



Mix Tape Zoning: Imagining Detroit's Future on Commercial Corridors

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East Warren Current Conditions



TYPICAL COMMERCIAL
WITH HISTORICAL
"BONES"

West Warren Current Conditions



TYPICAL AUTO ORIENTED,
NOT PEDESTRIAN FRIENDLY

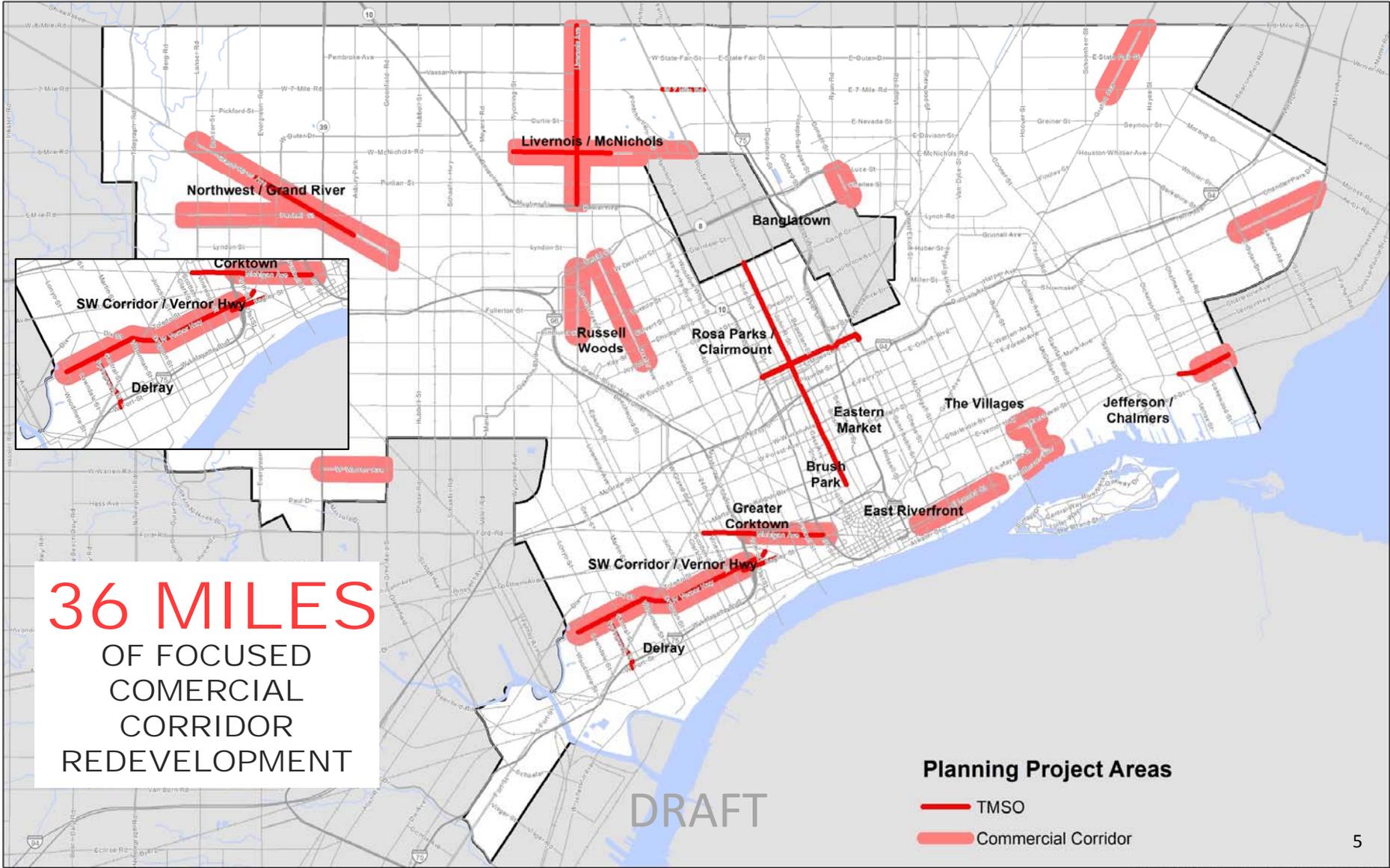
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Gratiot at the Dequindre Cut

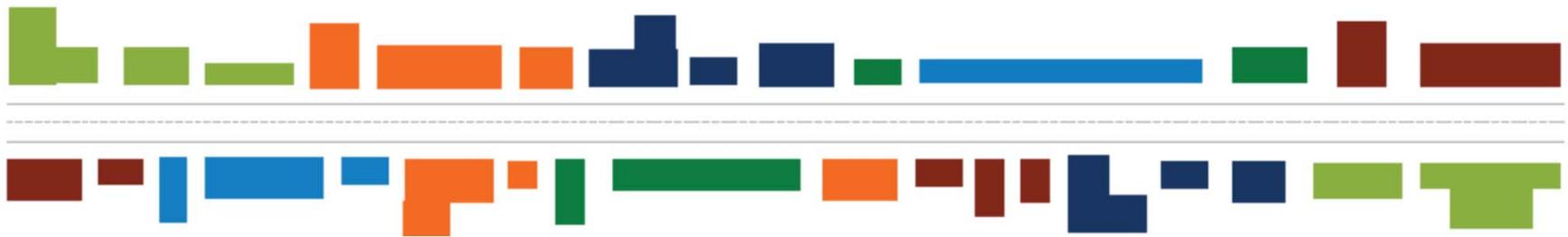


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LARGE VACANT LOT
WITH BIG BOX
POTENTIAL



THE SOLUTION: Mix tape Overlay



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1. CREATE AND APPLY OVERLAY,
AMEND TMSO WITH PROVISIONS
2. ONGOING REZONINGS FROM
NEIGHBORHOOD PLANS
3. REWRITE B4 CLASSIFICATION
4. COMPREHENSIVE ZONING
ORDINANCE REWRITE

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ZONING CHANGE

- Allow for mix of uses
- Require design standards
- Ease parking requirements
- Increase height and decrease setbacks

NON-ZONING CHANGE

- Permit sidewalk cafes with simpler review and for longer periods of time
- Stormwater management

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Comparison of TMSO and Mix Tape

Topic	TMSO	Mix Tape Proposal
Land Uses	Residential MOR if combined w/ comm, no drive-up, no MMCC	Residential MOR if combined w/ comm, light industrial as MOR if have on-site retail
Parking Req.	Increases distance for certain uses where district approach, PDD can waive for ped-oriented uses up to 3,000 sq ft, can count public parking w/in ¼ mile with agreement	Counts <u>on street</u> , reduces retail to 1/300 sq ft and apt to 0.9, Increases distance for certain uses where district approach, no pkg req'd for <u>new</u> or existing buildings under 3,000 sq ft
Height	Min: 2 stories/20' Max: zoning	Min: 0' Max: Greater of zoning or 3 residential stories above 1 st fl commercial
Setbacks	Front: Max 0' front unless dining etc space	Front: Max 0' unless dining etc space. Rear: 0' or reduced Side: 0' unless adj to R1-R4
Design Standards	Build to lot-line, doors and windows on street, pkg to side or rear, sign illumination, materials, fencing, articulation, fenestration, drive-ups, color and finish,...	Build to lot-line, doors and windows on street, pkg to side or rear
Application	Overlay	Overlay

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USE CHANGE
allow mixed use
and light
industrial uses



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DESIGN STANDARD #1
require additional
transparency



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DESIGN STANDARD #1
require additional
transparency



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DESIGN STANDARD #2
require entrance
on street



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DESIGN STANDARD #2
require entrance
on street



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DESIGN STANDARD #3
require parking
to rear or side

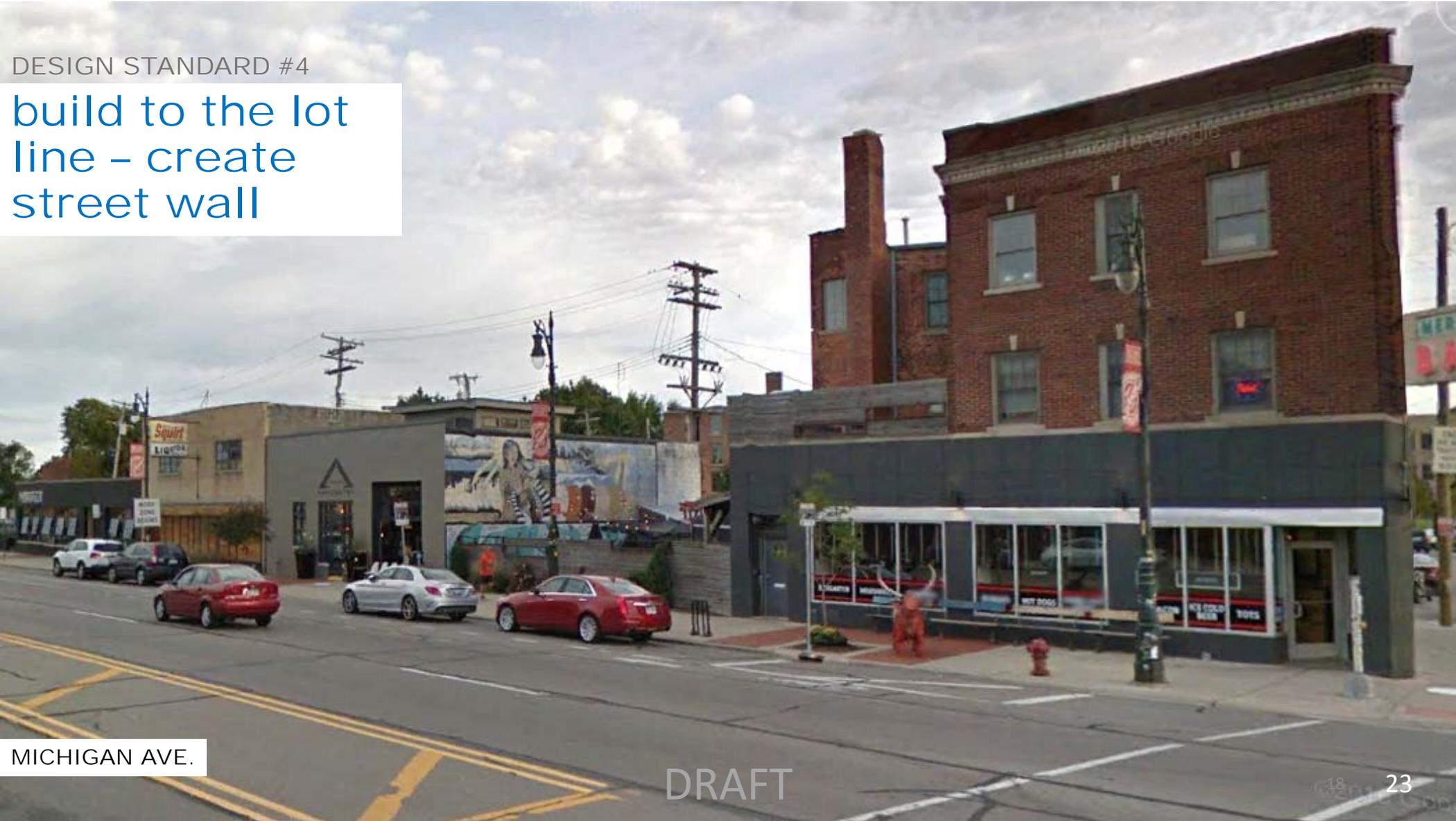


BAGLEY AVE.

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DESIGN STANDARD #4

build to the lot
line – create
street wall



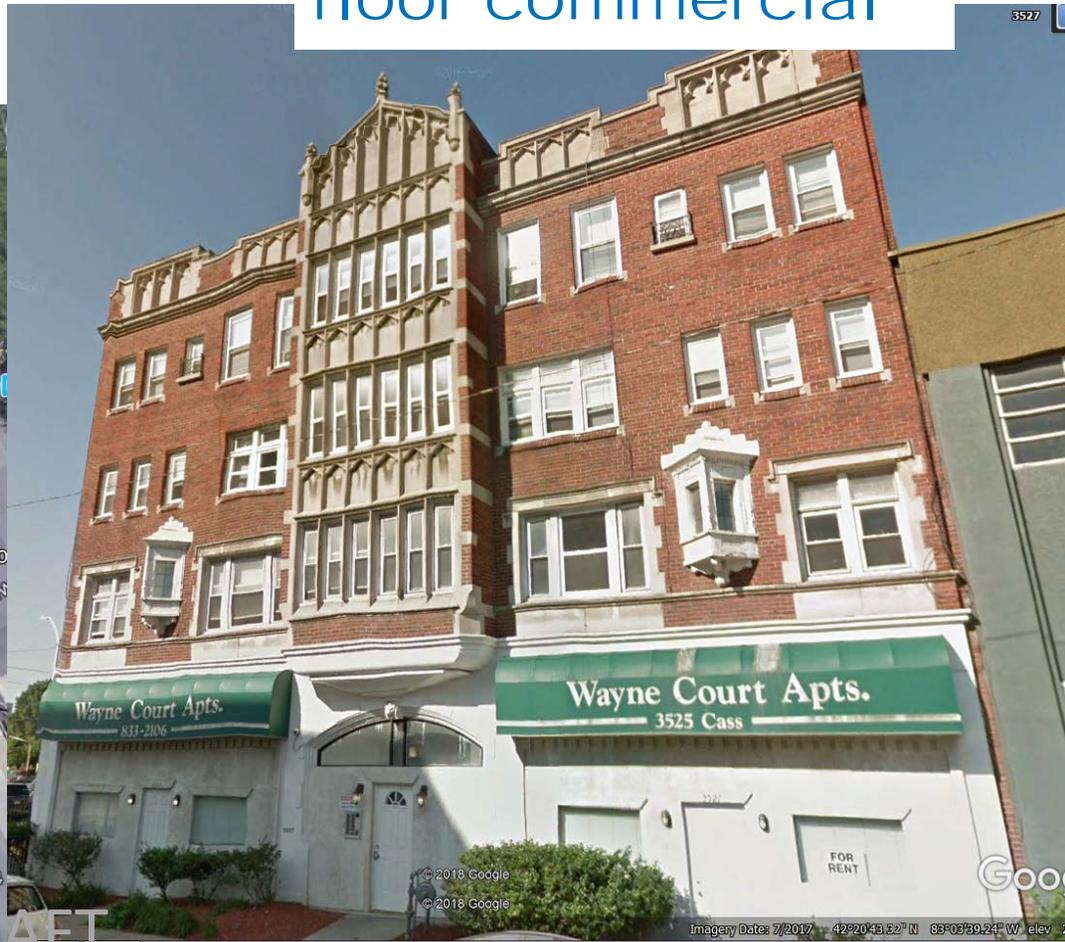
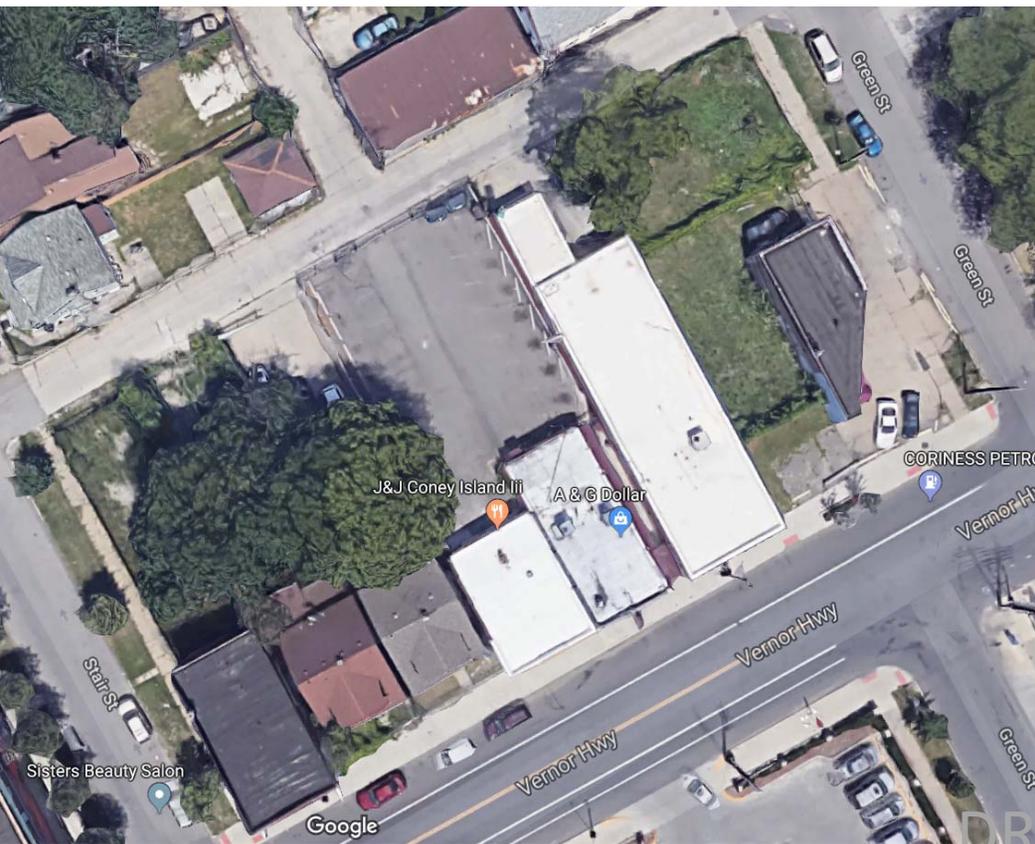
MICHIGAN AVE.

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SETBACK

Reduce or remove rear setback

HEIGHT
Minimum of 3 stories above 1st floor commercial



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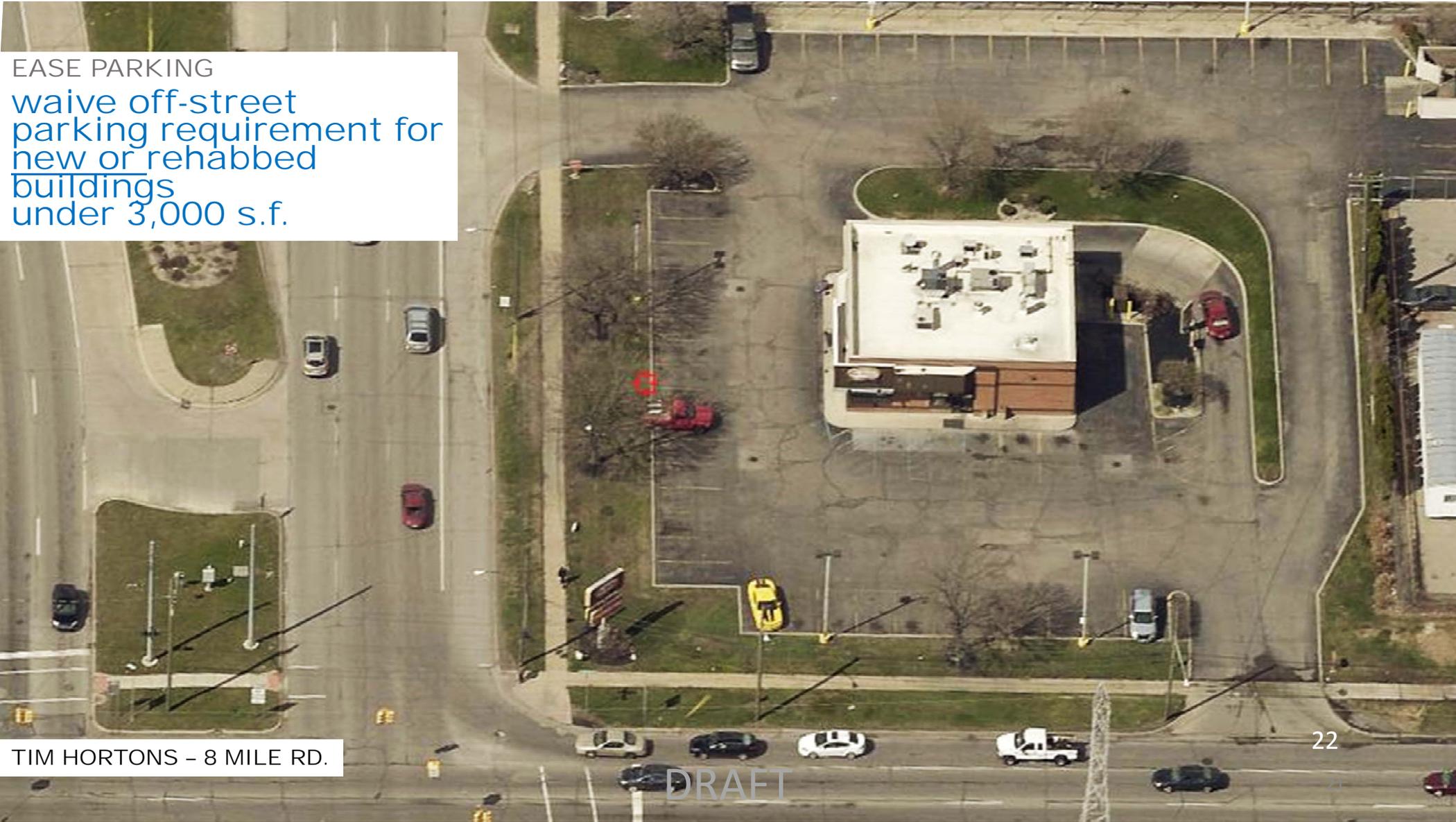
EASING PARKING REQUIREMENTS

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EASE PARKING
waive off-street
parking requirement for
new or rehabbed
buildings
under 3,000 s.f.

TIM HORTONS - 8 MILE RD.

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EASE PARKING

count adjacent on-street spaces toward required parking



LIVERNOIS AVE.

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PARKING: WHAT WE HEARD FROM DEVELOPERS

- **propose to reduce retail and residential requirements**
- **allow parking to be provided within a district**

PARKING STUDY RESULTS:

MULTI-FAMILY

1.25/ unit required

70% usage of required

RETAIL

1 / 200 sq ft required

60% usage of required

MICRO-BREWERIES

1/100 sq ft required

91% usage at required

RESTAURANTS

1/100 sq ft required

88% usage at required

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What could you do with the proposed changes?

- Add 3 stories above the 1st floor commercial use
- Not need as much parking
- Do light industrial w/ retail
- Less setback to rear for residential

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ORDINANCE CHANGE

- Allow for mix of uses
- Require design standards
- Ease parking requirements
- Increase height and decrease setbacks

PROCESS IMPROVEMENT

- Permit sidewalk cafes with simpler review and for longer periods of time

ON TARGET CORRIDORS

- Leveraging future streetscape improvements
- Reducing barriers for development

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