



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

East Warren Current Conditions



TYPICAL COMMERCIAL
WITH HISTORICAL
"BONES"

West Warren Current Conditions



TYPICAL AUTO ORIENTED,
NOT PEDESTRIAN FRIENDLY

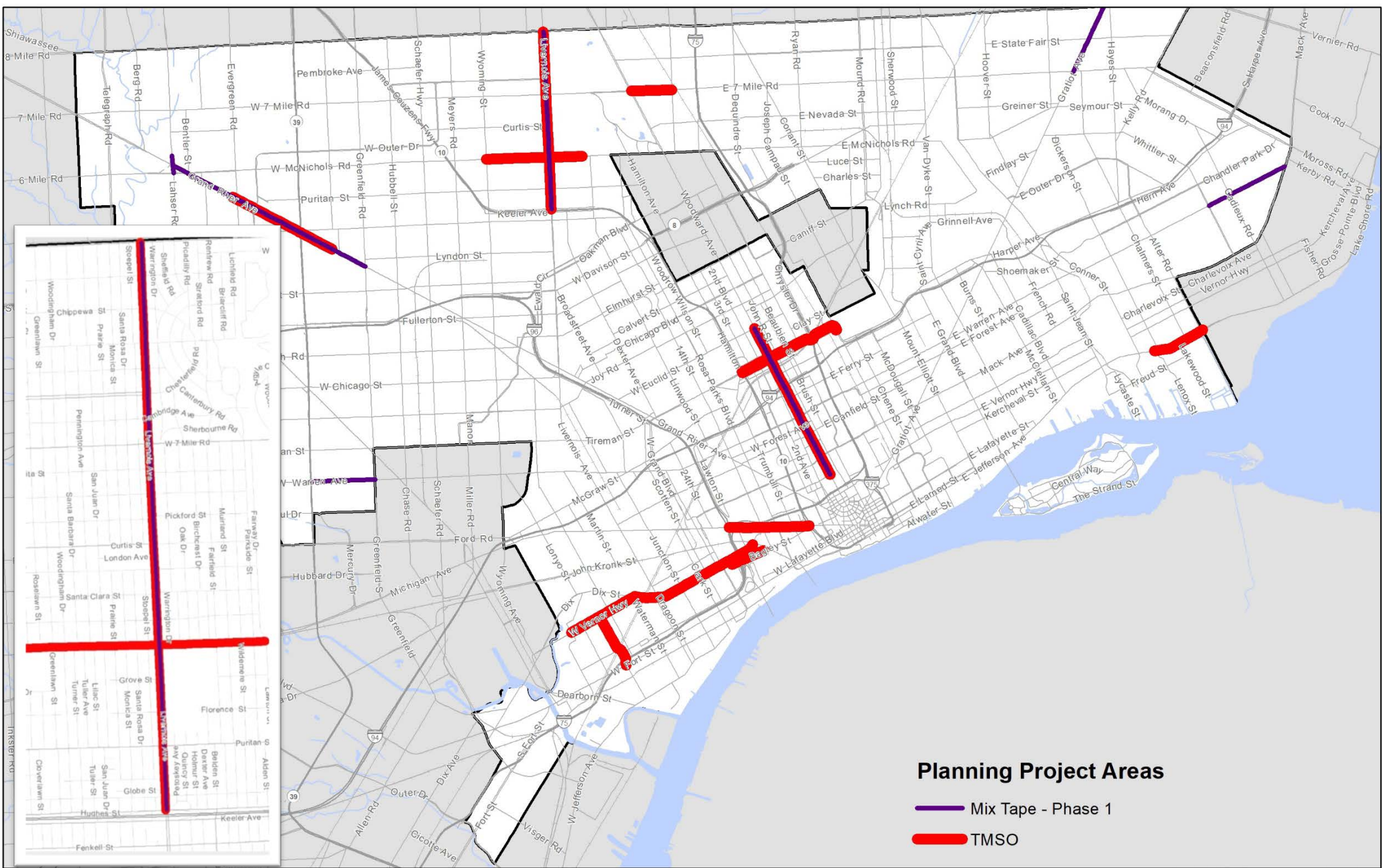
Gratiot at the Dequindre Cut



LARGE VACANT LOT
WITH BIG BOX
POTENTIAL

THE SOLUTION: Mix tape Overlay





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

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

Comparison of TMSO and Mix Tape

Topic	TMSO	Mix Tape Proposal	Difference
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	Add light industrial w/ 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	Count on street, no pkg for new small buildings, reduce for 2 uses
Height	Min: 2 stories/20' Max: per zoning (35' on Livernois today)	Min: 0' Max: Greater of zoning or 3 residential stories above 1 st fl commercial	~5-10 feet taller
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	Reduced side and rear
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	none
Application	Overlay	Overlay	none



BEFORE

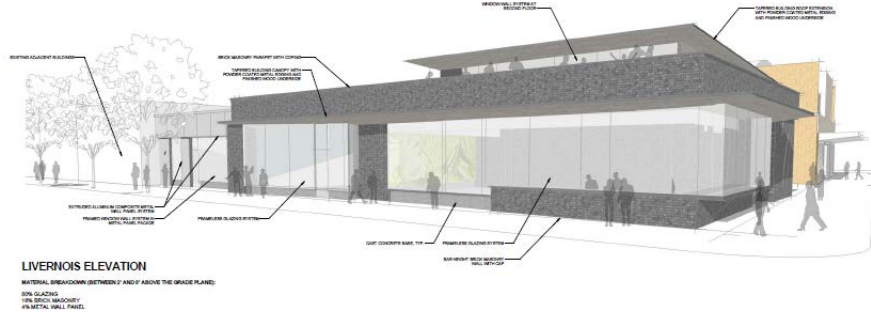
B. Siegel Building

Project Summary:

- Mixed use rehabilitation project – over 20,000 sf of commercial and 10 new housing units
- Underground in basement of B. Seigel building (27 spaces) plus angle parking on Stoepel (9 spaces)



AFTER



Developer: Iconic Development (Matt Hessler)

USE CHANGE
allow mixed use
and light
industrial uses



DESIGN STANDARD #1
require additional
transparency



DESIGN STANDARD #1
require additional
transparency



DESIGN STANDARD #2
require entrance
on street



DESIGN STANDARD #2
require entrance
on street



DESIGN STANDARD #3
require parking
to rear or side

BAGLEY AVE.



DESIGN STANDARD #4

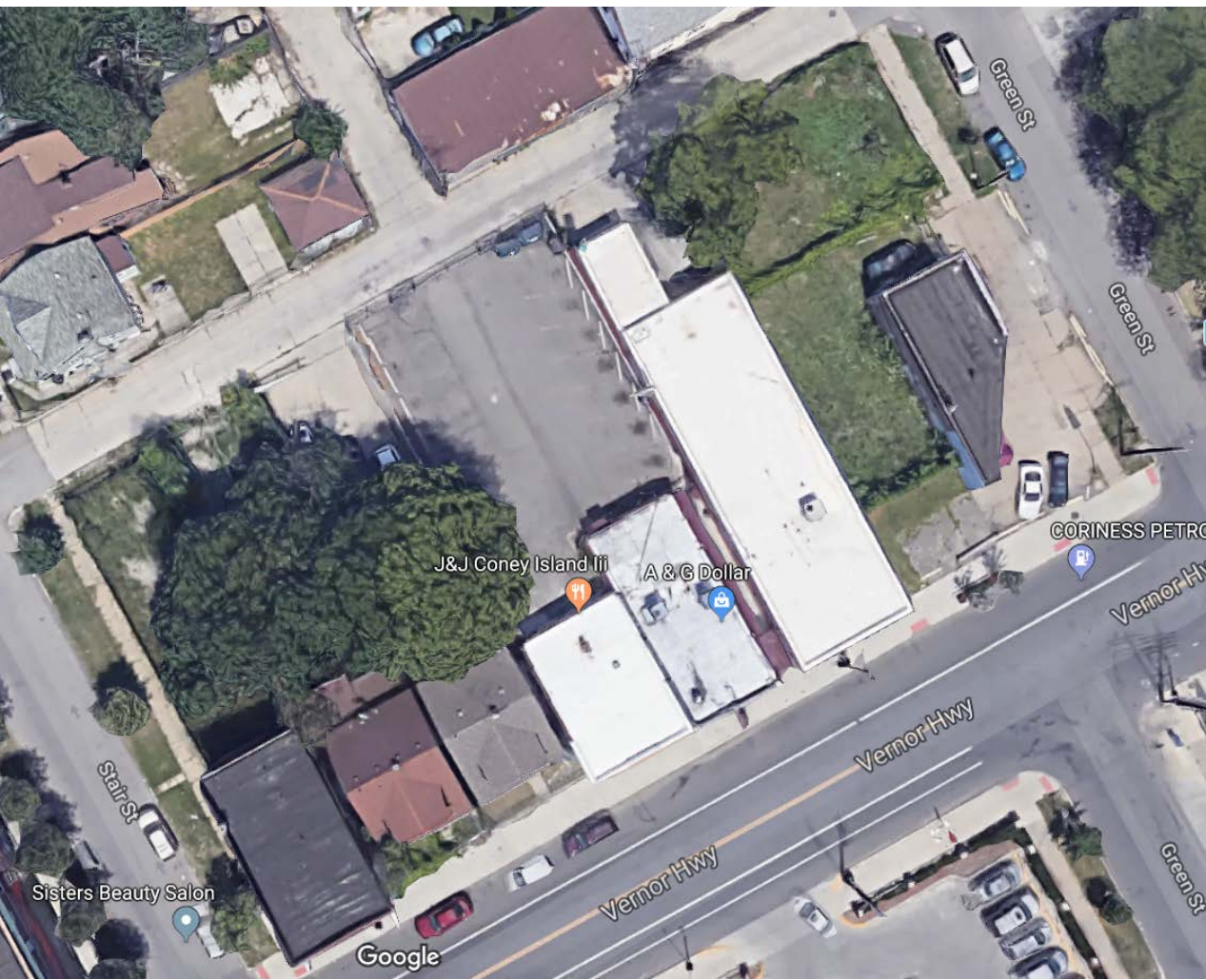
build to the lot line - create street wall



MICHIGAN AVE.

SETBACK

Reduce or remove rear setback

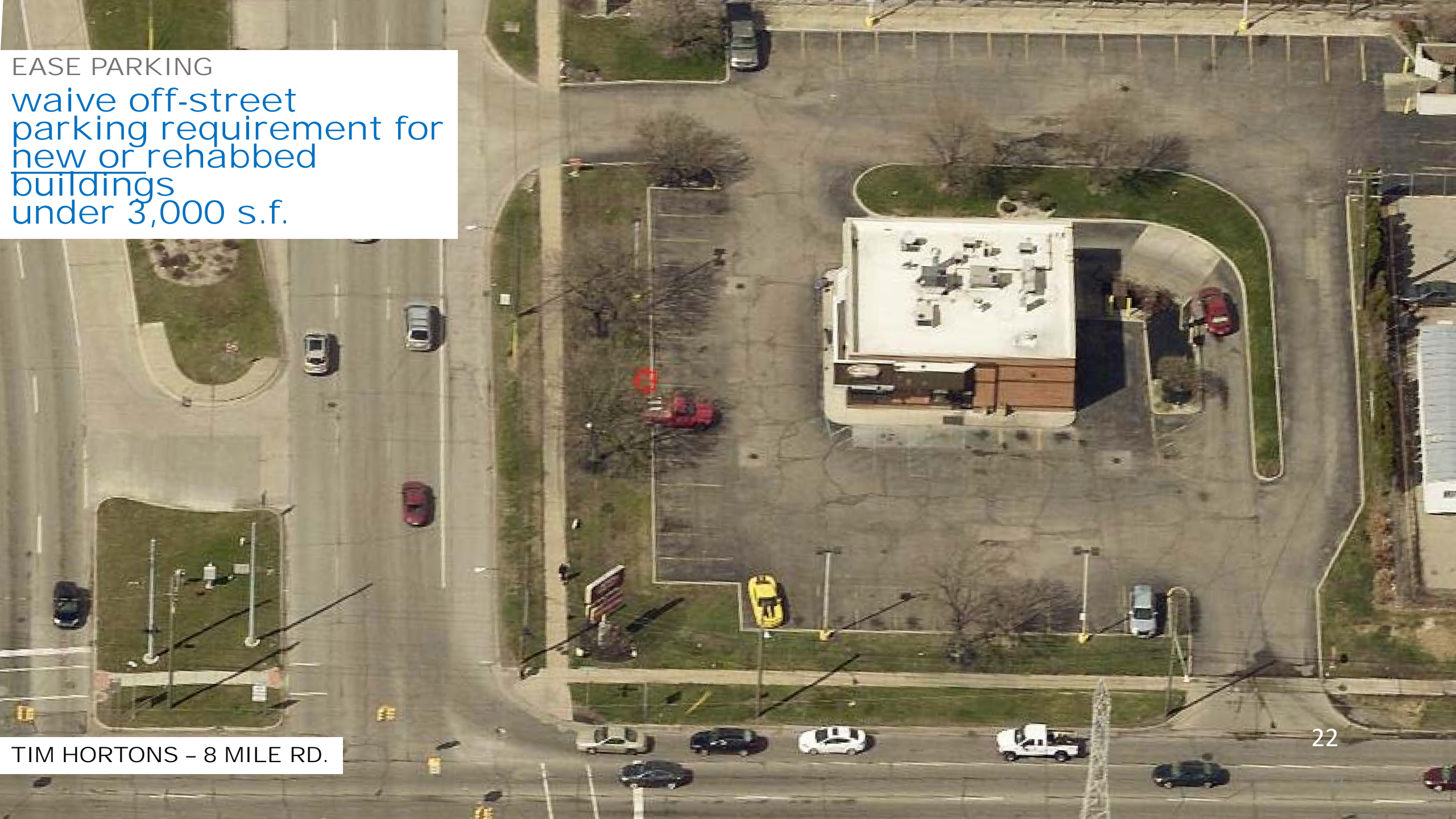


HEIGHT
Minimum of 3 stories above 1st floor commercial



EASING PARKING REQUIREMENTS

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



TIM HORTONS - 8 MILE RD.

EASE PARKING

count adjacent on-street spaces toward required parking



LIVERNOIS AVE.

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



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

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