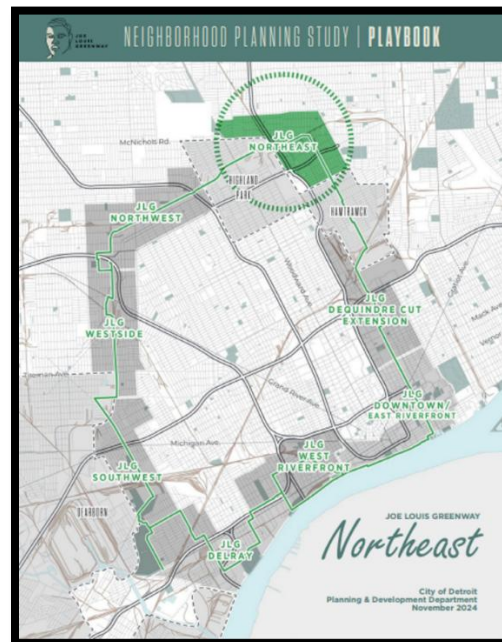


Image of the cover page of the Neighborhood Planning Study Playbook Northeast

PROPOSAL

Since completing the JLG planning study, P&DD and the Administration have been exploring implementing recommendations of the various JLG Playbooks. Furthermore, in anticipation of the JLG being developed, City Council Member Scott Benson, in a memo dated December 12, 2023, requested the CPC evaluate and prepare a formal recommendation regarding the potential

down zoning of the industrial property that borders the JLG. Council Member Benson’s memo states in part,

“Given the development of the JLG, and its significance to the community, it is important to consider how the abutting land uses best align with the Greenway’s goals and the vision of the surrounding neighborhoods. Please provide a recommendation that reflects thoughtful planning and community input. Your expertise is critical in ensuring that the abutting land uses support sustainable development, safety and public health.”

As a result, CPC staff began to analyze the zoning along the JLG path in Northeast Detroit; once completed, CPC staff plans to proceed to other areas along the JLG to review potential rezonings. Below is a map of the subject area to the northeast with the JLG path highlighted in red.



Map of proposed JLG path in northeast Detroit

Over the past several years, staff from P&DD and the General Services Department (GSD) have had numerous community meetings regarding the completion of the aforementioned JLG Neighborhood Planning Study and construction of the JLG. Additionally, City staff reached out to various business and other uses located within the proposed rezoning area.

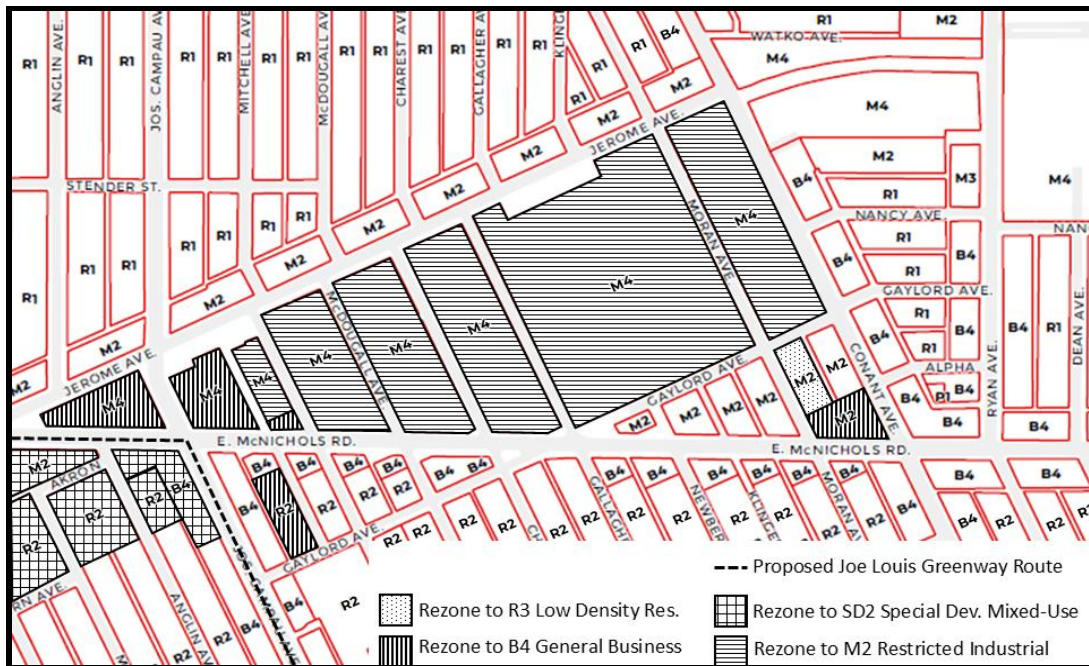
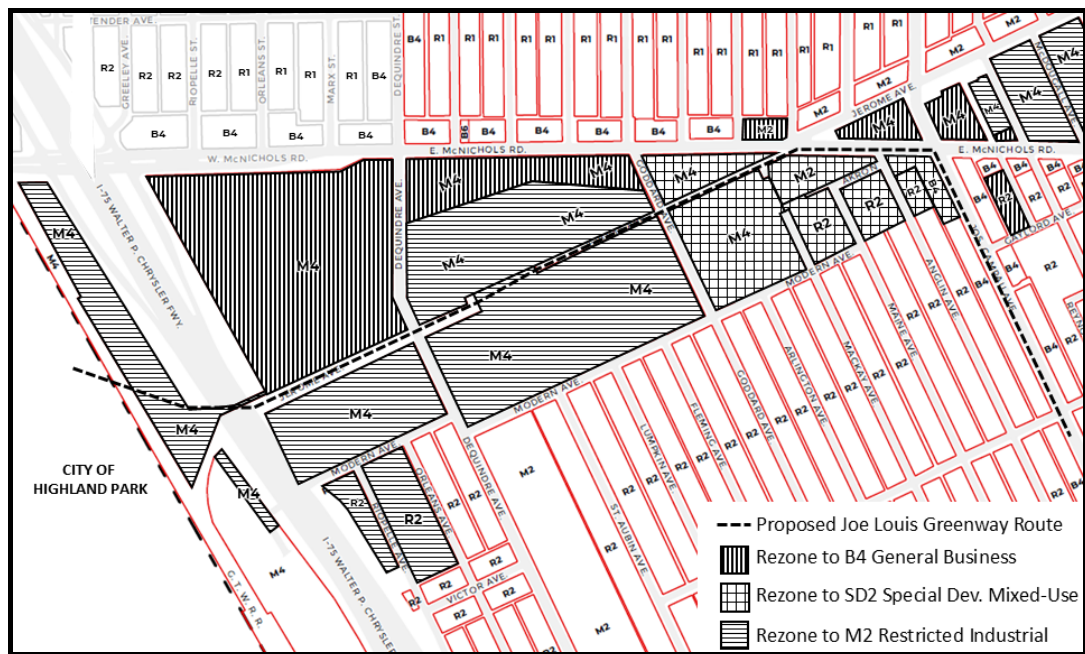
On October 7, 2025, CPC staff, in cooperation with Council Member Benson’s Office, P&DD, and GSD, held a community meeting at Second Ebenezer Church to present the initial draft of the proposed JLG downzoning. The meeting provided an overview of the proposed rezoning of properties along the JLG within District 3 and an opportunity for community members to review the proposal and provide feedback.

As a result of these efforts, CPC staff, in partnership with Council Member Benson’s Office, P&DD, and the GSD, have refined the parameters of the proposed rezoning which are now being presented for consideration. The overall goals of the proposed rezoning are the following:

- To better align with the City’s 2009 Master Plan of Policies;
- To reflect long-established neighborhood uses (those that have existed for at least 20 years);
- To allow for mixed-use residential and commercial development in appropriate areas as related to the JLG; and

- To limit the potential negative impacts of intensive industrial uses on adjacent residential areas and the JLG and its trailhead.

The proposed zoning map amendments are shown on the maps below.



Maps of proposed rezoning

PUBLIC HEARING RESULTS

On September 17, 2026, the CPC held a public hearing on the rezoning request. For the hearing, there were 32 participants who spoke, with 16 speakers opposed and 16 speakers in support.

Below is a summary of those OPPOSING the rezoning:

- All 16 speakers were specifically opposed to rezoning the Kronos Concrete mixing facility (on land owned by the Moroun family - Crown Enterprises) located at 3401 E. McNichols or 3405 Gaylord and adjacent land from M4 to M2;
- Several supported Kronos' investments in the area - cleaning up the area, new paving, preventing dumping, making it safer, and creating good jobs;
- Some requested not rezoning the area until the pending Master Plan update (PlanDetroit) is completed; and
- A lawyer with Miller Law, representing Crown and Kronos, spoke against the rezoning; Miller Law submitted a letter just prior to the hearing objecting to rezoning the area bound by Jerome, Moran and E. McNichols.

Below is a summary of those SUPPORTING the rezoning:

- Fifteen of the 16 speakers supported the rezoning with particular concern about the negative impact of M4 uses (especially the Kronos facility) on air quality; in addition, several favored rezoning the land between Mitchell and Gallagher Streets (west of Kronos) to non-industrial, such as SD2 (Special Development, Mixed-Use), but said the proposed M2 is better than M4;
- There were several concerns raised regarding Kronos and Crown Enterprise operations, including fugitive dust being generated, the spraying of herbicides on land west of Kronos (to kill weeds, etc.), noise, and truck traffic;
- Kronos, along with other industrial uses in the area, contribute to higher levels of industrial pollution resulting in poor health for residents including asthma, allergies, and headaches;
- Several stated that Crown Enterprises has a poor track record of buying properties, demolishing buildings, having violation after violation, not providing landscaping, violating the fugitive dust ordinance, etc.; and
- One speaker representing Caramagno Foods supported the overall rezoning and also supported expanding the rezoning to the land south of Modern Street between Dequindre and Orleans, from R2 to M2 (Restricted Industrial).

At the hearing, the Planning Commissioners had the following comments and questions (CPC staff responses are listed in italics):

- If Kronos land is downzoned, it can continue operating, but could it impact the value of the land? *Yes, Kronos could continue operating as a nonconforming use; they could sell it to another concrete mixing plant; there are fewer uses allowed in M2; it is up for debate if value is decreased.*
- If the downzoning is approved, would anything stop Kronos from making infrastructure improvements and improving community relations? *If rezoned, the current facility could still be improved regarding landscaping and fencing, and there could be improvements to community relations. Kronos is proposing if streets are closed west of its facility and it is allowed to expand, then it will provide large setbacks, berming, and landscaping.*
- For concrete facility, what are grounds for revocation, suspension or denial of a renewal of a business license? *CPC staff found that concrete mixing facilities do not require a business license.*
- The CPC asked for clarification between the opening of the concrete plant, the proposed downzoning, and then the vacation of adjacent streets for expansion of the concrete plant. *Concrete mixing is by-right in M4; the current Kronos facility was opened in*

early 2022 – Kronos eventually obtained all of its building permits from the Buildings, Safety Engineering, and Environment Department (BSEED). Regarding the proposed rezoning, new concrete mixing facilities are not allowed in M2 – the current use could continue operating as a legal nonconforming use. Lastly, Kronos wants to expand the size of its facility. If zoning is kept the same, Kronos would have to petition City to close the adjacent streets (Gallagher to Mitchell) and apply to expand. If the land was rezoned to M2, Kronos would have to apply to the Board of Zoning Appeals for an expansion or intensification of a nonconforming use. Kronos could also apply for a Planned Development to expand the facility, but the PD would need to comply with the Master Plan.

- The CPC asked for a comparison of the Kronos vs. the JLG investment in the area. *Kronos has stated it has or will invest \$10 million in the area. The subject JLG section from Davison up Jos. Campau and then westward to I-75 is about one mile. If the JLG costs about \$300 million for 30 miles (or \$10 million dollars per mile), then the investment in the subject area is also about \$10 million dollars.*

To date, the CPC office received nine emails supporting the rezoning. The Detroit Hamtramck Coalition for Advancing Healthy Environments, Nortown Community Development Corp. (Nortown CDC), and the Great Lakes Environmental Law Center (GLELC) all submitted letters supporting the rezoning. Miller Law submitted a letter opposing the rezoning. Included with this report are copies of the emails and letters for CPC’s review. Below are some highlights from the letters submitted:

- The Nortown CDC letter states, “At best, these “downzoning” proposals are a “compromise” that limit the impact of intensive industrial uses on adjacent residential areas and protect the new but still evolving Joe Louis Greenway.”
- The GLELC letter reviews the history and area bound by Jerome, E. McNichols, and Moran Street (referred to as Cadillac Heights). The letter reviews past redlining in the area through zoning and the master plan and recommends: 1) rezone the entirety of the 6-Mile Triangle to a residential, mixed-use, or parks and recreational designation, and 2) rezone the occupied homes on Moran between McNichols and Jerome, currently zoned M2 or M4, to a residential classification consistent with their actual use.
- The Detroit Hamtramck Coalition letter directs the CPC to review the JustAir’s recent community monitoring network report which includes a “state of the art” air monitor at Jerome and Moran, installed by Wayne County.
- The Miller Law letter states that rezoning the 6-Mile Triangle presents substantial legal concerns including the City’s contractual commitments under the 2019 Property Exchange Agreement (PEA) between Crown Enterprises and the City.

ADDITIONAL ANALYSIS & FOLLOWUP OF PUBLIC HEARING ISSUES

Cadillac Heights and Kronos

Much of the public comment from the public hearing involved the Kronos concrete mixing facility owned by Crown Enterprises – the property is shown as the green box on the map below, but the footprint currently extends to the west side of Moran Street. The subject area bound by Jerome, Conant and E. McNichols (the triangle) has been historically referred to as Cadillac Heights.



Map of the Kronos property

In the past, there were about 110 single family houses on the west side of the area located on Gallagher, Charest, McDougall, and Mitchell, and about 45 houses on east side of the triangle along Moran and Klinger (these houses were built around 1915-1920 and shown as the small rectangular boxes on the map above). When the City first adopted zoning in 1940, the subject area was designated MH (Heavy Manufacturing), even though it was mostly developed with single-family houses.

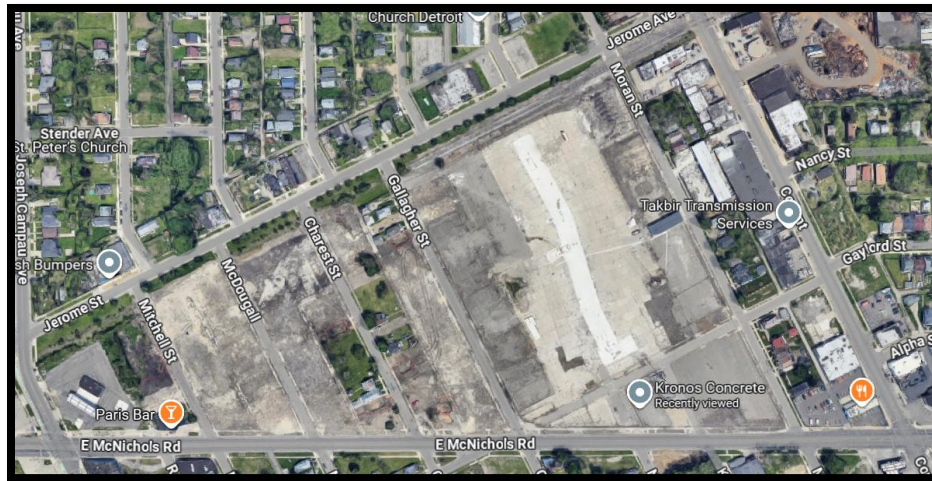
Since the mid-1960s, Crown Enterprises has also operated in the subject neighborhood; before Kronos Crown most recently operated a trucking terminal. The map below from 1985 shows the trucking terminal and adjacent single-family housing to the east and west.



Map from 1985 of Cadillac Heights area

Over the past 40 years, Crown has worked to buy and demolish the houses adjacent to its facility. Below is recent photograph of the triangle. In 2022, there were about 10 remaining occupied houses west of Gallagher Street. The Detroit News reported in December 2022, that Crown paid

\$87,900 for a 726-square-foot house in Cadillac Heights. At the time, Crown reported to the News it had invested millions in land acquisition, demolition, clean up, and maintenance in this area in preparation for development. Currently, the only remaining occupied houses are on the east side of Moran south of Gaylord Street.



Recent map of Cadillac Heights area

It appears around 2018, Crown discontinued operating the trucking terminal and then cleared the site. In 2020, Hercules Concrete LLC was formed which now has 8 concrete mixing facilities including Kronos Concrete. In early 2022, Crown applied to develop a concrete batching plant at the site. Concrete Batching Plants are allowed as a high-impact manufacturing or processing use by-right in the M4 zoning district.

Kronos would like to expand/double the size of its existing concrete mixing campus on the land it has been assembling to the west. In order to do this, Kronos would need the City to close the 5 City streets between Jerome and E. McNichols. Below is a map of its plans from Kronos' website. Kronos indicate it would be investing millions to provide attractive berms and landscaping, all toward the goal of creating new jobs and providing concrete especially for Detroit projects.



Images of Kronos' proposed expansion plans

Land Exchange Agreement (LEA)

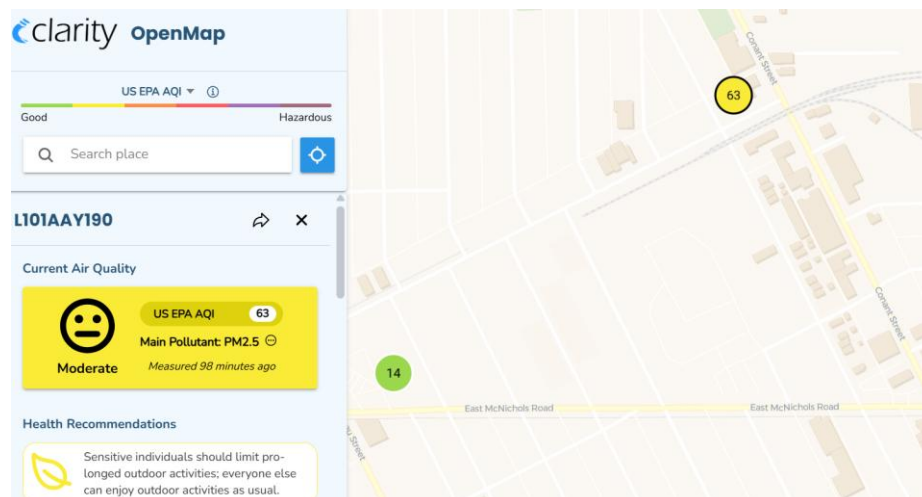
In May 2019, the City completed assembling land (215 acres) in southeast Detroit to allow Fiat Chrysler Automobiles (FCA) (now Stellantis) to expand its Mack Avenue facilities and invest in its Jefferson North Assembly Plant creating about 6,500 jobs. Because the City could no longer use eminent domain to benefit a private entity, part of the effort involved the City acquiring 82.2 acres of land from the Moroun family-owned Crown Enterprises Inc. The City signed a deal with the Moroun family to pay \$43.5 million and swap 117 acres of City-owned land scattered throughout the City (referred to as the LEA). Part of the 117 acres included 35 parcels within the Cadillac Heights neighborhood. The aforementioned letter from Miller Law concludes in part, the proposed rezoning raises serious issues per the City's contractual commitments under the LEA. CPC staff consulted with the City's Law Department which indicated in part that the LEA was not contractual and in no way restricts the City's police powers of zoning to protect the public health, safety, and general welfare.

Air Quality Concerns

During the public hearing, several residents cited concerns regarding air quality in and around the subject area and that the proposed rezoning would help reduce future intensive industrial uses that could contribute to poor air quality. Several mentioned recent data from JustAir regarding notable air quality readings near the Kronos facility.

The City has a website devoted to the Kronos Concrete (presumably because of complaints about the site) which states Kronos has an approved fugitive dust plan, pursuant to the City of Detroit Fugitive Dust Ordinance. The City website states, "As part of the fugitive dust plan, Kronos has installed two air monitors for particulate matter (PM). Particulate matter could include wildfire smoke, dust, pollen, or automotive exhaust. These monitors measure PM around the perimeter of the facility. In the event PM measurements exceed an ambient concentration of 150 $\mu\text{g}/\text{m}^3$, the facility is required to notify BSEED." This website also has a link to the Kronos air monitor readings (a snapshot in time of this page is shown below).

Note: PM is mixture of solid particles and liquid droplets found in the air. These particles can be large enough to see or invisible to the naked eye. PM exposure, both long and short term, is directly linked to a wide variety of chronic and acute health problems.



Air quality readings link from City's webpage

CPC staff after the hearing obtained additional information through email correspondence with JustAir. JustAir is a Detroit-based environmental group founded in 2021 that partners with environmental justice groups, neighborhood associations and corporate partners to expand the air quality monitoring network to residents and community groups across Detroit.

JustAir indicates it conducted an analysis of real-time data collected from its community air monitors located near the Kronos Facility. Based on this analysis, the JustAir team provided the following information analyzing particulate matter (PM) through their public air monitoring systems:

- First, the community sensors JustAir manages can detect both coarse dust and fine particles. This allows JustAir to know whether a pollution spike is from dust or smoke and helps understand if a spike is a local or a regional event.
- Second, JustAir did not look at just one bad day. Its review included over 90,000 readings from the monitor at Jerome and Moran over two months, five other nearby monitors, and wind and rain records from Detroit City Airport.
- Third, JustAir ran five separate tests that suggest the same conclusion: when wind blows from the west-southwest, there is a spike in dust detected at the Jerome and Moran community air sensor. The tests it ran included:
 - Wind direction: from the west-southwest, that monitor reads two and a half times its normal level. From every other direction it is flat.
 - What the dust is made of: coarse particles run 3.8 times the fine ones on that bearing, 2.2 from everywhere else. This suggests it is pollution from material off the ground, not something burning.
 - Working hours: 2.5 times dirtier during the workday than in the hours either side of it. The neighboring monitors also rise during the day, but much less.
 - Rain: after it rains, readings drop to a third of what they are during a dry stretch. A surface being watered on a schedule should not be so affected about the weather.
 - Wind speed: higher wind speed typically has the effect of diluting the air and diminishing particulate matter. In this instance as the wind speed increases all six neighborhood monitors show an increase in particulate matter.
- Fourth, the coarse dust fades with distance: 3.8 microns at Jerome and Moran, then 3.0, 2.1, 1.5, 1.1 as you move out to the far monitors. A regional dust event would read the same at all six.

It is important to note that JustAir's analysis and the data collected from its community monitors do not establish causality and cannot, on their own, identify a specific source or individual party responsible for the observed peak readings. However, according to JustAir, across its entire network of 133 air sensors, the sensors near Jerome and Moran ranked fifth for coarse dust spikes during the preceding three months. During that period, the Jerome and Moran sites were flagged 28 times across 18 separate days.

Based on these observations, JustAir conducted an internal two-month review of air quality data from the Jerome and Moran sites. According to JustAir, the review included five separate tests that pointed to the same general pattern: elevated coarse dust readings at the Jerome and Moran monitors were associated with winds from the west-southwest and occurred predominantly during working hours. JustAir's review further suggests that the observed dust may originate from material at or near ground level and that the pattern was not consistent with a regional air quality event. However, these findings should be understood as an analysis of monitoring data

and not as a determination that identifies a particular facility, activity, or party as the source of the observed particulate matter.

ADDITIONAL PLANNING CONSIDERATIONS

Surrounding Zoning and Land Use

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

- North: B4 (General Business) on the north side of E. McNichols and M2 along the north side of Jerome with R1 to the north; developed with commercial uses on the north side of E. McNichols; developed with a mix of uses (business, light industrial and residential), along the north side of Jerome;
- East: B4 on the east side of Conant; developed with a mix of commercial, industrial, and vacant land
- South: R2 on south side of Modern and B4 on south side of E. McNichols with residential to the south; developed with residential neighborhoods on south side of Modern; developed with a mix of commercial uses, residential, and vacant land on the south side of E. McNichols
- West: I-75 and Highland Park beyond

Zoning Classifications

One of the primary recommendations being proposed is rezoning from M4 to M2. Below are descriptions of the differences between M2 and M4.

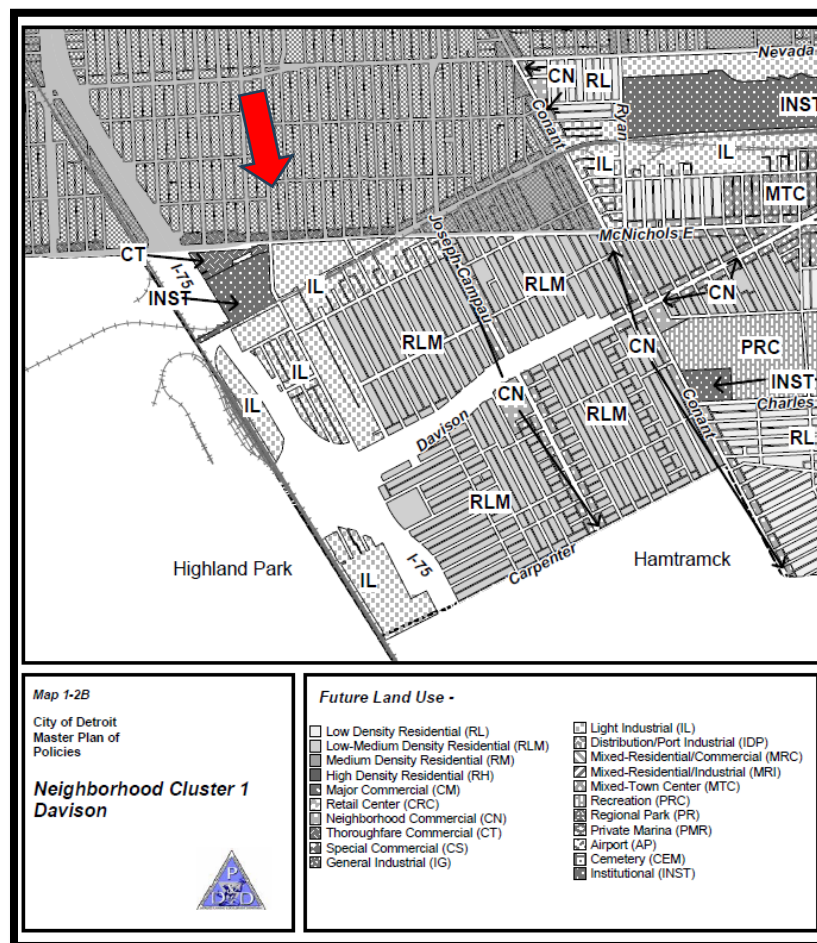
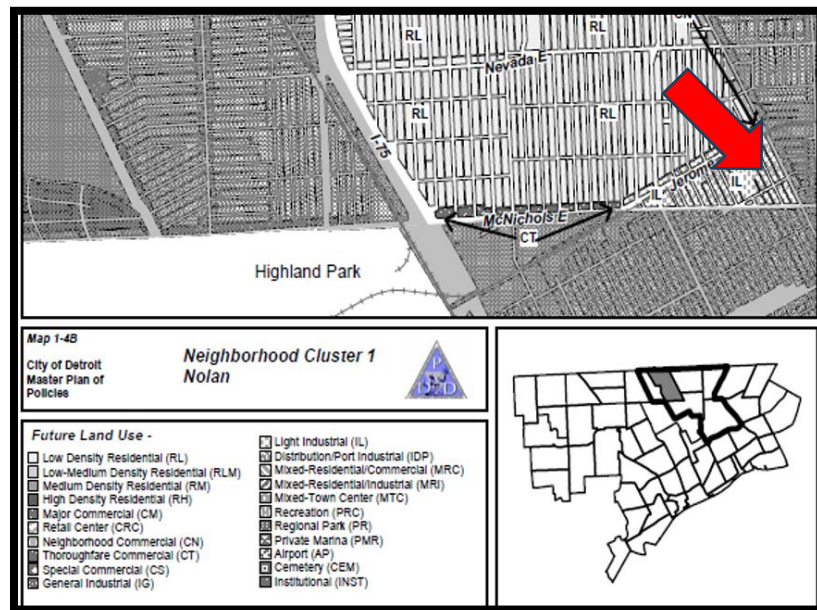
M2 - the M2 Restricted Industrial District is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects. Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts. New residential construction 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.

M4 - 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.

The proposed rezoning supports rezoning M4 land in proximity to the JLG to M2 in order to encourage light industrial uses that have a minimum of undesirable effects.

Master Plan Consistency

The subject rezoning is located within the Davison and Nolan areas in Neighborhood Cluster 1 of the 2009 Detroit Master Plan of Policies. Below are copies of the Master Plan maps with a summary of the areas proposed to be rezoned.



Master Plan Maps of Nolan & Davison areas

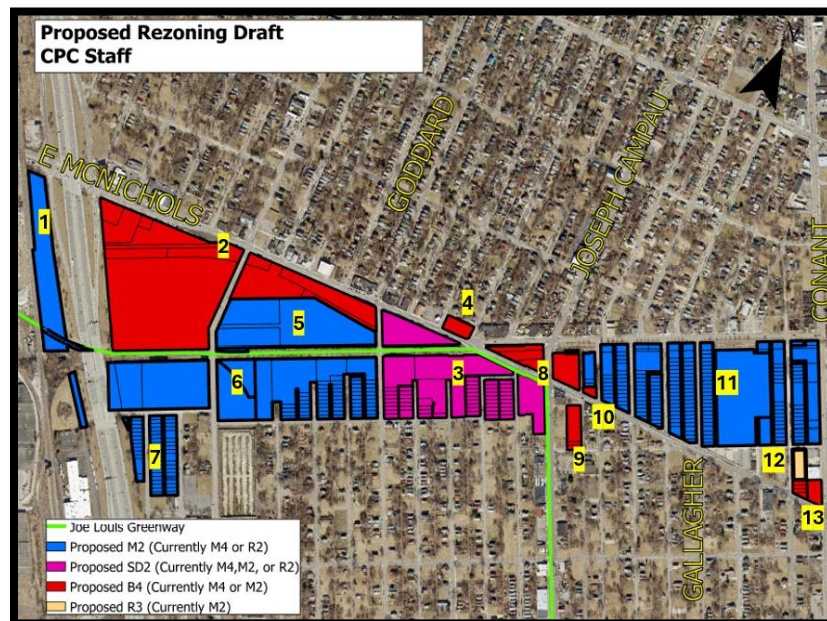
The Future Land Use maps for the area to be rezoned generally show:

- Thoroughfare Commercial (CT) on south side of E. McNichols just between I-75 and Dequindre

- Institutional (INST) for the location of Second Ebenezer Church
- Light Industrial (IL) for area generally bound by E. McNichols on north, Jos. Campau on east, Modern on south and Dequindre on the west
- IL for area generally bound by the JLG on north, St. Aubin on the East, Davison on the south, and I-75 on the west
- IL for area generally bound by Jerome north, Conant on east, and E. McNichols on the south

P&DD submitted a Master Plan review letter dated September 15, 2026. This letter, which is attached for reference, notes that several areas are proposed to be downzoned which will reduce the impact that new developments in these areas will have on the surroundings, generally reducing noise, traffic, and air emissions. Additionally, a small number of parcels are proposed to be upzoned. These upzonings will permit commercial and residential developments beyond what is permitted in the R2 district. These areas are contiguous to existing commercial areas and are small in size, so should not have a significant impact on the surroundings, though there will likely be an increase in traffic beyond the permitted single and two-family homes. The surrounding areas are currently either vacant or commercially developed, so should not be harmed.

Using the map below, P&DD concludes the large majority of the proposed rezonings are **consistent or generally consistent** with the Master Plan with the following summary:



Map of proposed rezoning with highlighted areas

1. M2 is **consistent** with the IL designation
2. B4 is **consistent** with the CT and INST designations
3. SD2 is **consistent** with the IL designation
4. B4 is **consistent** with the CT designation
5. M2 is **consistent** with the IL designation
6. M2 is **consistent** with the IL designation
7. M2 is **consistent** with the IL designation

8. B4 is generally **consistent** with the IL designation, as this is only a small area and will not change the overall character of the area
9. B4 is generally **consistent** with the RLM (Low-Medium Density Residential) designation, as this is only a small area and will not change the overall character of the area. It expands the adjacent B4 zoning.
10. B4 is generally **consistent** with the IL designation, as this is one parcel, will not change the overall character of the area, and matches the current commercial use
11. M2 is **consistent** with the IL designation
12. R3 is generally **consistent** with the IL designation, as this is only a portion of a block face and so will not change the overall character of the area, and matches the current homes
13. B4 is generally **consistent** with the IL designation, as this is one parcel, will not change the overall character of the area, and matches the current commercial use

P&DD Neighborhood Planning Study Playbook JLG Northeast

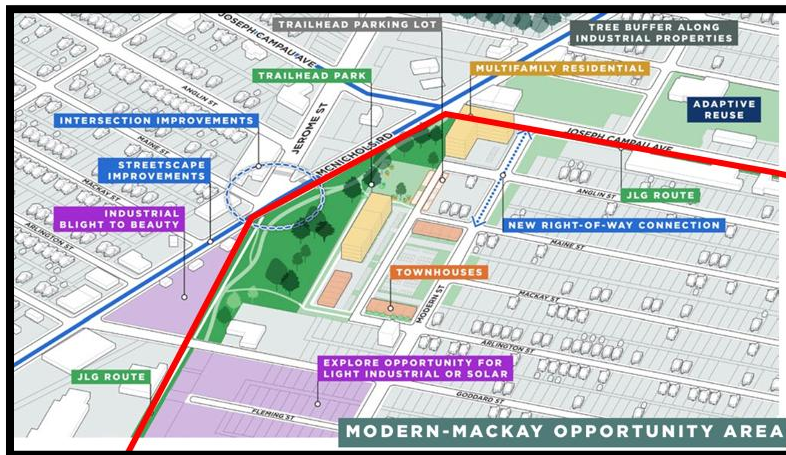
As noted earlier in this report, in November 2024, P&DD completed a 2-year planning study with area residents and stakeholders called the Neighborhood Planning Study Playbook for the JLG Northeast. Some highlights from the Study regarding zoning are the following:

- Under New Housing Strategies, the Study recommends transitioning away from heavy industrial uses to a mix of uses along the JLG, and supporting commercial/mixed use buildings along commercial corridors;
- Under Strategies for Industry & Jobs, the Study recommends, “Downzone all M4 properties in the JLG Northeast to allow for light industrial or commercial/residential uses only, in order to transition away from heavy industrial uses along the JLG in the long term. Consider transitioning away from industrial uses entirely along existing commercial corridors.” Below is a map from the Study listing this recommendation.



Map of Study's recommended zoning changes

The Study also lists strategic sites and recommends a trailhead park with adjacent residential at the intersection of E. McNichols and Jos. Campau as shown in the diagram below. The proposed rezoning would facilitate and compliment this proposed trailhead development.



Map of Modern-Mackay Streets Opportunity Area

Impact on Existing Land Uses

Within each zoning district, various land uses are designated as either a “By-right” or “Conditional” use, and those uses not listed are deemed, in general, as not allowed. When land is rezoned, sometimes the permissibility of the land use is changed.

The Detroit Zoning Ordinance defines nonconforming uses in part, as, “Uses that were legally established but which do not appear in, or are specifically excluded from, the listings of uses permitted by right or conditionally in the zoning district where they are located.” Some of the uses within the proposed rezoning are already legal nonconforming uses; some uses, if the proposed rezoning is approved, would become legal nonconforming uses; however, these newly created nonconforming uses can continue to operate indefinitely by the current or future owners.

ZONING ORDINANCE CRITERIA

Section 50-3-70 of the Detroit Zoning Ordinance lists eight approval criteria on which zoning map amendments must be based. CPC staff’s analysis of the criteria is as follows:

1. *Whether the proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;*
 The proposed amendment would not correct an error on the zoning map. However, it does meet the challenge of a changing condition or trend. Several of the M4 parcels along the former rail line have been vacant for a number of years while others have just light industrial uses. The proposed rezoning would in several cases better match long-standing existing uses (in existence for at least 20 years), such as churches, restaurants, and other uses to more appropriate zoning categories. The M2 zoning would allow future M2 (Limited Industrial) uses and bring the zoning into better conformity with Detroit’s Master Plan of Policies. The proposed rezoning would better complement the adjacent residential neighborhoods and the 29+-mile \$300 million JLG recreational pathway presently under construction.
2. *Whether the proposed amendment is consistent with the Master Plan and the stated purposes of this Zoning Ordinance;*

See analysis previously reviewed in this report.

3. *Whether the proposed amendment will protect the health, safety, and general welfare of the public;*
The proposed amendment will protect the health, safety, and general welfare of the public by rezoning the subject industrial land away from intensive industrial and toward limited industrial, commercial, and mixed use residential/commercial. This new zoning would better complement residential neighborhoods to the north and south and the new JLG.
4. *Whether the City and other service providers will be able to provide adequate public facilities and services to the subject property, while maintaining adequate levels of service to existing development;*
Not applicable.
5. *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;*
It is not anticipated the proposed rezoning will have significant adverse impacts on the natural environment. Conversely, it is expected the proposed rezoning would have a positive impact on the environment by allowing less intensive industrial uses in the future in proximity to residential neighborhoods and the proposed JLG greenway.
6. *Whether the proposed amendment will have significant adverse impacts on other property that is in the vicinity of the subject tract;*
It is not expected the proposed amendment will have significant adverse impacts on property in the vicinity of the subject tract. The proposed rezonings would better complement the larger residential area to the north and south of the E. McNichols corridor and attract new development to compliment the JLG.
7. *The suitability of the subject property for the existing zoning classification and proposed zoning classification; and*
Many of the subject properties are not suitable for the existing zoning classification, because they don't reflect many of the long-standing uses, such as churches, business uses, etc. Furthermore, many of the intensive industrial properties along the former rail line are vacant and underutilized. Also, the proposed rezoning would better compliment the proposed JLG which is bringing a parklike greenway through the area.
8. *Whether the proposed rezoning will create an illegal "spot zone."*
The proposed rezoning will not create an illegal spot zone, because it complies with the Master Plan and follows a pattern of general business along E. McNichols, mixed-use near the intersection of Jos. Campau and E. McNichols and light industrial along the former rail corridor.

CONCLUSION

In conclusion, based on the public hearing, above analysis, and review of the Section 50-3-70 criteria of the Zoning Ordinance, CPC staff recommends **APPROVAL** of the rezoning request.

Attachments:

Email and letters regarding the proposed rezoning

cc:

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