

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
1	9/17/19	Email and web comment	<p>Incorporate greater latitude with home owners vacant lots. I suggest that in general land usage, property structures may futuristically serve multiple uses, purposes! Be cognizant that the intent goal of revision is to maximize space not price African Americans out of the city when Europeans fled attributed to systemic racism which the influx of Europeans harbor! This offers causation to create cities within this city to dominate collectively as they're ascertaining!</p>
2	9/17/19	Email	<p>Loading Spaces. The requirement for loading spaces should be eliminated or severely reduced for multiple-family developments and all non-residential re-occupancy or adaptive reuse developments as this is not in-line with a historic or desirable urban development pattern found in Detroit and other large cities. First, it is not practical to require an existing developed site with building and site constraints to provide numerous and excessive 12' by 35'/50' loading spaces on-site. It is unclear why multiple-family developments would need any loading spaces at all as dumpster areas are typically separate, move-in/move-out loading is infrequent and does not always include a moving truck, and move-in/move-out can typically be accommodate within the street, parking lot, or drive aisles with minimal interference in low-traffic areas. Second, it is questionable why existing buildings that were originally developed as a nonresidential use, that sat vacant, and then are redeveloped as a different use should provide loading. This seems punitive, that the lack of ability to track how loading occurred on a building or site for 50 years means that the previous function and lack of formal loading area should be entirely ignored and a new standard never intended for existing historic buildings should be strictly enforced. Lastly, the loading space requirement often does not relate to how loading occurs for individual businesses in reality. For example, the Happy's Pizza at 7450 Woodward routinely loads and unloads within Woodward in the morning despite having the use of a side street and parking lot for loading. Delivery drivers may ignore loading spaces, or they may not be in an ideal location as most sites are not designed around where loading occurs. In cases of existing buildings and urban sites, loading should be formally accommodated within the street or addressed on a case-by-case, or more use-specific, basis as a site like a Happy's Pizza, with daily deliveries, functions much differently than a multiple-family development that may sparingly loading needs. Also, a scenario like a permitted retail re-use like a vacant storefront being converted to a Happy's Pizza and not being required to provided a loading space shows an inconsistency in this standard where an office building being developed in a vacant non-residential building may be required to provide several loading spaces.</p> <p>LED String Lights. These should be prohibited as they are temporary, cheap and ugly. Lights such as these with the bulb directly in view are also a nuisance at night as they may be much brighter than other signs.</p>

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2 (cont.)	9/17/19	Email	Online Zoning Complaints. As a follow-up to this process, the way zoning complaints can be submitted by residents should be greatly improved. There should be a simple online form tied to GIS or other mapping system that allows residents to submit possible zoning complaints in a few minutes, with pictures, and that provides a follow-up with city action related to a complaint. In a city as large as Detroit, this would be beneficial for keeping an eye on illegal signs, unenclosed dumpsters, and other items that can detract from the aesthetics of the city and that are things other smaller cities keep a close watch on.
			Engagement Suggestion. Code Studio should formally request comment from the major local architecture, engineering, planning, and law firms. Besides city staff, this group is the most knowledgeable about the practical application of city zoning and would likely have several useful comments about existing standards that are problematic, outdated, or inconsistent with other model cities.
3	10/1/19	Email	I think the whole project with this bike Lanes in the city of Detroit where there's less than 2/3 of the original population should be used wisely for the motorist if the bike lanes are going to be implemented it shouldn't take up so much of the real estate that the cars are paying gas tax for. Back in the 60s they put license tags on the bikes and that could be used to improve our roads the roads in Michigan and Detroit are deplorable and the City Planning has the audacity to go and use good funds for striping projects bike lane projects and just a hell with the driving roads Cass st. for an example it's too small they taking away all the real estate for the cars and put bike Lanes on both sides and have people parking in the middle of the street that's absurd so I think all this planning need to be revised the motorist is who pays taxes for the roads not bicycles.
4	10/1/19	Comment card	Please consider zoning areas of city parking for access to riverwalk - East & West and for the Aretha Franklin Theatre (or) provide a bus line from eastern market/Coleman Young Recreation Center > to riverwalk (E&W) and Aretha Franklin Theatre, every 30 mins or less.
5	10/1/19	Comment card	Let's take a look at the old zoning laws being broken, i.e., residential neighborhood lots being used to park repair cars, business commercial units, trucks, trailer containers, old RV's & trailers, boats, etc.
6	10/1/19	Comment card	CAYMC (Coleman A. Young Municipal Center), parking lot, gated community. Infrastructure before development. Intent-ed-looks. Greektown - no place to own in 4 (take?) out. H2O - drainage - single (draining?) H2O pipe. Agriculture. New infrastructure. Separate sewers for storm H2O > GLWA bridge
7	10/1/19	Comment card	1. In each subheading (of the Zoning Analytic), acronyms (TMSO, BSEED, etc.) need to be written out once. i.e. Planning & Development Department (PDD)
			2. It seems to me that AMI for Wayne County is more like \$50,000; that's the amount used for the 80%/20% development requirement for public support.

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NUMBER	DATE	SOURCE	COMMENT
8	10/3/19	Email	Concern: It is our belief that notifications of zoning requests, business permits, new development, etc to addresses within 300 ft is no longer adequate. Reason: Side lot purchases, Land Bank vacant lots, vacant houses and unconcerned renters. Recommendation: That notifications of this nature also be sent to all Registered Block Clubs, Neighborhood Associations, etc. within the geographical neighborhood. Request: If possible, the Northwest Community Block Club Association would like to register to begin receiving text or e-mail alerts on all hearings scheduled that could impact our neighborhood (Grand River to Intervale/railroad track & Ewald Circle to GrandRiver/Schoolcraft). Note: If this is a request that cannot be fulfilled at this time, please inform us of an alternate method of being adequately informed in a timely manner.
9	10/3/19	Email	We are really looking forward to an ordinance that is simpler and easier to use. All too often the ordinance is unclear and difficult to use. So much in fact that the BSEED doesn't always know the correct answers.
10	10/3/19	Written notes on draft copy	(p 17) Recommendations - Future project (1st bullet) Why is this a future project? This is easy and should be part of this project
			(p 17) Recommendations - Future project (2nd bullet) Same comment - why is this a future project?
			(p 18) Recommendations (1st bullet) What is the impact of eliminating zoning districts that are used (even if underused)?
			(p 18) Recommendations (3rd bullet) Does this mean that some uses that are currently conditional will now be allowed without a hearing? This could be very concerning for some (many) conditional uses.
			(p 21) (1st paragraph) BSEED simply needs to hire qualified staff to do this - bifurcating the responsibilities is a recipe for a) more conflicting enforcement between different enforcement entities, b) more cost.
			(p 21) (4th paragraph) This may be a developer view, but from a resident point of view, the BZA is one of the only bodies that listens to testimony from citizens and acts on it with respect to the zoning ordinance.
			(p 22) (1st paragraph) This is almost certainly a developer point of view, not a resident point of view. Did we get resident input on this type of conclusion?
			(p 22) Recommendations - This project (7th bullet) Disagree
			(p 22) Recommendations - This project (8th bullet) What does "always waived by BZA" mean? My experience is that the BZA roots its decisions in the ordinance and neighborhood input and does not always waive barriers.
			(p 22) Recommendations - Future project (title) Why is this a future project? This seems both important and relatively easy
(p 38) This project (1st bullet) Does this mean no auto repair near neighborhoods?			

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NUMBER	DATE	SOURCE	COMMENT
10 (cont.)	10/3/19	Written notes on draft copy	(p 38) Recommendations - This project (5th bullet) What is meant by equivalent? These are junkyards - I would have thought the highest and best type of screening would be appropriate, regardless of expense.
			(p 40) Recommendations - Future project (1st bullet) Isn't this better handled in the master plan, since there is a constitutional provision that prohibits sale of parks designated in the master plan without a referendum?
			(p 46) Recommendations - This project (2nd bullet) What about parking and loading dock requirements?
			(p 49) Recommendations - This project (8th bullet) Not clear what this means.
			(p 49) Recommendations - This project (10th bullet) This is expensive and not a real neighborhood amenity - as a resident, I would be far more interested in seeing porous pavement requirements and requirements around maintenance of parking lots to ensure that available spaces are usable.
			(p 51) Recommendations - This project (2nd bullet) Percentage of permeable or porous pavement should be required for all parking lots - residential, commercial and industrial
			(p 53) Recommendations - This project (2nd bullet) This is very broad and pretty vague. Needs to be a more detailed recommendation.
			(p 55) Recommendations - This project Basic design and form standards - vague and unclear
			(p 60) UtiRecommendations - This project (1st bullet) The call out boxes talk about solar energy and wind - there is no mention of it in the text or the recommendation.
			(p 63) Case study (question at bottom) The call out boxes talk about solar energy and wind - there is no mention of it in the text or the recommendation.
(p 68) Recommendations - Future project (2nd bullet) This is a very urgent need - could it be moved to the current project at least for vacant property currently zoned M4 or M5 where the master plan calls for light industrial and where the property is adjacent to parks or residential areas?			

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NUMBER	DATE	SOURCE	COMMENT
11	10/8/19	Email	I am very impressed with the analytic report and hope that the recommendations provided are all followed in their entirety. I like that the analysis focuses so much on making the zoning code accessible and considers that question from every angle, including readability, organization, and smart-phone compatible. I hope that this is followed through with.
			I also really appreciate that the report discusses how "planning and development goals must be embedded in the review process" (page 19). I think that if the city can really take this opportunity to "rebrand" the zoning review process, the BZA, and all city staff as people who are trying to help good projects along, instead of just another obstacle to overcome, it would be very helpful for would-be developers. You should be able to call the zoning department and have a friendly person explain the process to you.
			Kind of getting into the weeds here, but I definitely agree with the point on page 28 that the upzoning from 3 stories in B2 to 507 in SD2 is too much of a leap. I really like the idea that there can be a ready made zone that a property owner can petition to change their property to. This way growth can be more organic, as property owners themselves and maybe even neighborhood groups can be the catalyst behind changes to the characters of neighborhoods.
			Overall, I must say that as an architect and a bit of a pessimist when it comes to zoning overhaul reports, having read many that really seem to be developer driven not community driven, this is the best report I have ever read and I'm really excited at the idea of it being implemented.
12	10/9/19	Email	Need zoning changes for adult entertainment businesses. My neighborhood has 5 clubs within a 1 mile stretch up Michigan avenue in southwest Detroit. How do we address this with better zoning ordinances?
13	10/15/19	Email	Overall I'm pretty pleased with the proposal - however a few thoughts. I didn't see any discussion of removing R1, this seems to be the direction most municipalities are going in. It seems outdated and unnecessary, lets remove it.
			There was at least a discussion of removing parking minimums - this feels very necessary, if business wish to provide that amenity it feels as though it should be up to them. They know their custom base better than anyone and they can decide if that is necessary. At the same time - I feel as though there was some discussion about requiring bike racks or maybe even charging stations. Again I feel like that should be the decision of the developer.
			I feel like making accessory housing aka carriage houses and the like legal is crucial to increasing density in popular neighborhoods near downtown while maintaining the character of those communities. It also has the opportunity to help folks on fixed incomes with a bit more money.

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NUMBER	DATE	SOURCE	COMMENT
14	10/15/19	Web comment	The city's zoning laws have stifled its potential to become the people-friendly urban and downtown environment we know its capable of. I absolutely support the city's efforts to loosen the parking requirements in their zoning ordinances. We need to work toward legislation that boosts density and eliminates wasteful space. Every other successful and population-dense city in this country prioritizes people-friendly and infrastructure-dense spaces, especially in their downtowns. I understand Detroit is not every other population-dense city and has its own set of very real challenges, but taking a look at what has been successful for other cities of similar size and implementing common sense legislation to tackle the excess amount of surface lots are massive steps in the right direction.
15	10/15/19	Web comment	I fully support any changes that eliminate regulated parking requirements. Nobody should have to build parking if they don't want to or if people do not need it. It is a horrible dated idea of urban planning to force parking. Better cities are built for density and transportation not cars and parking.
16	10/16/19	Email	<p>Please consider zoning for a city of Detroit Public Parking Structure at the East & West River Walk. Do eminent Domain for the land. Do a 30 year bond to be paid for with revenue from parking fees.</p> <p>Temporarily immediately provide city bus service (from Eastern Market reopened city of Detroit parking structure & Coleman Young Recreation Center on Chene) to RiverWalk East & West, Aretha Franklin Theatre, and new beach.</p> <p>Do cameras & Greenlight to make these areas appear secure. Include public address system with the cameras to communicate from remote locations to give instructions or warnings not to proceed with the crime in progress.</p> <p>Sale event tickets & prepaid event parking passes together for Aretha Franklin Theatre events. This will free up the gridlock in the area and residential neighborhoods during events. Get some classical music events/fine art events at the Aretha Franklin Theatre</p> <p>Also consider converting two way (East/West bound) streets into one way streets. When folks park on both side of some streets there is not enough room for two way traffic causing gridlock in the areas described above. One way streets E/W will allow for better flow of traffic.</p> <p>I'm not sure the logic of blocking off Atwater in front of Aretha Franklin Theatre for events. Maybe speed bumps would solve the problem whatever the problem is to shut the street down causing gridlock.</p> <p>It is difficult to find parking to board the Diamond Jack Boat at the Cullen River Walk. Maybe the Diamond Jack should board near 300 River Place parking lot as before years ago.</p>
17	10/16/19	Email	I think that reducing the 4 acre zoning requirement is a great idea more many reasons. One is that it will remove the current problem with install in a picnic shelter in a park that is less than 4 acres. We have never been denied, but it can be time consuming for multiple Departments.

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18	10/17/19	Email	I really appreciate all of the good work that's gone into this project and think it would be a very positive step if I adopted. I do think, though, that the proposal could go even further in eliminating all parking minimums as has been done in several American cities including Minneapolis, a city similar to Detroit. These minimums are a subsidy for drivers at the expense of residents who use other forms of transit.
19	10/21/19	Email	In general, I think the suggestions are good – but the work is in devising the code. Who is going to do that?
			I am particularly interested in the expanding uses in residential neighborhoods piece, once we take to actually writing code.
			(re: p. 27) With regard to waiving certain requirements for projects meeting affordability] thresholds – we must be careful not to create “ghettos” of lesser standards.
			(re: p. 40-41) Why rezone all parks? Instead allow parks by-right, with perhaps certain standards in all residential and most commercial districts; and/or, allow PR to be applied such that it does not constitute spot zoning. Need to look at other tools to better guarantee that a park remains a park. This recommendation needs more discussion.
			(re: p.46) Consider allowing uses other than just “corner stores” in “appropriate” residential areas – what is an appropriate area? In very old neighborhoods and communities such as Hamtramck, I have seen them in single-family neighborhoods. Also, relax home occupations allowed and the spacing maximum.
			(re: p. 49) Parking requirements in Detroit are certainly a problem and need to be reduced. But, solutions are not easy in a place where decent transit is non-existent. Also, consider the older population and others with special needs – they are not going to use bikes and scooters – which are also not practical in a city where the vast majority (outside of the 7.5) have to travel some distance to work and for basic needs.
			(re: p. 51) “Amend the ZO to allow permeable surface material options...” Is this regulated by zoning or by a building or other code? There are good suggestions, but we must be clear on what authority zoning has.
			(re: p. 53) The recommendations and thoughts around alleys deserves more discussion – not just with new developments, but in older neighborhoods and with land-based projects, as well
			(re: p. 55) Does the ZO need to be explicit about design review in and/or near historic districts?
			(re: p. 57, 62-63) “Expand Uses in Neighborhoods Experiencing Disinvestment” – explain what would be an acceptable additional residential use in one neighborhood, but not another? Perhaps I misinterpreted... I think serious discussion should be had around expanding the palette of allowed uses AND loosening/expanding home occupation provisions. “Allow home occupations in accessory structures in R1 and R2 zones” – what, the garage?
(re: p. 65) Need to further explore the Chicago Pop-Up License Program			

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NUMBER	DATE	SOURCE	COMMENT
20	10/21/19	Email	Please eliminate parking minimums!!!
21	10/21/19	Email	It is a critical need to abolish Parking Minimums, It's time to put an end to parking minimum laws and allow our cities to become productive places again. Surface Parking lots have caused major devastation to Downtown Detroit, and prevents so many economical and residential opportunities, and has caused several of Detroit's most historic buildings and hotels to go down
22	10/21/19	Email	I live and work in Detroit and would like to the revised zoning code address these issues:
			Eliminate parking minimums citywide in favor of parking maximums. 1000% this. This is very important. If nothing else were to come forth from this zoning rewrite, eliminating parking minimums would be a huge win for the city.
			Allow for accessory dwelling units.
			Ease rules on setbacks so that new development conforms to urban design sensibilities. Current zoning codes seems to seek to emulate Livonia. Let's not Livonia our D
			The overwhelming proliferation of curb cuts turn what should be a highly walkable downtown into a danger zone for pedestrians. There should be no new curb cuts allowed in downtown Detroit. Period. The sidewalks should be preserved for pedestrian use only - autos should not be allowed to make any further incursion into this space. Alleys should serve as entryways for motor vehicle traffic to parking facilities.
			Allow mixed-use by right.
			Add bike parking requirements for development in commercial districts.
			Do not require things like attached garages, full basements and large lots for single family homes.
			In fact, why not just eliminate single-family zoning to encourage more density? My house is zoned R1, but I'd still be down for this
23	10/23/19	Email	I'd like to submit a comment to the City Planning Commission regarding parking. I want to express my agreement with Detroiters for Parking Reform, including the following positions:
			Removal of Parking Minimums from the Zoning Ordinance. It should encourage sharing, and allow for a more localized, market-based approach to addressing parking needs.
			Restricting Surface Parking, especially in Downtown, Midtown, Corktown, and New Center. Nothing is as inefficient and more of an enemy to historic buildings and density in general.
			Requiring Mobility Management Plans for any new parking infrastructure. These plans will help us better manage our parking resources, and encourage alternate transportation decisions, which will help ease congestion and make us less reliant on cars.
			I live in Lafayette Park, and it's easy to see how the glut of surface parking in the area has reduced density and vibrancy of the area over the decades.

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NUMBER	DATE	SOURCE	COMMENT
24	10/24/19	Email	I am a Detroit resident, of the North End (Holbrook and Oakland). I am a Detroit resident who drives as little as possible (less than a tank of gas a month). Detroit is already doing a lot to be friendlier to people like me, but I think it can do more.
			I want to see more bike safety. In the past week, I have almost been hit and killed by cars, in parts of the city that don't have bike lanes.
			I strongly support removing parking minimums, citywide, from the zoning ordinance, restricting surface parking in downtown and requiring mobility management plans for new parking infrastructure.
			Parking minimums force developers to build more parking than they need, and cement us into a car-centric mode of transportation that's unsustainable, expensive, and doesn't meet the needs of a city where 25% of residents don't own a car.
			I support restricting surface parking in Downtown, Midtown and New Center. Parking lots in those districts could be better served as affordable housing, new office buildings, or other higher-density uses. The reason people continue to drive into Detroit, even if they live nearby, is because we've made parking so easy in the city. When I used to live in Ann Arbor, I never even thought about driving because of how little parking there was. As a result, I biked and walked everywhere (which was awesome, the city was so lively!). We need to seriously discourage driving, to make transit more effective and efficient for all.
			Furthermore, I strongly support mixed use and transit oriented development, and allowing people to build ADU's as necessary.
			I also support adaptive rehabilitation and tactical urbanism to rehab existing buildings.
25	10/25/19	Email	I support eliminating parking minimums in Detroit and re-purposing many of the mostly empty lots into affordable housing for residents of Detroit. In order for Detroit to continuing growing and making space for professionals, there needs to be a great supply of affordable housing. By eliminating the excess of parking spaces and later improving public transit, I hope to live in a Detroit where we are reducing carbon emissions and where families can live and work in Detroit.

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NUMBER	DATE	SOURCE	COMMENT
26	10/25/19	Email	The draft makes some wonderful recommendations with respect to improving ADU accessibility, improving pedestrian-friendly policy, and parking issues. However, on parking issues I think it does not go far enough.
			<p>Detroit should seek to eliminate parking minimums citywide. Other low-density cities (Minneapolis, Buffalo, etc.) have done this, so it is certainly something that can be done in cities of a low density like Detroit. In addition, the city should establish citywide parking maximums so as to ensure that nowhere in the city becomes too awash in bland seas of surface parking.</p> <p>At a bare minimum, Downtown, Midtown, Corktown, New Center, and other near Downtown neighborhoods that have the most density should certainly have parking minimums entirely abolished and parking maximums established. However, this should be the norm citywide. We should not be driving up housing and development costs to mandate parking, especially when we should be encouraging more residents to take public transit. If developers want to provide parking, that should be their concern. Not a mandate that makes any project much more expensive to support a transportation mode that we should be actively discouraging.</p>
27	10/25/19	Email	Introduce Green Space Requirements for new structures, commercial and residential and older buildings only if green space is available to acquire for major changes.
			No mention of how to handle blighted land by absentee owners. Increase fines to billionaires enough money until it is worth their while to fix.
			Should consider imminent domain for billionaire owners who have sat on property with no productivity i.e. shuttered buildings or empty lots for years.
			Incentivize "affordable ownership" over just "affordable rent" for zoning and re-zoning decisions. Help potential builders and home owners over lenders as Detroit needs more home owners over just renters.
28	10/29/19	Email	It is encouraging to have read this report. However I was born and raised on the Old West Side of Detroit, W. Warren and Livernois area and attended St Stephen AME church (101 years) all of my life. This area is NOT dead and originally represented the residence of hard working persons whom saught a better quality of life. Please please do no forget us, ie Stanford (John E Hunter Dr). I would love to purchase a side lot for green space in hopes of sparking new development in the area. There is not a reason why a well manicured green space could not exist in this area.

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NUMBER	DATE	SOURCE	COMMENT
29	10/30/19	Email	<p>I just wanted to write a quick note to you and say how excited I am about the contents of the zoning analytic that the department released.</p> <p>I got excited about urbanism when I moved to Chicago for my first job. I loved being able to use my own two feet for transportation and was amazed by the diversity and quality of businesses that density promotes.</p> <p>When I moved back to Detroit, I wanted to help bring back some of that urbanism in a small way, so I took a small developer bootcamp through the Incremental Development Alliance. I was hoping to build small, infill duplexes and triplexes in existing neighborhoods like Southwest Detroit, Woodbridge, or North Corktown.</p> <p>I soon found that the current zoning code effectively outlaws any new buildings that you might expect to see in a city. Setbacks, minimum lot size requirements, off-street parking requirements, maximum lot coverage ratios, and maximum floor area ratios were the biggest problems. It was almost always the case that building something that looked like the house next door would require 5+ variances and years of effort. Given that my goal was to add incremental density to the neighborhoods with duplexes and triplexes, the hill to climb was even steeper. It was clear that adding aesthetically appealing, incremental density to these neighborhoods was impossible under the current zoning code.</p> <p>In the end, I gave up, deciding that I couldn't afford to risk years of my life and my savings to build something that would ultimately be shot down. The process of understanding the current zoning code and getting the necessary variances to build good urban housing was too scary.</p> <p>With the new zoning code, I'm hopeful that the next person like me that comes along will be able to get real guidance from the city on what type of urbanism is encouraged and contribute to the city in a meaningful way.</p>
30	10/20/19	Email	<p>Implement more effective community engagement and extend the engagement period.</p> <p>Work with CDAD to identify block clubs and organizations and organize meetings with residents to provide education and receive feedback about the zoning ordinance and Zone Detroit process</p> <p>Recruit more Zoning Ambassadors; educate the ambassadors about land use and work with them to develop a comprehensive community engagement strategy.</p> <p>Can we extend the public comment period for the Zoning Analytic Report until December 1st? A lot of people are unaware that it was released and would like to provide comments and feedback.</p> <p>Need more community engagement in the entire process.</p> <p>Need to provide more information to residents</p> <p>Don't rush the process. Let's get it done correctly.</p> <p>Be more intentional about engaging youth. Work with Detroit Public School Community District to engage youth at school. You have to meet them where they are.</p>

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NUMBER	DATE	SOURCE	COMMENT
30 (cont.)	10/20/19	Email	Develop a value statement that guides the recommendations and final decisions presented in the ordinance. Work with the Zoning Advisory Group and Zoning Ambassadors to do this.
			In a city like Detroit, racial equity must be central in all decisions.
			Make the zoning ordinance more accessible and user-friendly.
			Use more graphics and define terms so that all can understand.
			The ordinance is too long and unorganized.
			Utilize Form-based code throughout the document to help residents and developers better understand and visualize the requirements.
			Ensure that form-based code addresses the competition for curb-access with scooters, commercial vehicles, people with disabilities, furniture, planters, signs, bike lanes, temporary closures and blockages.
			I need more education about form-based code.
			Improve the enforcement of the zoning ordinance. The City should hire a group of individuals that are solely responsible for this.
			Allow for various housing types in single-family residential districts.
			Reduce the parcel size requirement of 5,000 sq ft. in single-family residential districts.
			Allow accessory dwelling units in R1, R2, and R3 districts.
			Relax zoning requirements and standards for affordable housing developers who make units affordable to households at 50% Area Median Income. Create a workgroup of Community Development organizations and other groups to examine the types of incentives to offer to developers. Tailor incentive zoning to match opportunity zones and require more community benefits.
			Require developments in industrial areas to provide buffers that protect adjacent residential areas from noise, pollution etc.
			Exempt faith-based institutions located in industrial districts from noise requirements.
			Create a new district for auto-uses away from residential districts.
			Prioritize enforcement of zoning ordinance with auto-related businesses in or near residential districts.
			Zoning needs to be enforced for automobile mechanics working at their home.
			Decrease the 4-acre lot size requirement for parks.
			Make it easier to develop mixed-use buildings
			Do not require developers to provide bicycle parking when creating new development.
			Parking lots and streetscape should be prioritized over bike racks. There are not enough people utilizing bicycles as transportation.

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NUMBER	DATE	SOURCE	COMMENT
30 (cont.)	10/20/19	Email	The City should manage streetscape responsibilities
			Require developers to provide on-site parking.
			Create shared parking for multiple businesses located along commercial corridors.
			Parking requirements shall not be minimized or eliminated. Our quality of life depends on it.
			Require design review for all building rehabilitation and new developments.
			Design review should be completed by the PDD and should include engagement with residents to provide input. Applicants and community members need to be at the table.
			Utilize vacant land to develop housing that is affordable to households at 50% of the AMI.
			Utilize vacant land near job centers to provide affordable housing. People want to live and play near their work.
			Allow home-based businesses in residential districts.
			Offer incentives to home-based businesses in low-density neighborhoods.
			Supplement home-based businesses with support from the City to help with costs of registration, permits, and licensing.
			Consider how home-based businesses could impact neighbors with customers parking on street.
			Relax zoning requirements for entities repurposing vacant buildings and attach a community engagement requirement to the agreement.
			Require entities repurposing vacant land to work with local community-based groups to create and implement a community engagement plan.
			Priority for contracts should be given to resident-based groups (re: entities repurposing vacancies)
			Do not locate makerspaces in commercial districts. Makerspaces should be allowed in areas zoned as light industrial.
			The community needs to better understand the impact of makerspaces. What are the benefits and risks?
			Create a new zoning district for underutilized industrial land. The new district should allow light industrial and office space. Needs to include buffers and beautification.
			The 300-foot for residents receiving notice about zoning and development needs to be extended. The State requires a minimum of 300-feet. Detroit should extend the notice radius to 1200-feet.
			Public land should have community benefit standards attached to them
Has Detroit considered Crime Prevention Through Environmental Design (CPTED) for our built environment and zoning ordinance? It would be very helpful to Detroit! Grand Rapids has CPTED related standards in their ordinance.			
What's the plan for large contiguous spaces of land?			

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NUMBER	DATE	SOURCE	COMMENT
31	10/30/19	Web post	Allow for empty city-owned lots on neighborhood streets to be converted into block club and/or neighborhood usage parcels with city development support such as small fruit tree grove, picnic benches, basketball half-court, dog park, etc. It'd also be nice to have zones for the development of more and smaller activities centers for block clubs and community groups to meet. Part of the agreement could be for block clubs to maintain the landscape. Perhaps space could be affordably rented for residents to have social events too like graduation parties.
32	10/30/19	Email	Need for Spatial Buffers between residential and industrial uses, based on their type of impacts (noise, dust, toxic air emissions, trucks, etc). Spatial buffers would create distance between these uses and could also have green vegetation. Asking for "green buffers" or "vegetative buffers" along, does not ensure that there would be any distance, and trees *while Great to have more* take many hears to grow and to have mitigating effects on air pollution.
			Need a special Trucking-Related Zoning Designation so that businesses with truck fleets or significant truck traffic will not be located within X distance of a residential use and a truck traffic circulation plan is required that shows how trucks will use approved and best truck routes that are not in conflict and generating impacts on a residential use/ population
			Heavily trafficked roadways, especially truck routes, should have buffering of a minimum setback achieved for any new developments. Public health data suggests 500 feet minimum
33	10/31/19	Email	I'm a Detroit resident in District 6. I'd like to voice my support for the recommendations of the "Right-Size the Approach to Parking" section. We can't afford to lose more historic buildings to seas of concrete which remain vacant and underutilized for much of the day. Parking chokes the downtown and does not add to urban vitality. I also support lessening parking requirements in other residential and commercial zone districts.
			We should be growing our investment in transit for myriad reasons, but to get people out of their cars, we also need to make changes in our land use policy. We need to reduce these market interventions that keep the cost of parking artificially low, and put land to its highest and best use. The City of Detroit has a tremendous opportunity to affect change in this area with revisions to its zoning ordinance.
34	10/31/19	Email	Re: Improving the Review and Approval Process (pg. 20-22): we are very supportive of this concept. Modernizing, reorganizing and consolidating various processes and the Zoning Ordinance itself will be helpful to citizens and to developers. In addition to the proposed recommendations,we propose modernizing the communication of zoning exceptions. For example, the current notice area of 300 radial feet for conditional land use hearings is outdated. Using other forms of technology, a broader neighborhood audience can and should be captured for notification, to properly reflect the fact that neighborhoods are broader systems beyond an arbitrary radius.

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
34 (cont.)	10/31/19	Email	<p>Re: Create a complete toolkit to implement neighborhood plans (p. 24): Clarification is required. This section specifically references 15 neighborhoods under the Strategic Neighborhood Fund or DEGC/City umbrellas. It is not clear if ALL neighborhood plans (where they exist) can or will be included in this toolkit. As mentioned, Woodbridge is in the process of creating development and design guidelines, with an expected completion of early 2020. We would expect to have the same opportunity to have our updated community-wide plan be included in the proposed toolkit.</p>
			<p>Re: Expand the available housing options: WND is very supportive of this concept and the recognition that new housing by and large needs to focus on the "missing middle". We believe diversified housing stock is necessary to maintain the diversity of our current and future residents. Diversifying the housing stock in our neighborhood of century-old single-family homes will allow residents of all ages to remain in Woodbridge.</p>
			<p>Re: Accessory Dwelling Units (p. 30): We are supportive of this type of housing. We view this as a way to promote density while preserving existing housing stock in the neighborhood. Much of the housing in Woodbridge consists of historic single-family homes on lots zoned R2/R3. Instead of tearing down these homes to increase density, building or augmenting accessory dwellings on these lots may be an economically viable way to preserve them.</p>
			<p>Re: Loosen base standards for R2 Zoning (p. 33): WND's primary concern here is allowing more units by-right for R2 zoned properties. Conversion of existing single-family or two-unit dwellings into a greater number of units should not be a by-right use.</p>
			<p>Re: Provide incentives for affordable housing (p. 34-35): WND agrees with the need for more affordable housing in the city and in our neighborhood. We understand affordable developments are often higher density and may vary from typical zoning guidelines. However, it is important that newly-built affordable housing is of good quality and fits into the fabric of the neighborhood in which it is built. We do not support wide-spread zoning modifications for affordable housing, particularly where it is built as infill housing.</p>
			<p>Re: Promote access to parks and open space (p. 40-41): WND is supportive of expanding PR zoning to smaller parcels in order to protect the status of parks. Scripps Park is an important community asset to Woodbridge. The City recently spent \$650,000 redeveloping the space and WND has devoted resources to implement programming there. However, that parcel is currently zoned B4, which technically makes it eligible for business redevelopment. PR zoning would help protect its status as a park.</p>
			<p>Re: Make it easier to mix uses (p. 44-46): WND is very supportive of adding multifamily and townhomes as a by-right use of B4 zoning. We believe this will promote more walkable, dense, convenient and attractive areas on major corridors.</p>

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
34 (cont.)	10/31/19	Email	<p>Re: Right-size the approach to parking (p. 48-49): As a neighborhood largely built in the pre-automotive era, residents in Woodbridge experience parking difficulties on a daily basis. WND is forms of transportation. We agree that parking minimums should incentivize adding bicycle parking and access to alternative forms of transportation such as bike and ride-sharing. We suggest that any changes to parking minimums/maximuds are compatible with DDot, MDOT and other transit/transportation departments' planning.</p>
			<p>Re: Remove barriers to green solutions (p. 50-51): WND is supportive of incorporating green and stormwater management solutions into the ZO. We suggest that this section be flexible so that evolving green technologies are accommodated as they become more available and economical.</p>
			<p>Re: Place greater influence on the built environment (p. 52-53): The goals of this topic are among the most important in the Zoning Analytic document. The focus on urban, form-based building is unquestionably lacking in the current zoning ordinance. Of particular importance and relevance to Woodbridge: we suggest that during the process of developing form standards, the City casts a wide net to capture best practices via an inclusive engagement process with design/development/architecture professionals and residents; we are very supportive of the use of existing alleys in new development projects as well as the concept of a dedicated budget to improve and maintain existing alleys.</p>
			<p>Re: use design review in limited settings (p. 55-56): Clarification is required regarding "neighborhood plans". As previously expressed, WND expects that existing and upcoming Woodbridge development and design plans will be incorporated into design review projects in our neighborhood.</p>
			<p>Re: expand uses in neighborhoods experiencing disinvestment (p. 62-63): Clarification is required regarding how these expanded uses would be codified. WND does not support the expansion of by-right home-based or neighborhood businesses for R1/R2 properties in Woodbridge. Our concern is that instead of buiing/renting commercial space, individuals and investors would purchase residential real estate specifically for commercial use. We are not opposed to selective zoning for these types of businesses in under-invested neighborhoods that desire and could benefit from this type of activity.</p>
			<p>Re: making it easier to reuse existing buildings (p. 64-65): WND is strongly supportive of tactical preservation of large older buildings. Similar to the "missing middle" in housing, Detroit has a "missing middle" in commercial/industrial space too. Capturing part of a larger structure will help right-size commercial space and preserve architecturally interesting buildings.</p>
			<p>Re: allow makerspace in more commercial areas (p. 66-67): WND is supportive of adding these types of activities to B4 zoning districts. Makerspaces can add diversity to commercial developments, with the benefit of flexibility in re-using such spaces.</p>

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
35	10/31/19	Email	The Detroit Greenways Coalition concurs with the consultant recommendations within the Zoning Analytic report as they relate to our vision for a citywide network of safe and convenient biking and trails pathways.
			We also support the recommendations related to green stormwater management, a landscape feature that complements greenways and protected bike lanes.
			We especially appreciate how reductions in parking minimums can incentivize biking, transit, and other active transportation modes.
			However, we do suggest the consideration of a greenway zoning overlay district. This was adopted for the Midtown Greenway in Minneapolis. This district restricted uses, commercial signage, building heights along the greenway, while requiring pedestrian-oriented frontage and connections. Increased building density and lower parking minimums were used as encouragement for developers to further improve the public space. (http://www.cura.umn.edu/sites/cura.advantagelabs.com/files/publications/NPCR-1194.pdf) It seems a greenway zoning overlay district could be a valuable tool in managing development along the Joe Louis Greenway and other similar projects.
36	10/31/19	Email	Minimum parking requirements need to be removed from the Detroit zoning policy. As a legacy city, we have many historic buildings that need to be preserved and many spaces downtown where parking lots currently exist can be turned into something much more productive for city. If we want better transportation in this city we need to stop the reliance on cars and move towards public transportation. Reliance on a car has made it harder for many Detroiters to afford life within the city, especially when insurance costs so much. More and more people have been coming down to Detroit to visit but we need them to stay and live within the city to obtain better tax revenue. People will be more willing to take public transit if they believe it is reliable and safe. Removing minimum parking requirements for buildings will create more spaces for development and also a higher demand for public transit which will greatly benefit the city. We can still be the Motor City even if that means we have a lower dependence on cars

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
37	10/31/19	Email	Incentive Zoning* - The City of Detroit should consider employing incentive zoning to help encourage more equitable development. Incentive zoning can be used to incentivize not only affordable housing, but also green building, historic preservation, hiring commitments, and much more. (Provide Incentives for Affordable Housing)
			Incentive Zoning* - The City of Detroit should create an advisory committee of interested stakeholders to determine the best incentives to provide, and how they should be tiered. The City should consider offering regulatory relief (e.g. expedited review) in addition to height and density allowance to encourage more community benefits. (Provide Incentives for Affordable Housing)
			Engagement and Noticing Requirements* - The City of Detroit should consider requiring developers to host at least one community meeting before approving a rezoning, PUD, or other large project - even ones that don't trigger the community benefits ordinance. (Make Zoning Easier for Everyone)
			Engagement and Noticing Requirements* - The City of Detroit should consider integrating noticing requirements into its site review and approval process (i.e. giving notice to registered community groups and labor unions). (Make Zoning Easier for Everyone)
			Development Standards - The City of Detroit should consider strengthening the connection between development standards and the character and use of the district involved. The current use of development standards can be increased to encourage more equitable development provisions such as green building, pedestrian access, public amenities, CPTED, etc. (Improve Site Development Standards)
			Development Standards - Supplementing additional districts created for neighborhood plans, The City of Detroit should consider creating development standards for public RFPs sent to bid. Such RFP development standards can reinforce values expressed by community members during the planning process. Such development standards can be tied to incentives to encourage more equitable development provisions like affordable housing, parks, and local hiring, etc.. (Improve Site Development Standards, Make Zoning Easier for Everyone, Expand Affordable Housing Options, Promote Access to Parks and Open Space, Better Rules are Needed Between Residential and Commercial/Industrial Areas) (admittedly not related to the zoning code, but could be something to consider).
38	10/31/19	Web post	Reduce side and front-yard setbacks and eliminate maximum lot-coverage requirements.
			I'll echo other comments and push for eliminating parking minimums entirely, in a city with as much road infrastructure as Detroit developers shouldn't be forced to construct off-street parking when street parking is underutilized as-is.
			I appreciate the emphasis on allowing residential uses across nearly-all zoning districts and think the partial reuse of existing buildings will allow entrepreneurs to flourish in the city.

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
39	11/1/19	Email	<p>My husband and I are trying to open a small business in Virginia Park and we think the Zoning Analytic is on the right track due to the immense red tape that has kept us from opening our business this year. At a high level, we submitted for permits in late May and still do not have building permits. The process has been confusing, the information on the website is different from what people tell us in person, people in person in the Zoning department give us conflicting information, someone even shouted at us from their desk because they didn't want to get up to talk to us, and the list goes on.</p> <p>At this point, we think we are one parking space away from meeting all the requirements for our permits, but we can't get anyone to answer our questions and dread going through the parking variance process, lest it result in more months of delays. All for one parking space.</p> <p>We are not developers, we aren't from the suburbs with a lot of money, we're just two people trying to start a small business. The current zoning issues are the sole reason we are not able to open our business in a neighborhood that greatly needs amenities.</p> <p>My one issue with the Zoning Analytic is that it has no provision for what people are supposed to do in the meantime. It's great you want to make these changes, but we don't have years to wait on it to be enacted. We will have to move on before then. It is a shame when externally the mayor and others talk about all the great development happening in Detroit, but the truth is, if you're not a rich developer and you want to bring a business to another area besides Midtown or Downtown, you'll run out of money before it can happen.</p> <p>Please consider adding in immediate assistance or waivers for people currently trying to open businesses in Detroit.</p>
40	11/1/19	Email	<p>As former long-time residents and now frequent visitors to Detroit, we urge you to follow the recommendations of Detroiters for Parking REform:</p> <ol style="list-style-type: none"> 1) Prohibition on new commercial surface lots in Downtown, Midtown, and New Center; 2) Elimination of parking minimums citywide (which we are very happy to see is already included as a recommendation); 3) Establishment of mobility management plans for new parking decks; and 4) General review of the Detroit Zoning Ordinance to discourage new surface lots and encourage sharing of parking resources, especially along neighborhood main street commercial districts. <p>Very many thanks for encouraging public comments.</p>
41	11/1/19	Email	<p>There are thousands of people who disagree with the zoning of Detroit. These people know that the intentions of those responsible for it's happening aren't to benefit the citizens of the city but to satisfy corporate interests. The arrogance of them to think they can turn the city into a monopoly without any response from those it will negatively affect.</p>

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
42	11/1/19	Email	Please remove parking requirements from zoning. My neighbor phillis judkins (https://www.modeldmedia.com/features/keeping-up-phillis-judkins-101617.aspx) has been trying to place a pedestrian focused neighborhood youth putt putt on Oakland and clay where there is already plenty of pedestrian parking because she was required to buy lots for a surface parking lot she didn't need that will end up sinking the finances of the whole project because of the associated construction and or drainage fees. Parking requirements kill community initiatives and destroy neighborhoods. You are directly responsible for this and have the responsibility therefore to correct course.
43	11/1/19	Email	Thanks for your work on this. I'm in favor of pretty much everything you're suggesting, but I'd ask that you remove minimum parking requirements citywide and allow for shared parking among buildings. I look forward to seeing this new code enacted.
44	11/1/19	Email	<p>Thank you for the opportunity to respond to ZoneDetroit's Zoning Analytic document. As you know, I sit on the Zoning Advisory Group, which has generally been an informative and positive experience. Thank you for including me in that process.</p> <p>I am also involved in a new grassroots initiative, Detroiters for Parking Reform. We seek commonsense, progressive reforms to Detroit's parking policies, which are intimately connected to the zoning ordinance. Our rationales and proposals are broadly outlined in DFPR's position paper. Our primary demand specifically calls out the ZoneDetroit process as being a condition for a moratorium on new surface parking in certain geographies. While we understand that the moratorium is technically something that ZoneDetroit has no control over, the related ideas may be integrated into ZoneDetroit's outcomes. At a very high level, these parking policy reforms that could be integrated into Zone Detroit include:</p> <ol style="list-style-type: none"> 1) Prohibition on new commercial surface lots in Downtown, Midtown, and New Center 2) Elimination of parking minimums citywide (which we are very happy to see is already included as a recommendation); 3) Establishment of mobility management plans for new parking decks; and 4) General review of the Detroit Zoning Ordinance to discourage new surface lots and encourage sharing of parking resources, especially along neighborhood main street commercial districts.
45	11/1/19	Web post	I think housing and businesses should be considered together when development occurs
46	11/1/19	Email	This haven't teach us anything because 99% of the Community don't know what going on with Zoning. You have to a better job of reaching out to the residence. I still don't understand about Zoning.

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
47	11/1/19	Email and web post	<p>Thank you for the opportunity to respond to ZoneDetroit's Zoning Analytic document. As you know, I sit on the Zoning Advisory Group, which has generally been an informative and positive experience. Thank you for including me in that process.</p> <p>I am also involved in a new grassroots initiative, Detroiters for Parking Reform. We seek commonsense, progressive reforms to Detroit's parking policies, which are intimately connected to the zoning ordinance. Our rationales and proposals are broadly outlined in DFPR's position paper. Our primary demand specifically calls out the ZoneDetroit process as being a condition for a moratorium on new surface parking in certain geographies. While we understand that the moratorium is technically something that ZoneDetroit has no control over, the related ideas may be integrated into ZoneDetroit's outcomes. At a very high level, these parking policy reforms that could be integrated into Zone Detroit include:</p> <ol style="list-style-type: none"> 1) Prohibition on new commercial surface lots in Downtown, Midtown, and New Center; 2) Elimination of parking minimums citywide (which we are very happy to see is already included as a recommendation); 3) Establishment of mobility management plans for new parking decks; and 4) General review of the Detroit Zoning Ordinance to discourage new surface lots and encourage sharing of parking resources, especially along neighborhood main street commercial districts.

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
48	11/1/19	Email	After reviewing the Zone Detroit draft analytic I am very encouraged and impressed by the simplification and modernization of the code I see. I love how the draft recommends embracing the things which make great cities: diversity, density, pedestrianism, and mixed use. I have a few brief recommendations. Some of which are new, some of which are found in the draft but worth emphasizing here.
			1. Eliminate parking minimums citywide. Cities are for people, not cars. In order for Detroit to truly become a more livable, walkable, and sustainable city, we must curb our addition to parking.
			2. Consider removing the minimum frontages for lots. Many undeveloped lots in the city are unable to be developed because the frontage requirements cannot be achieved on a parcel. This prevents development which fits with the density and character of the neighborhood. For example, the parcel next to my house would be an excellent and appropriate place for a single- family home, however the frontage is only 30' which does not meet the requirement for development.
			3. Allow more housing varieties in all residential zones. Allowing a diverse stock of housing to be built in all of the residential zones as a by-right use will provide more diversity in the city and allow residents to age in place as they grow into or out of various housing size types.
			4. Allow more business uses in residential zones. Allow mixed use which includes housing in business zones. As I have previously mentioned, one of the things which makes a city lively and livable is diversity. Promoting appropriate business uses in residential areas and mixed use residential / business in business areas contributes to this. Corner bars, stores, and small service-based shops in residential areas have long been a tradition in Detroit which deserves to be celebrated and preserved as a by-right use. Having a variety of uses present on a street contributes to neighborhood vitality and safety by ensuring the street is actively used, and provides convenience for residents.
49	11/1/19	Email	I am a member of Detroiters for Parking Reform and a Detroit resident. Please consider the following in the updated Detroit Zoning Code:
			1) Prohibition on new commercial surface lots in Downtown, Midtown, and New Center;
			2) Elimination of parking minimums citywide (which we are very happy to see is already included as a recommendation);
			3) Establishment of mobility management plans for new parking decks; and
			4) General review of the Detroit Zoning Ordinance to discourage new surface lots and encourage sharing of parking resources, especially along neighborhood main street commercial districts.

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
50	11/1/19	Email	<p>I am a member of Detroiters for Parking Reform, a Detroit resident, and a city planner in Downtown Detroit.</p> <p>One of Detroit's greatest assets is its historic buildings, parks and neighborhoods. As these assets generate more and more visitors, residents and businesses, we hope that we can right-size our parking infrastructure and allow for and encourage more vibrant land uses. Please consider the following in the updated Detroit Zoning Code:</p>
			1) Prohibition on new commercial surface lots in Downtown, Midtown, and New Center;
			2) Elimination of parking minimums citywide (which we are very happy to see is already included as a recommendation);
			3) Establishment of mobility management plans for new parking decks; and
			4) General review of the Detroit Zoning Ordinance to discourage new surface lots and encourage sharing of parking resources, especially along neighborhood main street commercial districts.
51	11/1/19	Email	<p>We at Invest Detroit wanted to send you a note to say thank you for all of your work on the Zoning Analytic report and for including us in the process. We really appreciated the opportunity to talk with Colin and offer our feedback on ways to improve zoning in Detroit. We've reviewed the report and think it's very well done, thorough, makes good recommendations, and is a great first step in this process. We think these recommendations can have a very positive impact on redevelop efforts happening across the city. We have one recommendation and one heads-up:</p>
			<p>We think one more short-term recommendation should be made to the "Provide a More User-friendly and Accessible Code" section: that PDD (or some City agency) host public quarterly meetings to educate residents and maybe even foster the creation of "citizen planners" in neighborhoods and neighborhood orgs/CDOs that could build an informal network of planning advocates around the City.</p>
			<p>The heads up is that while we are very supportive of adding density through Special District zoning and allowing ADUs, through our work so far we anticipate this may an area where you receive resident pushback or fear.</p>

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
52	11/1/19	Email	Please see the comments below collected from the Public Space Planning Unit, Parks and Recreation Division, General Services Department:
			1. Support "Promote Access to Parks and Open Space". Add sentence: "Support opportunities for greenways and network of parks". [page 27]
			2. Support elimination of minimum lot size for PR [page 40]
			3. Support recommendation to rezone parks, with the qualification that not all should be PR. PD, PC, and PCA are also appropriate [page 40-41]
			4. Amend 61-11-125 to allow "nonprofit neighborhood center" in PR. This would allow us to also rezone recreation centers to PR
			5. Ensure that PR zoning does not limit the ability of the Parks and Recreation Division from conducting revenue generating ventures within the park (i.e. concessions/lease agreements) [page 41]
			6. Explore zoning classification for greenways?
53	11/1/19	Email	To clarify, we would want to keep greenways as right-of-way to protect access. We should probably review the uses adjacent to the Joe Louis Greenway to encourage denser housing and commercial activity.
54	11/1/19	Email	The more that people makes or uses their homes a business. Please make sure that they have to get licenses to show what they are doing. That they are using a correct address, and not the address of an empty lot.
			They use their property as a business...do work and have a warranty for the customer.
			If they do work, make money then up and close down the business.
			There should be a business and should be open for a year. So we know that it is legal and the name of the business an official name.
			Do not have them make/use abbreviations!!!
			Check the name and make sure that it is an English name. If use an different language as a name it can mean something else. It may be from/used in a different state, city, etc.
			If the business is built make sure that it is one building and not have a house and then a building is built in behind a home/another building.
			Some may use an address of the house/building...their business uses it. So it is not official/legal.
			Life goes on and the laws should get better and updated, checked, person running/opening one should too!
			Please make sure the person/persons live in the City and not out of the state or country

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
55	11/1/19	Email	<p>The zoning concerns for residents of zipcode 48217 focus on the accuracy of the Master Plan and the consideration that it may not focus on how industry has gradually encroached upon residents. What we discovered during conversations with you and Dr. Xxx is that the plan was not being adhered. There are residential areas that should not be used as they are as well as business and industrial sites that are in non-compliance for their use.</p> <p>There are residential sites on Pleasant street that seem to abut industrial sites. The major argument now is that land is either scarce or not located where a company wants to change the zoning designations for a use for which residents are not willing to accept.</p> <p>If there are any zoning changes to be made, consideration should be given to this and all overburdened communities, i.e., environmental issues.</p> <p>Our zipcode is considered to be the most polluted in the state. We are out of attainment for SO2 and Ozone. We have site locations where arsenic has been found but EGLE has not been able to locate the source. Some attempt to argue that. To those, I say.. live in this community one month and then speak about no harm has been caused to the citizens who live in this area.</p> <p>The city needs revenue but not at the expense of its citizens' health. Without residents, there is no city. Without wage earning and healthy citizens, the city will not flourish and grow.</p> <p>This is a very passionate topic for me to address without becoming emotional</p>

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
56	11/1/19	Email	It is important to retain a public process for review of zoning land use cases because it eliminates “behind the scene” decision making. In some of the Zone Detroit summaries, the recommendation was to allow staff to make judgments vs. the current process which demands that certain uses must attend a hearing either at BSEED or BZA.
			Elimination of set backs for parking requirements is only desired if a whole block of commercial uses has previously been developed this way; however, it is unrealistic to eliminate setbacks in corridors like Van Dyke. No one could safely utilize rear parking and many of the alleys are blighted. Set backs allow for green space landscaping. Also parking requirements are important, since certain uses like Beauty and Barber shop customers hog parking for hours on end. This jeopardizes full use of parking for other adjoining businesses
			There is no listing for a “car wash” in your chart on auto-related Special Land Use Categories. It should not be allowed in a B4 area especially where a residential area shares an alley. There is simply not enough lot depth to accommodate the swing room needed for car ingress and egress, not to mention the need for buffering noise and the need to provide landscaping.
			Landscaping should be mandatory for all uses in a B4 zoning as well as M4. This is the only tool that will soften and beautify the surrounding areas. Metal walls used as exterior screen walls should be forbidden in B4 and M4 areas
			Windows should be mandatory in B4 land use corridors. Recently, fine old buildings have been made to look like bomb-shelters as exterior windows have all been replaced with masonry block.
			Any car-related uses should be on a permanent moratorium. They should not be allowed as a matter of right in any B4 area.
			Car related uses in a M4 should ALL be subject to landscaping setbacks, landscaping, landscape buffering and shall NOT be enclosed by metal or RR box car or chain link fencing. There should be restrictions to prevent “over concentration” of car related uses. All junkyards should be buffered and set back behind large landscape berms of pine trees, similar to the perimeter of the Poletown plant along the Mt. Elliott/Conant corridor.
			I also concur with any the recommendations that CDAD submitted to you earlier.
57	11/1/19	Email	I am personally excited to see work being pursued on city zoning, especially as many issues plague Southwest Detroit with its legacy zoning for heavy industry entwined in residential neighborhoods. In reviewing the report, I have specific points and recommendations below, but an overall observation is that the report severely under-represents the significant and pervasive zoning issues and challenges in the heavy industry areas like SW Detroit. I am hoping that these comments, and additional outreach mentioned at the end of the report will also bring more of this to light and underscore the need for attention.

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
57 (cont.)	11/1/19	Email	<p>Here are primary concerns of many residents in SW Detroit. While the first is mentioned in the report, it is more mentioned as a transition concern for aesthetics and minimal impacts rather than a real Quality of Life dominant concern regarding uses that have physical and mental health impacts, as well as real economic impact.</p> <p>1) Need for Spatial Buffers between residential and industrial uses – to reduce impacts --and based on their type and extent of impacts (noise, dust, toxic air emissions, trucks, etc). Spatial buffers would create distance between these uses and could also have green vegetation. Asking for “green buffers” or “vegetative buffers” alone does not ensure that there would be appropriate distance; and trees *while Great to have more* take many years to grow in order to have mitigating effects on air pollution. Trees can have mitigating effects on noise, but more of a physical wall barrier may be needed to address noise and to obscure unwanted uses.</p> <p>2) Need for a special Trucking-Related Zoning Designation so that businesses with truck fleets or significant truck traffic will not be located within X distance of a residential use, and a truck traffic circulation plan is required that shows how trucks will use approved and best truck routes that are not in conflict with - nor generating negative impacts upon- a residential use/ population.</p> <p>3) Heavily trafficked roadways, especially truck routes, should have buffering between residential uses with a minimum setback for any new developments. Public health data suggests a minimum 500-foot buffer. Residents living within 500 feet of a heavily trafficked roadway in Detroit are 12% more likely to die early. (University of Michigan School of Public Health Study of Near Roadway impacts in Detroit, 2017)</p> <p>Related to the report’s opening questions, we completed a recent Health Impact Study in the new bridge area with the University of Michigan (for the Detroit Health Dept.) There were specific questions that answered what residents feel about their neighborhood, which I partly summarize here in response to the Zone Detroit’s 3 questions:</p> <p>1) What do residents think about their city? About the neighborhood they live in? * 60-76% of SW Detroit residents surveyed in the near bridge area are concerned about trucks damaging property by vibrations; Outdoor air quality including truck emissions; and Traffic Congestion. Nearly 60% are concerned about loss of property value related to these. Residents are concerned about overall impacts to health of air pollution, including significant dust, noise, and smell.</p> <p>2) What is important to them and what needs improvement? Residents top recommendations included: Limit truck traffic through and near neighborhoods • Reduce emissions • Address noise, vibrations and safety hazards • Support home buyouts so residents can move (away from impacts)</p>

Zoning Analytic: Public Comments

NUMBER	DATE	SOURCE	COMMENT
57 (cont.)	11/1/19	Email	<p>3) What can zoning do to help fix or improve their issues? Zoning can create meaningful separation of uses that have tremendous negative health and quality of life impacts. Road zoning and enforcement can re-route trucks way from residential streets and areas. However, a new zoning designation specifically for trucking-related businesses is critical to accomplish the most efficient separation between uses. Trucking is not an acceptable mixed-use activity. Exposure to diesel emissions is extremely harmful to health (is carcinogenic and exacerbates or causes significant respiratory and pulmonary diseases and shortens life.) Trucking-related businesses have specifically different footprints than other kinds of businesses, which create many different types of negative impacts to the surrounding neighbors and community at-large if mis-located, including: congestion, noise, visual impacts, and especially toxic emissions from use and idling activity. By creating a specific zoning designation, trucking-related uses can be aggregated where most desired in the city, and where they can most efficiently access desired, designated truck routes.</p> <p>In addition, certain other types of industrial operations should not be located anywhere near residential and require more buffering based on their type of business and impacts. Examples would be: - Scrap metal yards, scrap wood yards, and scrap auto and other yards - Metals grinding - Auto paint and body shops - and other industries that emit gaseous vapors and toxic dust particles, or noxious disruptive smells (grow houses could be considered one such, or meat processing, or Nail salons, for examples.)</p> <p>(Re: p. 57) As more areas depopulate, industry is further encroaching into residential (zoned) areas by buying up homes and demolishing, or renting the homes to their workers – and increasing their negative industrial impacts with impunity. Example: Fort Iron & Metal on Dearborn St. south of Fort St. They have extreme dust tracking-out and uncontrolled spreading to the adjacent homes. Well-maintained homes cannot open their windows due to the toxic dust. The street-sweepers deployed are not adequate for the job: That, too, should be a requirement – adequate, best standard mitigation of impacts.</p> <p>Another example from the Springwells Village neighborhood is a new Trucking School that located on a former school site that was up-zoned to M4 (without community notice). These trucks are now causing issues for local traffic, driving on unwanted residential streets, and causing emissions, and don't fit the vision the community has had – the community that cleaned up that site – and not for trucking businesses to move in. There is now a second school coming.</p>

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NUMBER	DATE	SOURCE	COMMENT
57 (cont.)	11/1/19	Email	An analysis of vacant land re-zoning ASAP is critical, along with an immediate "Hold" on up-zoning and turnover of residential lots that is currently occurring parcel-by-parcel by industrial actors, without knowledge or engagement of the affected community. This practice is ongoing, especially in the depopulating areas of SW Detroit (Delray, but also into SW broadly), leaving these already-vulnerable residents more extremely vulnerable and over-burdened with daily impacts of Dust, Toxic air, Noise, Odors, and other impacts to soil, groundwater, and congestion from trucks and trains, for example. This practice is moving in the opposite direction of creating meaningful buffers; impacts are worse and without enforcement.
			Re. P. 68/ "One key standard is to ensure that new residential uses do not have standing to chase out the existing uses – let the market determine when they leave, not complaints over manufacturing, trucking, or other industrial-relate activity during the transition period." ISSUE: While new residential uses should not have standing to oust existing activities – if the activity in question is unwanted by the existing residents, the advent of new housing and new standards could bring a process for relief to a long-suffering population – and for the relief of longtime residents, the sooner the better.
			Re: P. 68/ Ensure no auto-related uses are allowed, and transitional buffers to residential are required. ISSUE: This is not only a concern and need for Auto-related business. Recommend: require minimum distance buffers depending on the activity.
			Re: P. 58/ Allow for green and productive uses like solar farms, forests, and orchards -- Agree! This could bring good opportunities for healthier uses of land in less-healthy areas to improve conditions through down-zoning.
			Re: P. 62/ Expand home occupation provisions to support work-from-options – Agree! This supports local economy and reduces transportation needs and therefore emissions and adding to congestion.
			Re: P. 63/ Hair & Nail salons are mentioned in a couple of lists. ISSUE: There should be some caution on lifting conditional use for certain activities. Hair/Nail salons are actually one of the most dangerous occupations to health due to the constant fumes. These fumes could make even a small shop an undesirable neighbor. The best practice air filtration should be used inside the facility.
58	11/3/19	Email	The comments made through D4- on behalf of labor and community and expressing their interest-- are wholly supported by the State Fairgrounds Development Coalition. Detroit should come out of the 19th and 20th century thinking and join the 21st century for a better future for its residents and future development.

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NUMBER	DATE	SOURCE	COMMENT
59	11/4/19	Email	Please accept these comments on the Zoning Analytic on behalf of our current work as lead urban design & planning consultant on the Cody Rouge & Warrendale Neighborhood Framework with the Detroit Planning & Development Department, which covers the far west side area from Greenfield Road to Rouge Park, and West Chicago Avenue to the city boundary with Dearborn and Dearborn Heights. You can find further information on this project at www.codyrougeandwarrendaleplan.org .
			Based upon on our last ten months of working with resident and community organizations, the planning objectives of this Neighborhood Framework would be supported by the following actions discussed in the Zoning Analytic:
			1) Eliminate auto uses from B4 (page 38)
			2) Add as-of-right second-story residential in B4 & B3 (page 44)
60	11/4/19	Email	3) Adding Traditional Main Street Overlay form standards to B4 (page 53)
			4) Increase support for home-based businesses (page 63)
			50-11-77. Delete reference to off-street parking in (5).
			50-11-337. Reduce the minimum parking requirement.
			50-12-270. The provisions of (b) should be allowed outside of Traditional Main Street Overlay Areas as a voluntary alternative to (a). Allow an exception for reuse of an existing building.
			50-12-299. Increase the spacing requirement to 2,000 feet or more; add a spacing requirement from light rail, bus rapid transit, People Mover, or other commercial parking lots. Prohibit commercial parking on land that contained a building on January 1, 2017.
			50-12-310 and 50-12-311. Allow outdoor seating areas on a by-right basis without increasing the minimum parking requirement.
			50-12-312. Allow an entrance from the street.
			50-12-341 and 50-12-344. A setback should not be necessary if a screening wall is already required.
			50-12-454. Allow expanded use of accessory buildings to create missing middle housing and encourage home occupations.
			50-13-1 et seq. Allow for shallower setbacks in cases where such a setback would match adjacent buildings.
50-13-2 through 50-13-7. Allow increased lot coverage and lower minimum setbacks for nonprofit neighborhood center, religious institutions, schools; add maximum lot coverage for parking lots and parking areas.			
50-12-21. Consider eliminating this section entirely, or at least eliminating the "in no instance, however..." from (3) and (4) and making an exception for historic districts.			

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NUMBER	DATE	SOURCE	COMMENT
60 (cont.)	11/4/19	Email	50-13-45 and 50-12-46. Eliminate front setback requirements and reduce rear setback requirements.
			50-13-129 and 50-13-130. Reduce minimum lot dimensions for libraries or museums, multiple-family dwellings, nonprofit neighborhood centers, religious institutions, schools, single-family dwellings.
			50-13-132. Reduce minimum lot dimensions.
			50-13-177. Remove this requirement to encourage compact design.
			50-13-185. Allow an exception when this is consistent with neighborhood character.
			50-14-4. Don't require more parking after damage or destruction.
			50-14-7. This should apply citywide.
			50-14-136 and 50-14-137 together create a loophole that should be fixed, but even so, enforcement will be challenging
			50-14-163. Increase the number of feet.
			50-13-226. Eliminate the requirement that porches be enclosed.
			50-14-104. This should be waived when space is limited.
			50-14-286. Increase the zoning lot width.
			50-14-324. Allow salix discolor (pussy willow).
			50-14-326. Allow forested areas
			50-14-395. Allow smaller houses.
			50-14-398. Eliminate (2) to allow irregular lots and amend (5) to allow for planned shared space when appropriate.
			50-14-417. Allow colorful buildings, prohibit LED tubing, see also 61-14-293.
			50-14-449. Require parking garages to have flat decks so that they can be converted to other uses when private motor vehicles become obsolete.
			50-3-322. "Residential PD" is not a zoning classification. Change to "PD (when residential use is a component of the planned development." This occurs 32 times throughout the Zoning Ordinance. 50-12-352 has a similar reference to "non-industrial PD."
			50-1-3. Must the City of Detroit follow its own zoning laws?
50-3-12. Who in the "City" is responsible for approving the signs? The CPC has no rules for multi-block rezonings; the body could create some, or change the text to "promulgated by the Director of the City Planning Commission."			
50-3-15. "Based on, but not limited to" could lead to arbitrary conditions.			
50-3-174. should read "... shall include the Historic District Commission staff ..."			

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NUMBER	DATE	SOURCE	COMMENT
60 (cont.)	11/4/19	Email	50-3-381. It's unclear how "Zoning District regulations" can constitute approval criteria. Omit subsection (3) as there are no "Historic District regulations" pertaining to use.
			50-3-403. Define "school site" to clarify whether it includes private schools, vacant school buildings, universities, etc.
			50-3-534. Clarify if "land zoned residential" includes SD1, SD2
			50-4-3 and 50-4-4. Development Plan Areas should be depicted on zoning maps
			50-4-47 and 50-4-49. "Land use grant" and "zoning grant" should be defined.
			50-4-83. Clarify if "City Planning Commission" should be "City Planning Commission staff."
			50-5-24. Does subsection (7) apply to signs violating other chapters of the City Code besides the Zoning Ordinance?
			50-6-2. Clarify if this applies to signs not visible from the public right of way.
			50-6-44. List which districts allow a greater height.
			50-6-77. Clarify the difference between linear and radial measurement
			50-6-81. Subsection (3) should reference "the nearest lot line of a property within a City of Detroit historic district" as a historic district does not have lot lines, and historic district boundaries do not necessarily follow lot lines
			50-6-91. What is the condition described in (d)?
			50-6-111. Clarify if a "for rent" sign for the entire house is allowed
			50-6-171. Clarify if City Council approval is required in subsection (d).
			50-8-27. Create a new requirement as the sticker program no longer seems to exist.
			50-10-131. The references to NREPA and the Hazardous Waste Facility Review Committee should be in a separate section.
			50-11-263. These uses should be added to the use table.
			50-11-282. Who decides what uses are too "abrasive" and which are declared to be conforming?
			50-11-303. Clarify that City Planning Commission review is applicable in PC and PCA.
			50-12-131. "Residentially zoned area" should be defined. Eliminate spacing requirement for tattoo parlor from public lodging house (see also 50-12-236).
50-12-138. It is unclear if (2)(b)(1) refers to any previous identification by the Historic Designation Advisory Board, or mandates a new review by the HDAB at the time of the 75% calculation. The intent of subsection (2)(d) is unclear as all demolitions in historic districts must be reviewed by the Historic District Commission. It is meant that this review occurs instead of the review referenced in (2)(c)?			

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NUMBER	DATE	SOURCE	COMMENT
60 (cont.)	11/4/19	Email	50-12-190. The definition of "public" in (8) should be strengthened or clarified due to the prevalence of public-private partnerships in arenas.
			50-12-226. "Residential district classification" should be defined. (See also 50-12-216).
			50-13-205. Clarify that this applies to Article 13, but not to cubical content restrictions.
			50-14-160. Can remote parking be outside the city limits?
			50-14-447. Change "are recommended to be designated as a local historic district" to "are currently under study as a proposed historic district." Eliminate "and reviewed by the Historic District Commission."
			50-1-8. The ordinance should specify how the community group is selected and what to do if there are multiple interested community groups. Item (4) should read "A community group, if any exists..."
			50-3-92. Delete "in both private and urban renewal areas."
			50-3-226. How are "major developments" defined? Consider, "the review body, or its staff, may require one or more renderings to facilitate review of major developments."
			50-12-306. The city can't regulate the Michigan Liquor Control Commission.
			50-14-381. This creates a loophole, as any property owner can create a deed restriction.
			50-14-447. Subsection (3) is questionably legal as it creates de facto historic districts without benefit of the study process prescribed by state law (the Michigan Local Historic Districts Act).
			50-3-362 and 50-3-363. How do we count two-thirds? In this case we would know the number of people who signed, but it would be impossible to know the number of people who did not sign. Also, this might be an improper delegation of the police power without due process (Washington ex Rel. Seattle Title Trust Co v. Roberge). (See also 50-3-442, 50-12-211, 50-12-224, 50-12-226, 50-12-227, 50-12-297, 50-12-306, 50-12-307, 50-12-308, 50-12-309, 50-12-317).
			50-3-243. Ten years seems unnecessarily high; "significant experience" can be acquired in less time.
			50-3-321. "Blighting and downgrading" is loaded and subjective language, change "contribute to the blighting or downgrading of" to "have a perceived negative effect upon."
			50-3-361. Delete subsection (2); its language is impossibly subjective and its intent is already served by the "public interest" reference in subsection (1).
			50-3-401. Delete reference to "loitering" as it suggests foot traffic is a bad thing.
			50-3-501. Delete "potential spread of disease" and "blight" as these terms stigmatize commercial sex workers.
50-4-129. If the purpose of a variance is to uphold the spirit, purpose, and intent of the Zoning Ordinance, it should not be contingent upon the delinquency of the applicant (in other words, a variance should not be seen as a favor or a reward).			

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NUMBER	DATE	SOURCE	COMMENT
60 (cont.)	11/4/19	Email	50-8-11. Remove reference to home ownership as it is discriminatory to renters. Add reference to missing middle housing.
			50-9-164. Since religious residential facilities are allowed in B6, consider allowing them in other districts.
			50-10-11. Rewrite to reflect that mixed land use is not a "deficiency."
			50-10-101. Change "objectionable" to "objectionable in a residential setting."
			50-12-125. Remove pawnshops as this discriminates against low-income people (see also 50-12-221). I also see no reason to include tattoo parlors.
			50-12-157. Create a definition of functional family that does not require administrative approval. Eliminate (3), (6), and (7), and perhaps (4). The definition provided in 50-16-81 is adequate.
			50-12-165. Reduce the restrictions on shelters for victims of domestic violence, to allow for more opportunities for such shelters and to avoid stigmatization of victims of domestic violence.
			50-12-192. Allow solar generation in M1, M2, M3, M4, and M5.
			50-12-321. Allow longer consecutive stays and eliminate the curfew requirement.
			50-12-551. Different requirements for "church" may be a First Amendment violation
			50-12-554. Add "and similar items" to accommodate non-Western cultures. Allow a temporary office similar to 50-12-434.
			50-12-557. Eliminate (4); it is not the role of zoning to protect existing businesses from competition. Add additional days to (9) to reflect other cultural traditions.
			50-14-397. Eliminate (1) as it appears to segregate residents and may not be possible in some environments.
			50-3-281. Add subsection (16) "The Conditional Use will not have a detrimental affect on one or more historically significant resources."
			50-11-364. Consider banning commercial parking lots altogether
			50-11-382. Add many more Traditional Main Street Overlay Areas.
			50-11-495. Extend the number of days that the Planning and Development Department can defer demolition.
			50-11-444. Allow the Planning and Development Department to defer demolition similar to 50-11-315.
50-12-138. The Planning and Development Department may be more appropriate than the Buildings, Safety Engineering, and Environmental Department for (2)(b)(1).			

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NUMBER	DATE	SOURCE	COMMENT
60 (cont.)	11/4/19	Email	<p>A novel approach to eliminating barriers to historic preservation could begin by creating a legal definition of “historic resource” or “historically significant building.” At a minimum, the definition could include buildings and structures located within historic districts (unless noted by the Historic Designation Advisory Board as noncontributing) and resources listed on the National Register of Historic Places. The category could, over time, be expanded to include additional resources identified through ongoing survey. Once such a definition is in place, historic buildings can be more easily targeted by specific policies. Items below that would benefit from such a definition are identified by an asterisk.</p> <p>50-11-229. This list should be expanded, and added to other zoning districts, in order to encourage building reuse.</p> <p>50-12-138. Change to “civic building adaptive reuse” and add libraries, fire stations, etc. Add an exception in subsection (2)(a) for demolitions that occurred prior to November 2, 2012. Many historic school buildings started off as very small buildings that grew over time.</p> <p>50-12-218. Allow loft conversions in R1 and R2 in buildings built prior to May 20, 2016</p> <p>50-12-162. Consider allowing more than eight dwelling units in some cases in order to encourage the reuse of historic buildings.* Eliminate the recreational space ratios in some cases, and the off-street parking requirement of subsection (9), in order to encourage the reuse of historic buildings.*</p> <p>50-12-184. Eliminate the recreational space ratio requirement for historic buildings.*</p> <p>50-12-294. Allow exceptions for reuse of an existing building, especially a historic building.*</p> <p>50-13-23. Consider eliminating subsection (2) as it could provide an incentive for demolishing adjacent buildings.</p> <p>50-13-28 and 50-13-62. Add other uses.</p> <p>50-13-186 and 50-13-187. Allow exceptions for reuse of an existing or historic building.*</p> <p>50-14-153. Allow a waiver for historic districts, or for historic buildings outside of historic districts.*</p> <p>50-6-113. Consider allowing flashing or blinking signs with a Notice to Proceed from the Historic District Commission (though I can only see this being appropriate in very rare cases).</p> <p>50-12-349 et seq. Allow alternative landscaping and screening, lighting, and signs in historic districts where issued a Notice to Proceed by the Historic District Commission</p> <p>In general, allow exceptions in historic districts where work has been issued a Notice to Proceed by the Historic District Commission. See 50-13-1 through 50-13-23, 50-12-21, 50-12-22, 50-12-23, 50-13-25, 50-13-41, 50-13-81, 50-13-122, 50-13-185, 50-13-187, 50-13-208, 50-13-209, 50-13-210, 50-13-211, 50-13-226 (for garages and porches only), 50-13-228, 50-13-233, 50-13-234, 50-13-237, 50-14-235, 50-14-236, 50-14-342, 50-14-382, 50-14-381 (materials only), and 50-14-433.</p>

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NUMBER	DATE	SOURCE	COMMENT
60 (cont.)	11/4/19	Email	50-2-182. The body responsible for review should be able to waive submission requirements for reviews if items are not needed or not applicable (in practice, this is already done). Electronic submissions should be allowed here as well as in 50-3-137. See also 50-3-226 for similar concerns.
			50-4-84. The record should be available online
			Use (or don't use) the Oxford Comma consistently.
			Avoid "and/or" as it can create confusion. See, for example, 50-2-32 subsection (b). Who keeps the maps?
			50-11-461 et seq. The Development Improvement Area should be moved to elsewhere in the City Code.
61	11/4/19	Written notes on draft copy	(p. 9) You should have the results (of the survey) in this. Compare number of Detroit residents to how many filled out survey.
			(p. 9) Don't get rid of setbacks.
			(p. 10) How could they be if the majority of residents didn't show in the survey results?
			(p. 12) How did your sources work for community engagement?
			(p. 15) How would you run this program? (re: reducing reliance on case-by-case approvals)
			(p. 16) Where will these be placed at? (re: paper copies of new ordinance)
			(p. 18) Why (remove zoning districts that are underused)? It still may hold some value for (stakeholders?)
			(p. 20) True, but would it be fair for residents?
			(p. 21) (Re: BSEED could have more personnel trained in building siting...) Job training opportunity
			(p. 22) (Re: Consider which depts. are responsible for future ZO) !!!
			(p. 22) We need setbacks!
			(p. 23) Train residents (Re: consider hiring additional personnel to enforce ZO)
			(p. 25) How many new districts (would be needed) ?
			(p. 27) What is the affordability threshold?
			(p. 30) All for this! (Re: ADUs)
			(p. 33) (Re: new residential district for lots less than 5,000 sf.) No!
			(p. 39) How will you implement this? (Re: study appropriate areas to apply new zoning district specifically for auto-related uses)
			(p. 43) What will be the new parking requirements?
			(p. 46) I like this (Re: allow for return of corner stores)
			(p. 49) Take away business that make their own parking spots for their business or valet. This tends to pop up in the evening or the weekends.

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NUMBER	DATE	SOURCE	COMMENT
61 (cont.)	11/4/19	Written notes on draft copy	(p. 57) I like this (Re: Allow makerspace in all commercial areas)
			(p. 58) How would this be done? Would residents in the impacted neighborhood have first dibs? (Re: Assembling smaller vacant lots into larger parcels)
			(p. 60) What is your tactic to getting these residents since you didn't get enough to do the survey for this draft? Who will you be hiring? Outsourcing? Community organizations?