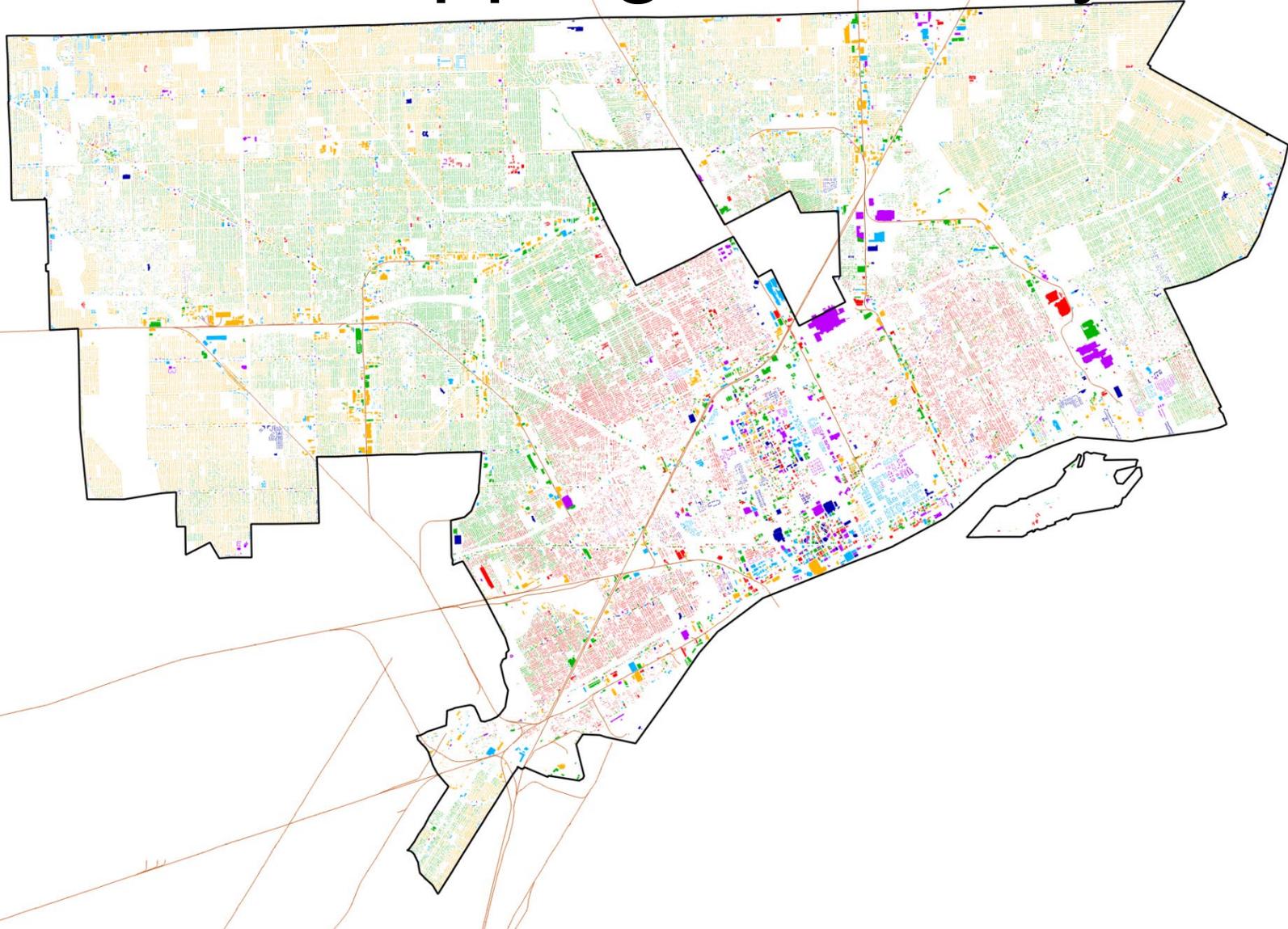


ZoneDetroit – Mapping and Analysis



Outline

I. Background	3
II. Existing Zoning	4
III. Little-used Designation	15
IV. Building Age	23
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Mapping and Analysis

Background

The intention of the following suite of maps and analysis is to provide a basis of the geographic and spatial distribution of different zoning and land use across the city, as well as revealing clear development patterns historically and today. Visualizing this information illuminates the evolution of the city and demonstrates the relationship between residential neighborhoods, commercial corridors, and industrial districts as the overall framework of the city's form.

Large radial streets, and N/S and E/W corridors are evenly spaced to form the commercial structure of the city. Yet, these corridors are so shallow that commercial uses often need to encroach on surrounding residential uses, which can cause conflicts. Outside of the denser downtown area, the city is primarily composed of single-family neighborhoods. The concentration of

industrial land uses forms a clear ring around the inner city, marking the historical bounds of the city during the height of the industrial era in Detroit.

Examining the spatial distribution of vacancy and demolitions reveals the on-the-ground condition of land use distribution in the city. The pure land use map is deceiving. While the maps tell one story of a city's structure, the degree of vacancy changes that condition. Many of the corridors are shells of commercial spines and some neighborhoods have been slowly eroded by abandonment and demolition.

Utility

Understanding the distribution of land use in the city and the on-the-ground condition illuminates how adjustments might be made to the current zoning. While there are no changes to be made to the zoning map, it is the zoning designations, and permissible

uses within those designations, that may be adjusted. Is there a method by which undesirable uses can be eliminated from commercial corridors, like auto-related businesses? Can additional density be permitted at key intersections or nodes? Does the code protect the historic single-family neighborhoods and what amendments might be made to activate some of these neighborhoods, such as corner retail or land-based uses?

The next step in the process is to test how the current conditions might differ from the desired zoning to see what adjustments need to be made. "Testing" the zoning code through architectural site designs on real-world parcels can provide a "proof of concept" to see if code adjustments are not just possible, but beneficial, as well.

Existing Zoning

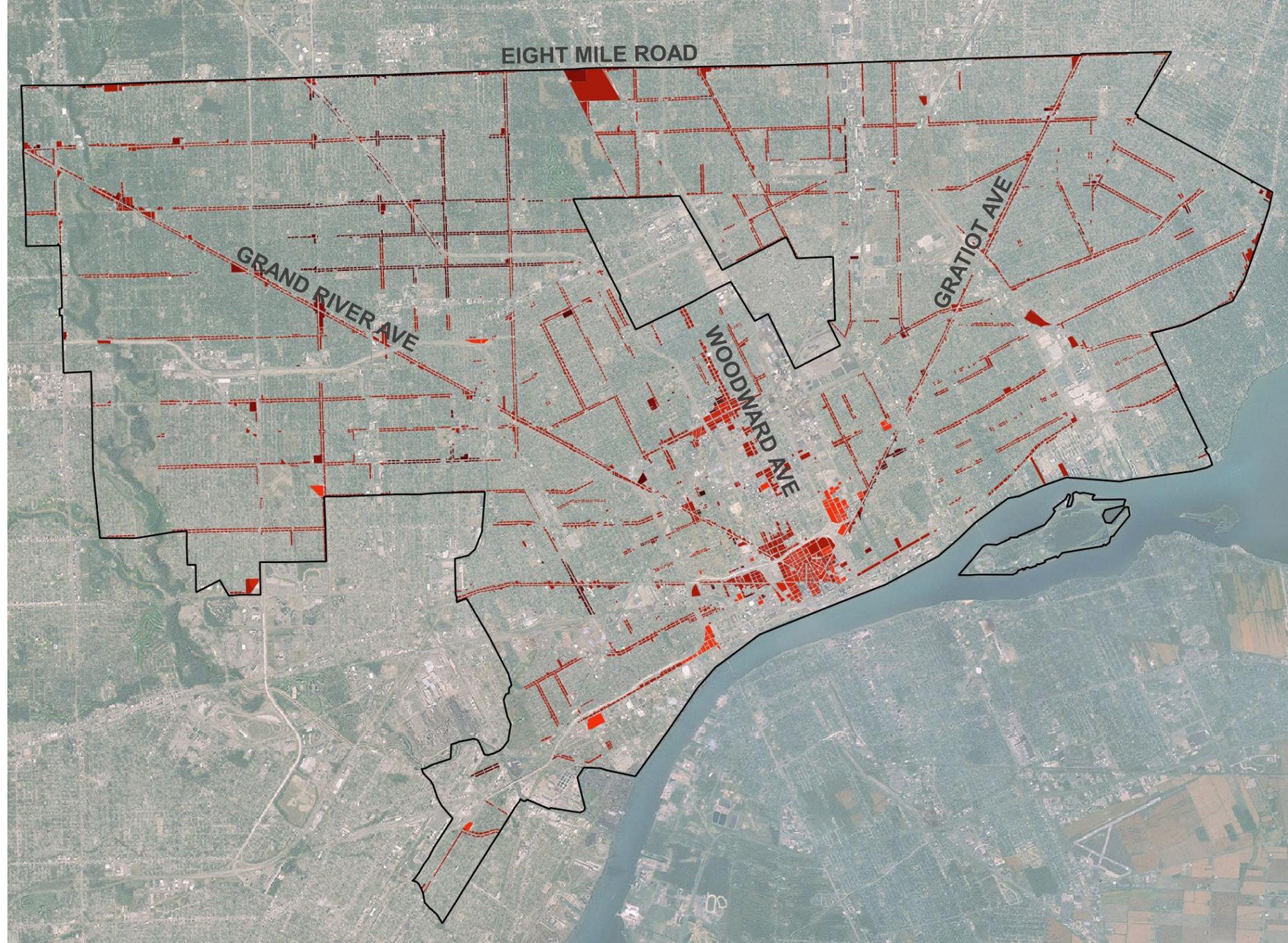
The following mapping exercises provide a layered look at the existing zoning code in Detroit. Separating the uses in sequential maps illustrates the prevalence of each use across the city. When combined, it paints a clear picture of how basic land uses relate to one another and creates a pattern repeated across the city; commercial corridors separated by clear pockets of single-family residential neighborhoods.



Existing zoning

Commercial

- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R4 – Thoroughfare residential
- R5 – Medium-density residential
- R6 – High-density residential
- B1 – Restricted business
- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
- B5 – Major business
- B6 – General services
- M1 – Limited industrial
- M2 – Restricted industrial
- M3 – General industrial
- M4 – Intensive industrial
- M5 – Special industrial
- PD – Planned development
- P1 – Open parking
- PC – Public center
- PCA – Public center adjacent
- TM – Transitional industrial
- PR – Parks and recreation
- SD1 – Special dev., small-scale mixed-use
- SD2 – Special dev., mixed-use
- SD4 – Special, dev. riverfront mixed-use
- SD5 – Special dev., casinos
- W1 – Waterfront industrial



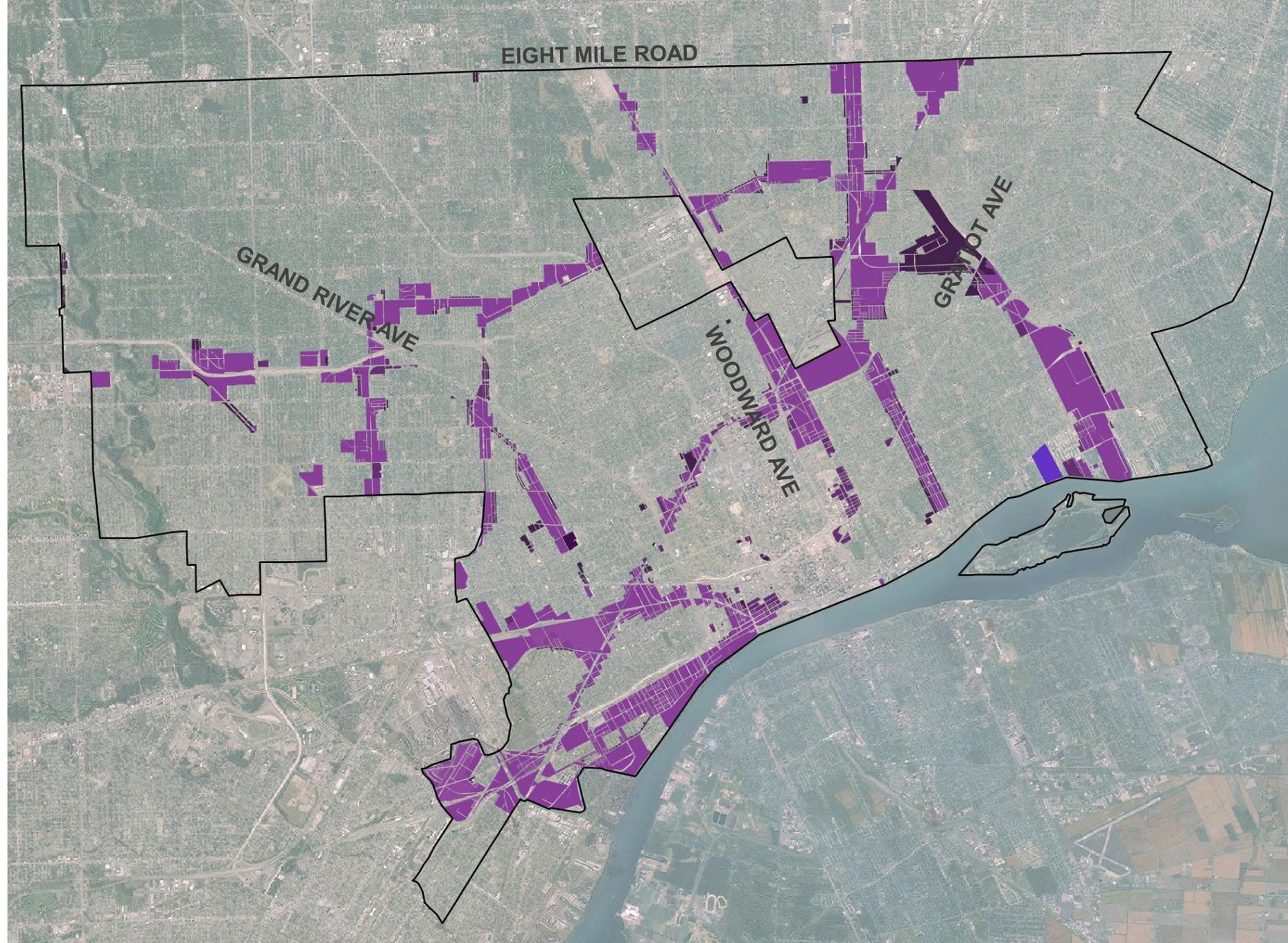


Lahser Rd at Grand River Ave in Old Redford

Existing zoning

Industrial

- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R4 – Thoroughfare residential
- R5 – Medium-density residential
- R6 – High-density residential
- B1 – Restricted business
- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
- B5 – Major business
- B6 – General services
- M1 – Limited industrial
- M2 – Restricted industrial
- M3 – General industrial
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- SD4 – Special, dev. riverfront mixed-use
- SD5 – Special dev., casinos
- W1 – Waterfront industrial



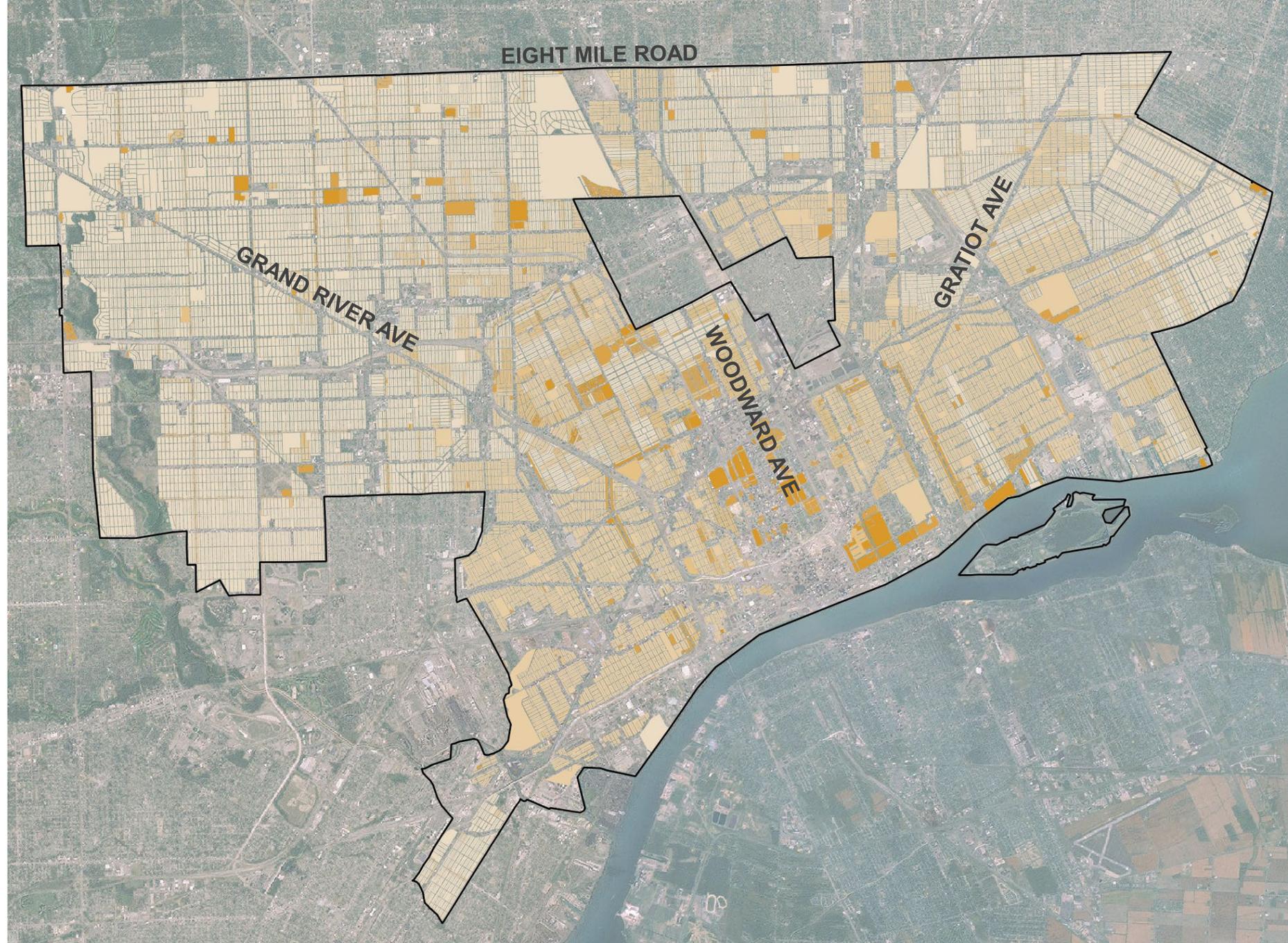


Michigan Farm to Freezer – Eastern Market

Existing zoning

Residential

- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R4 – Thoroughfare residential
- R5 – Medium-density residential
- R6 – High-density residential
- B1 – Restricted business
- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
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- M2 – Restricted industrial
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- PD – Planned development
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- W1 – Waterfront industrial



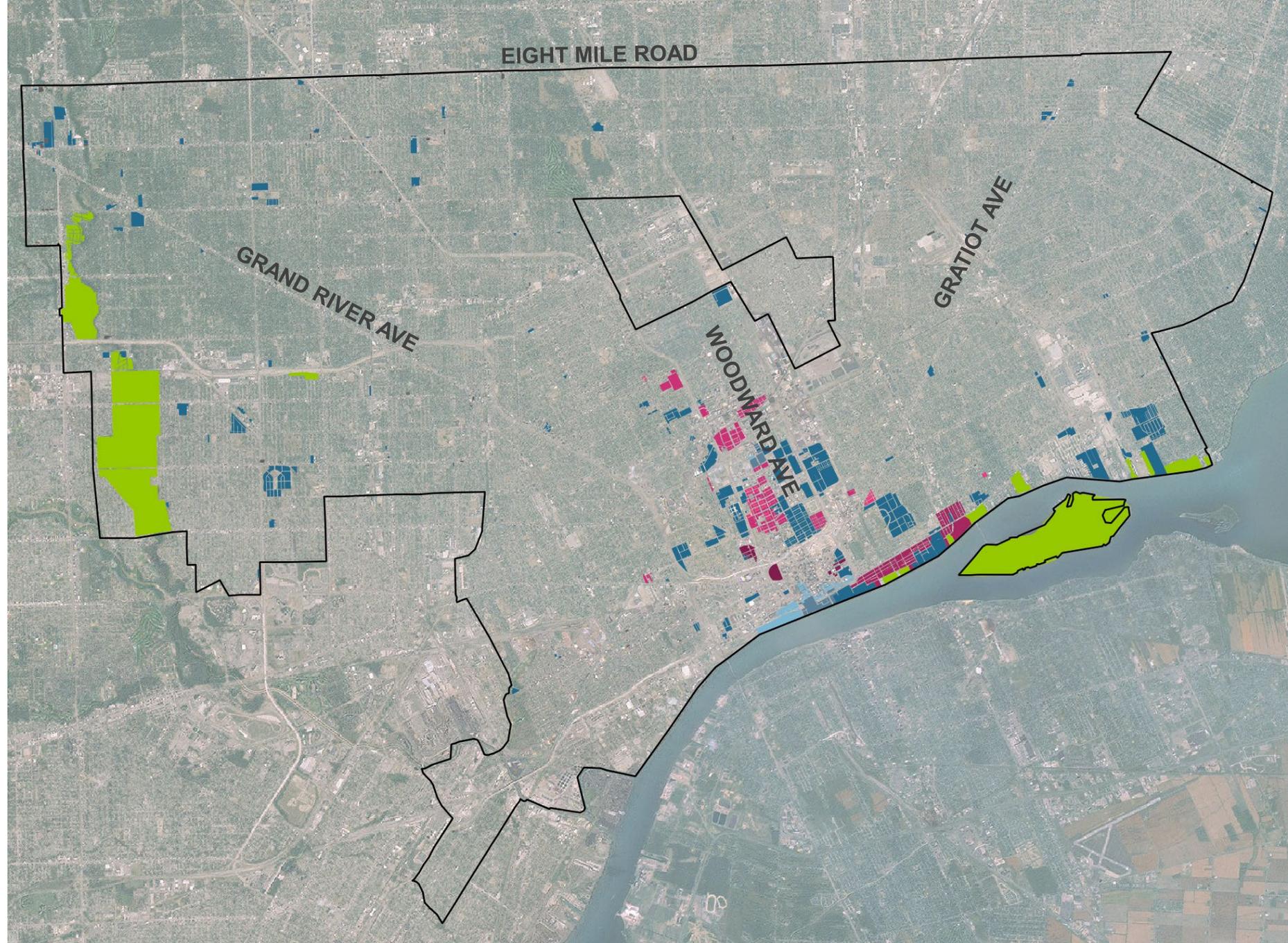


The Riverbend neighborhood on the east side of Detroit

Existing zoning

Other uses

- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R4 – Thoroughfare residential
- R5 – Medium-density residential
- R6 – High-density residential
- B1 – Restricted business
- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
- B5 – Major business
- B6 – General services
- M1 – Limited industrial
- M2 – Restricted industrial
- M3 – General industrial
- M4 – Intensive industrial
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- PD – Planned development
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- SD4 – Special, dev. riverfront mixed-use
- SD5 – Special dev., casinos
- W1 – Waterfront industrial



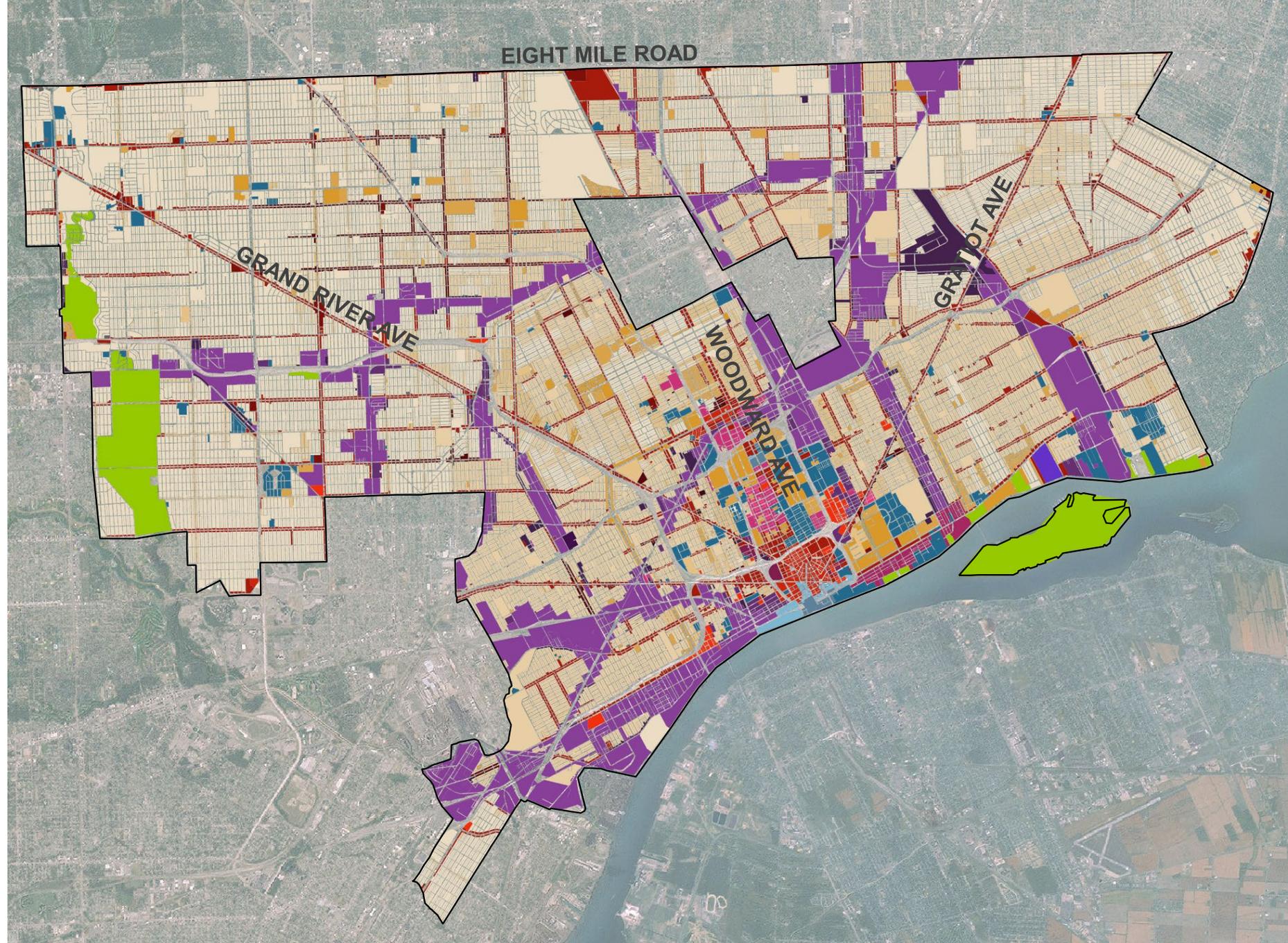


Orleans Landing along the East Riverfront

Existing zoning

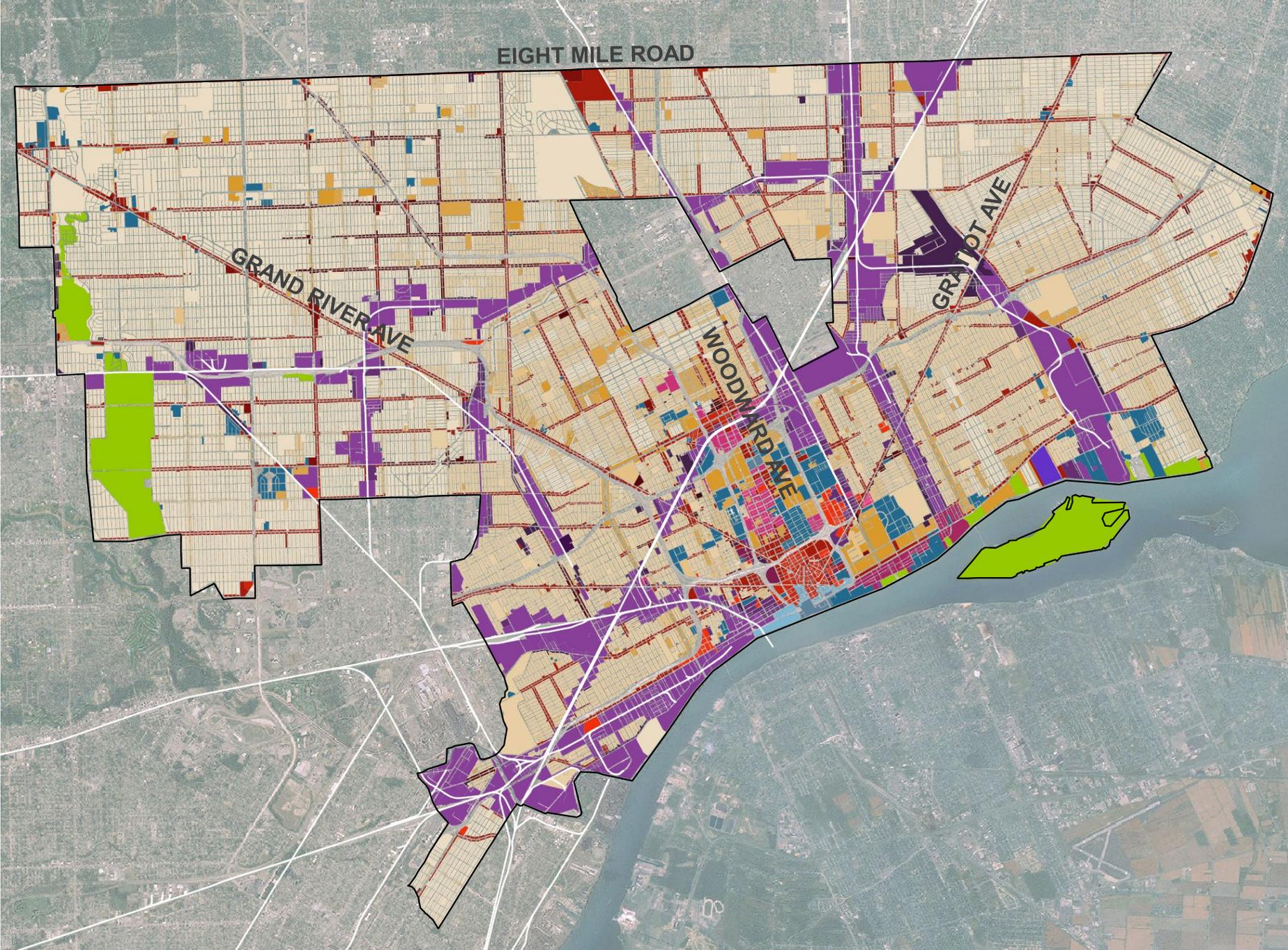
All uses

- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R4 – Thoroughfare residential
- R5 – Medium-density residential
- R6 – High-density residential
- B1 – Restricted business
- B2 – Local business and residential
- B3 – Shopping
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- M1 – Limited industrial
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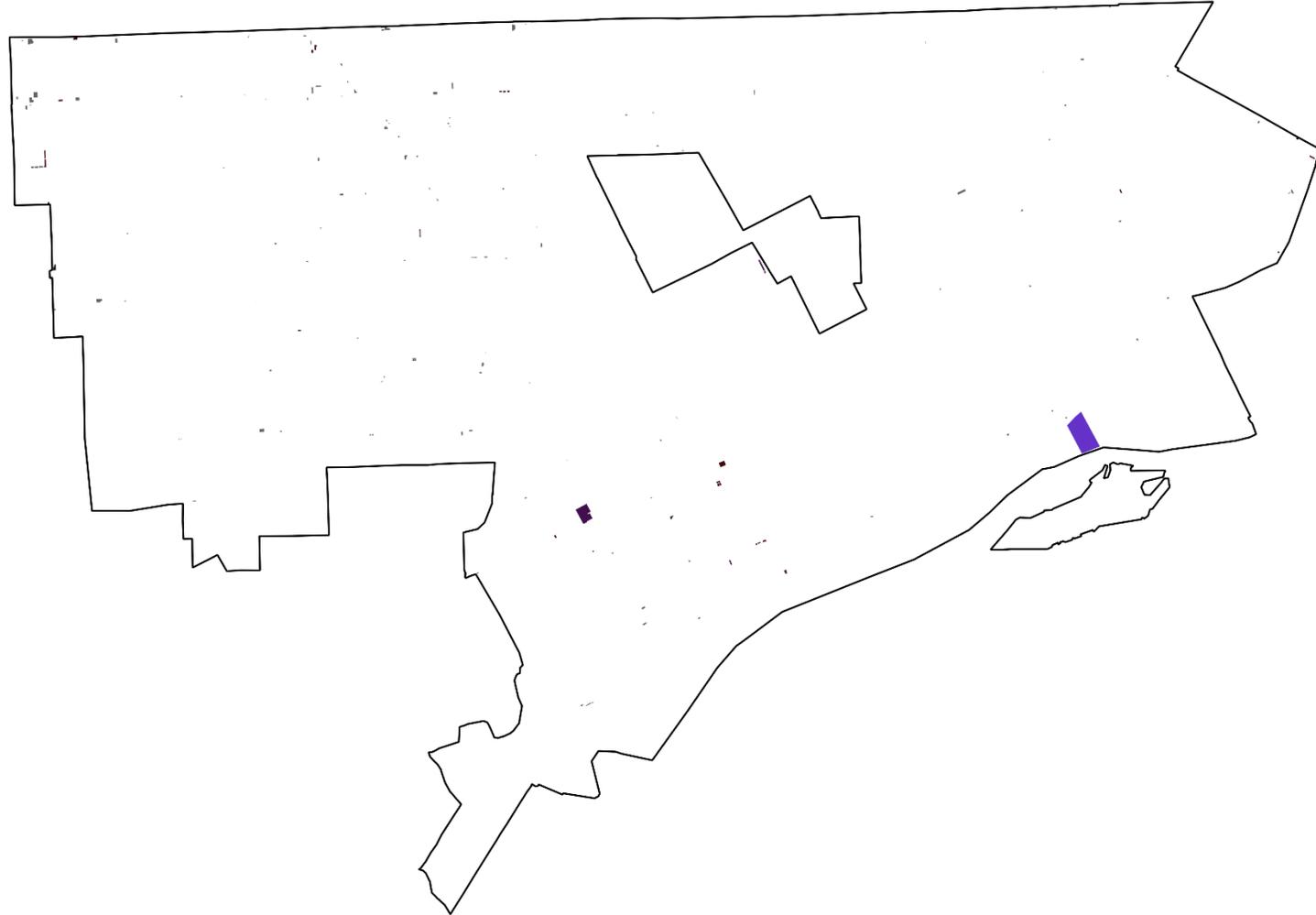
Takeaways

- Industrial belts follow rail corridors (shown in white).
 - Are there opportunities for rezoning or transitional zoning?
- Commercial corridors are clearly defined.
 - How are they used/built out?
 - How can they be improved through zoning?
- Few areas are designated for parkland.



Little-used zoning designations

In order to streamline the zoning code, we looked for seldomly used zoning categories. These are scattered across the city. Is there a way to consolidate or eliminate some of these zoning categories as part of making the code more concise and efficient.

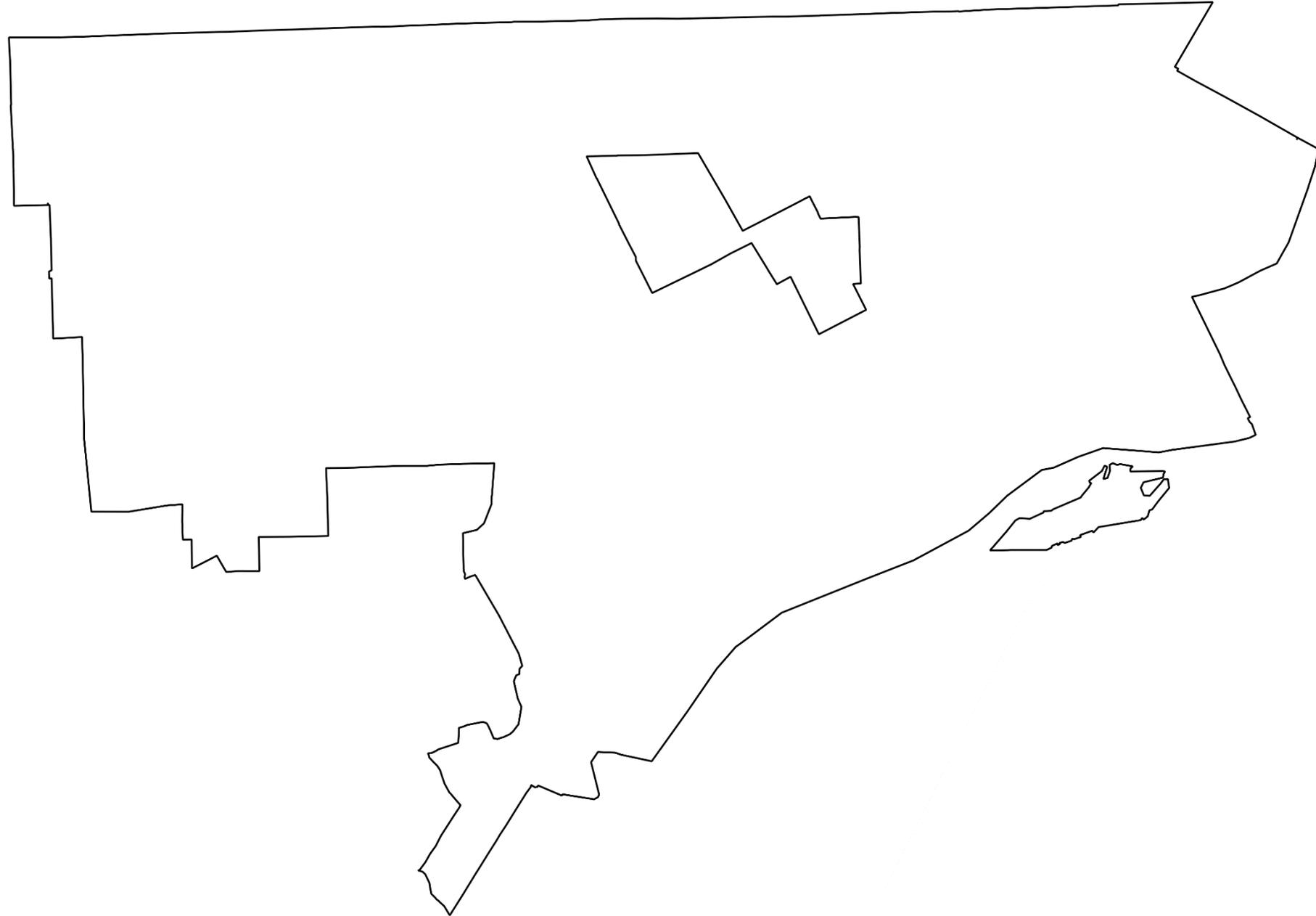


SD3

Technology & Research

0 parcels citywide

- Intended for “research facility development in a campus-like setting...”
- Universities and colleges in the city instead typically fall within dense residential (R5 or R6) designations
- Wayne State University’s “Tech Town” incubator area is zoned SD2 (mixed-use)
- Is this designation needed?

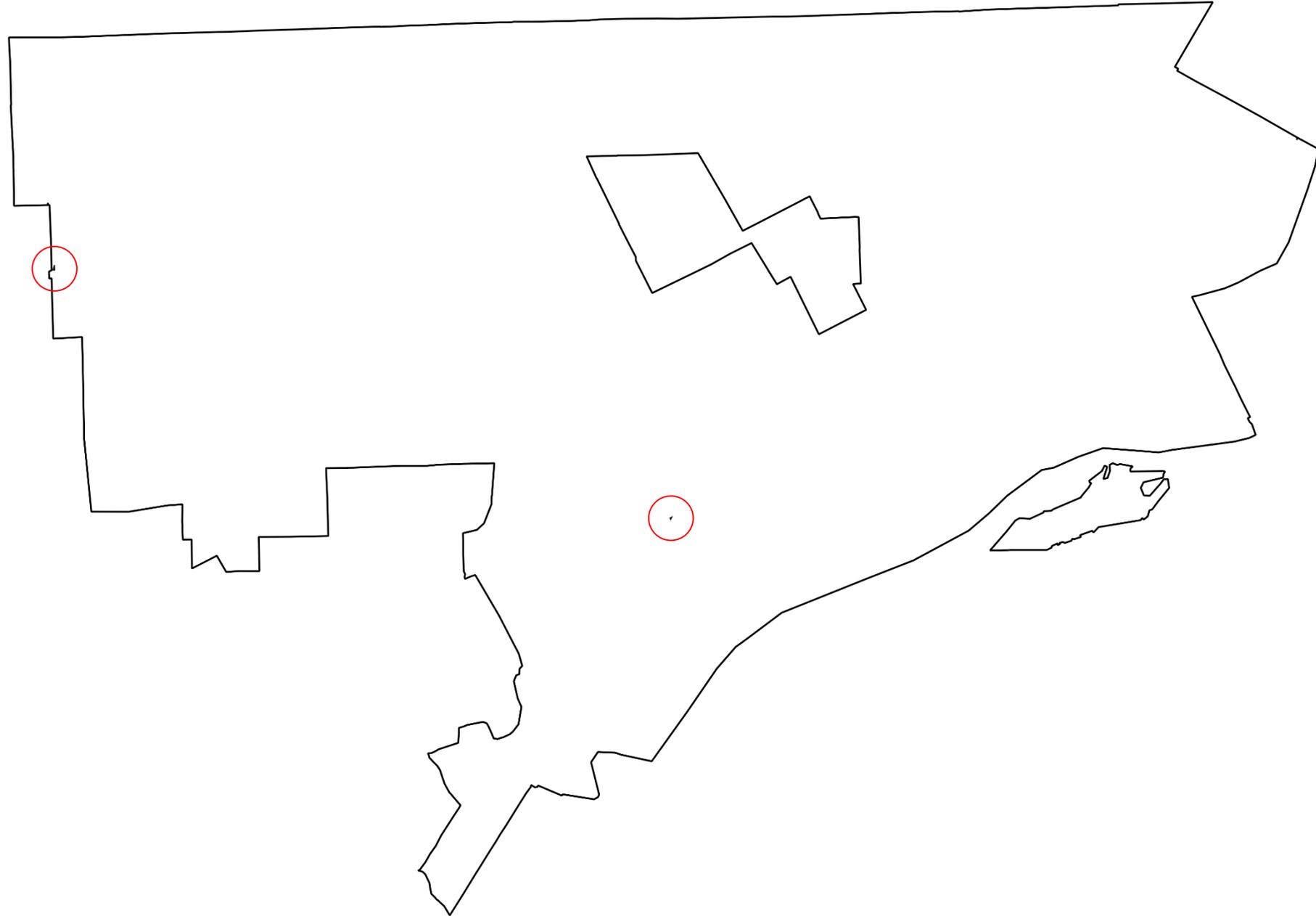


M1

Limited Industrial

2 parcels citywide

- Intended for areas of mixed land uses with older and/or vacant structures to transition to warehousing and light industrial uses.
- This designation fulfills a similar role as TM does for residential areas – could the two be merged?

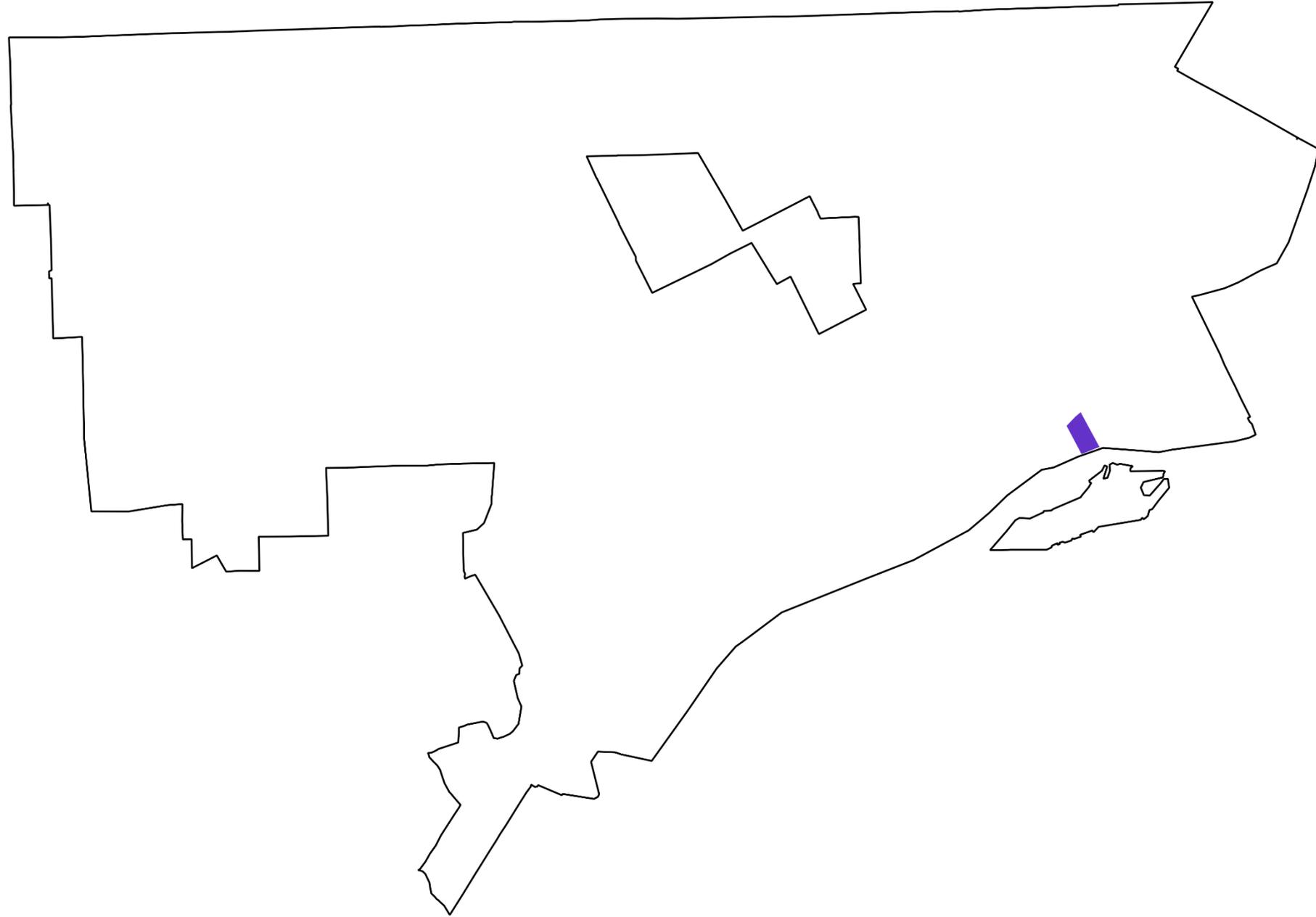


W1

Waterfront-Industrial

3 parcels citywide

- The only area zoned W1 contains a water pumping station on two parcels.
- A third, much smaller, parcel contains a historic fire station.

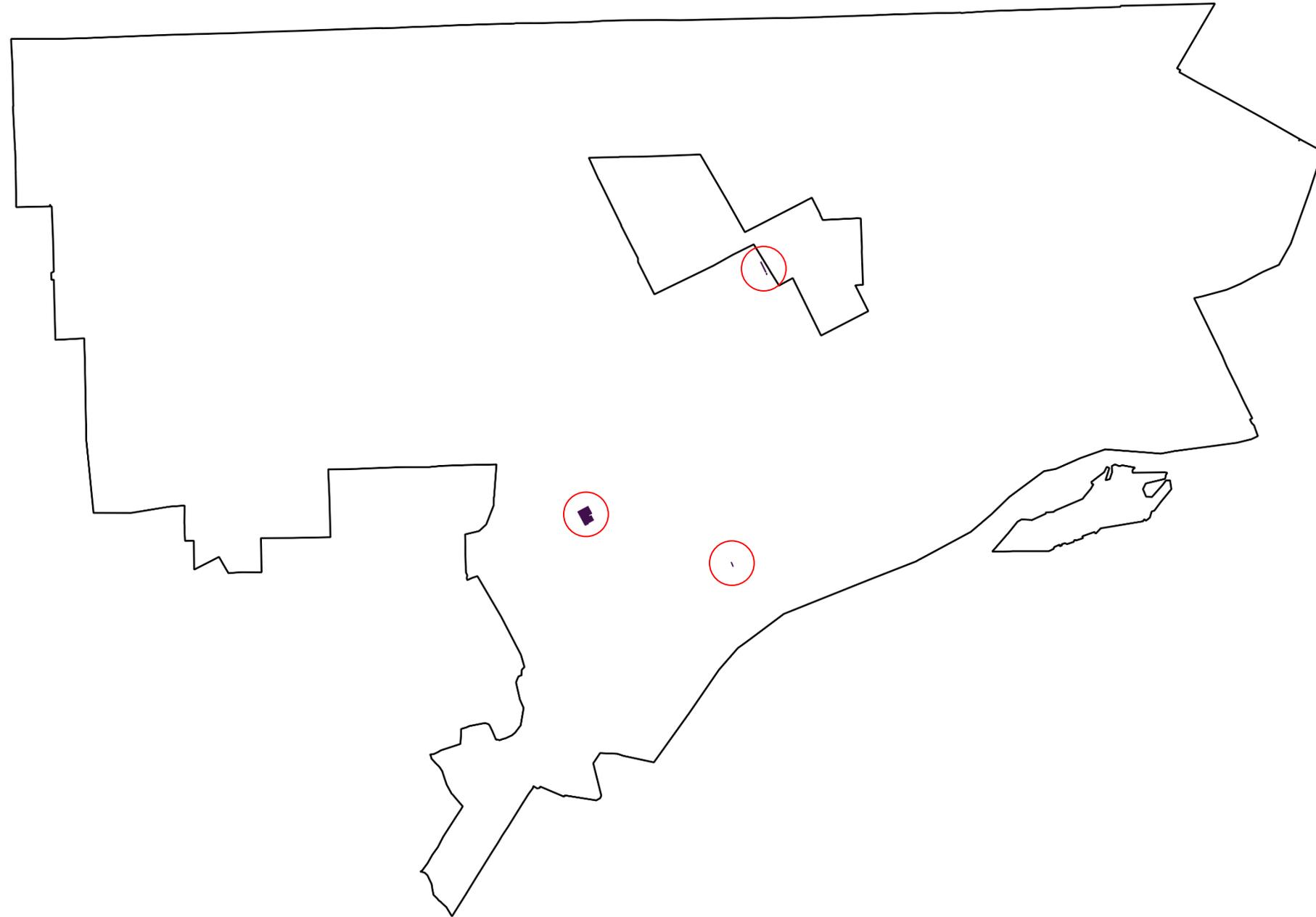


TM

Transitional-Industrial

36 parcels citywide

- Intended for areas with “a relatively large number of residential uses” meant to transition to industrial uses.
- Residential uses are to be protected “as much as possible” through the change.
- Only four parcels still contain a residential use (all single-family houses).
- The M1 designation fulfills a similar role for non-residential areas – could the two be merged?

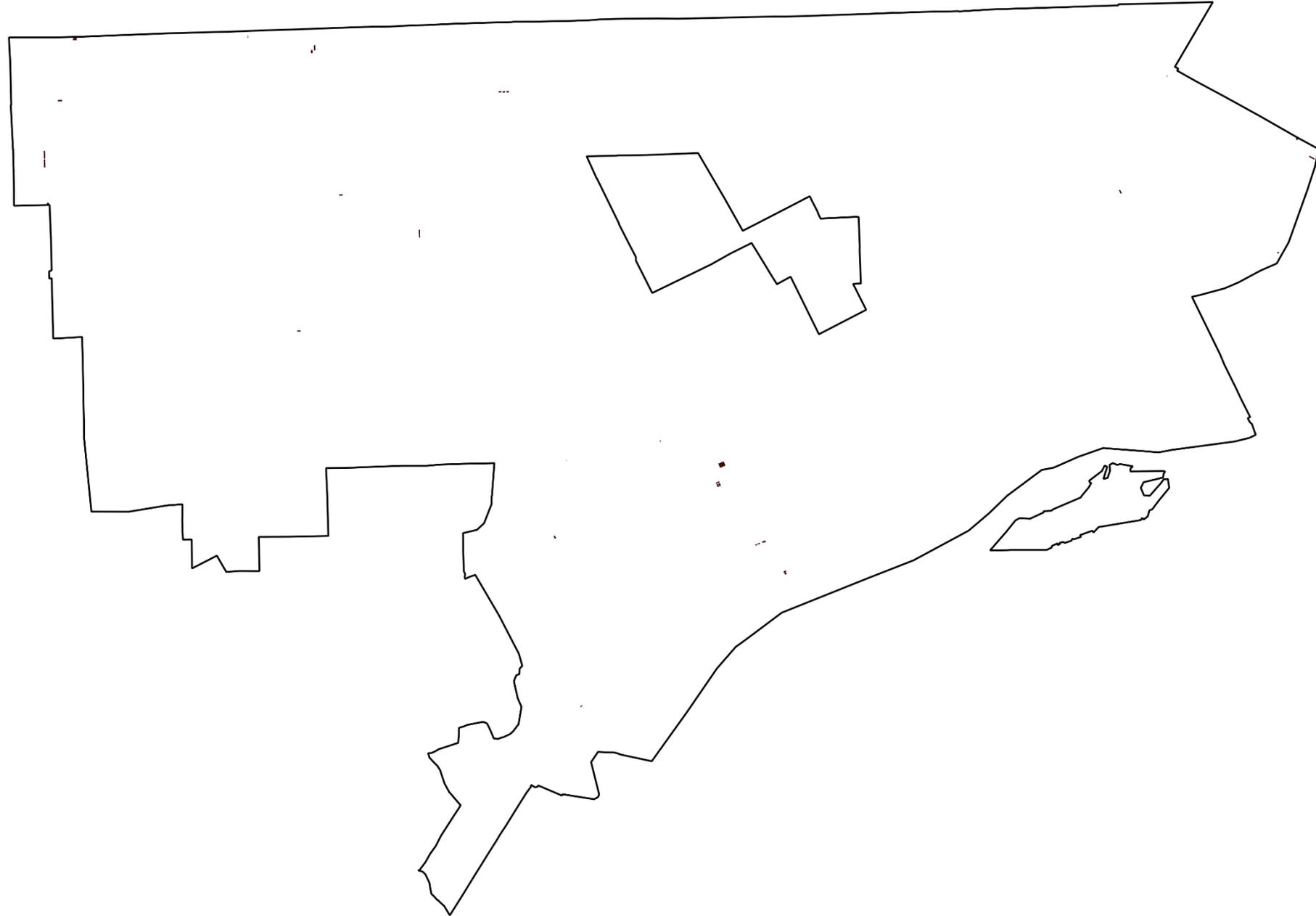


B1

Restricted business

89 parcels citywide

- Intended for areas transitioning from residential to commercial uses.
- Is this designation necessary?

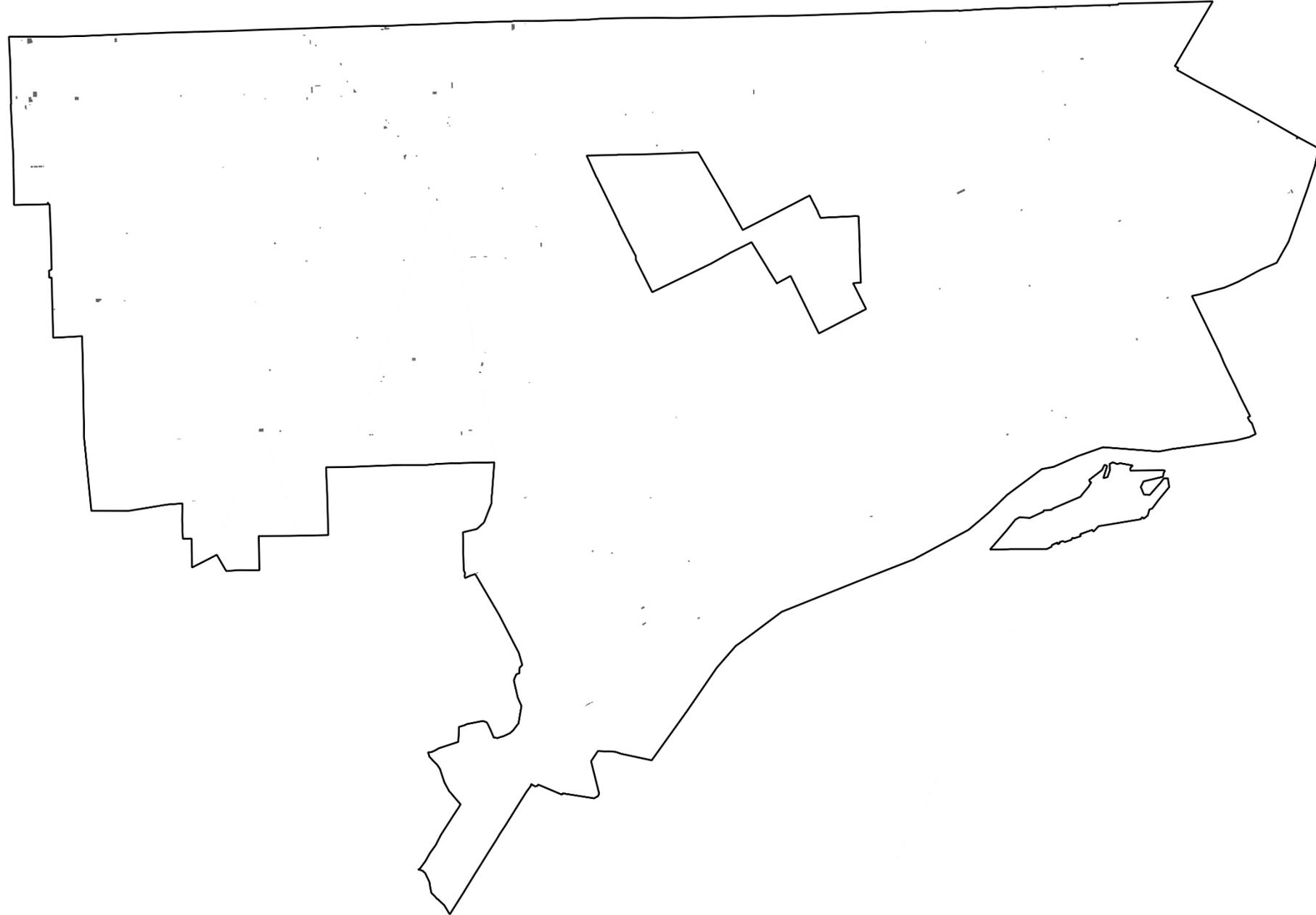


P1

Open parking

199 parcels citywide

- Intended to “protect abutting residential areas from deleterious effects of adjacent vehicular parking areas” – by using vehicular parking areas as a buffer.
- Use limits do not permit charging a fee for parking on parcels in these zones.
- Typical permissible uses include car sales lots and free parking lots associated with churches or banks.
- Many are vacant or undeveloped.

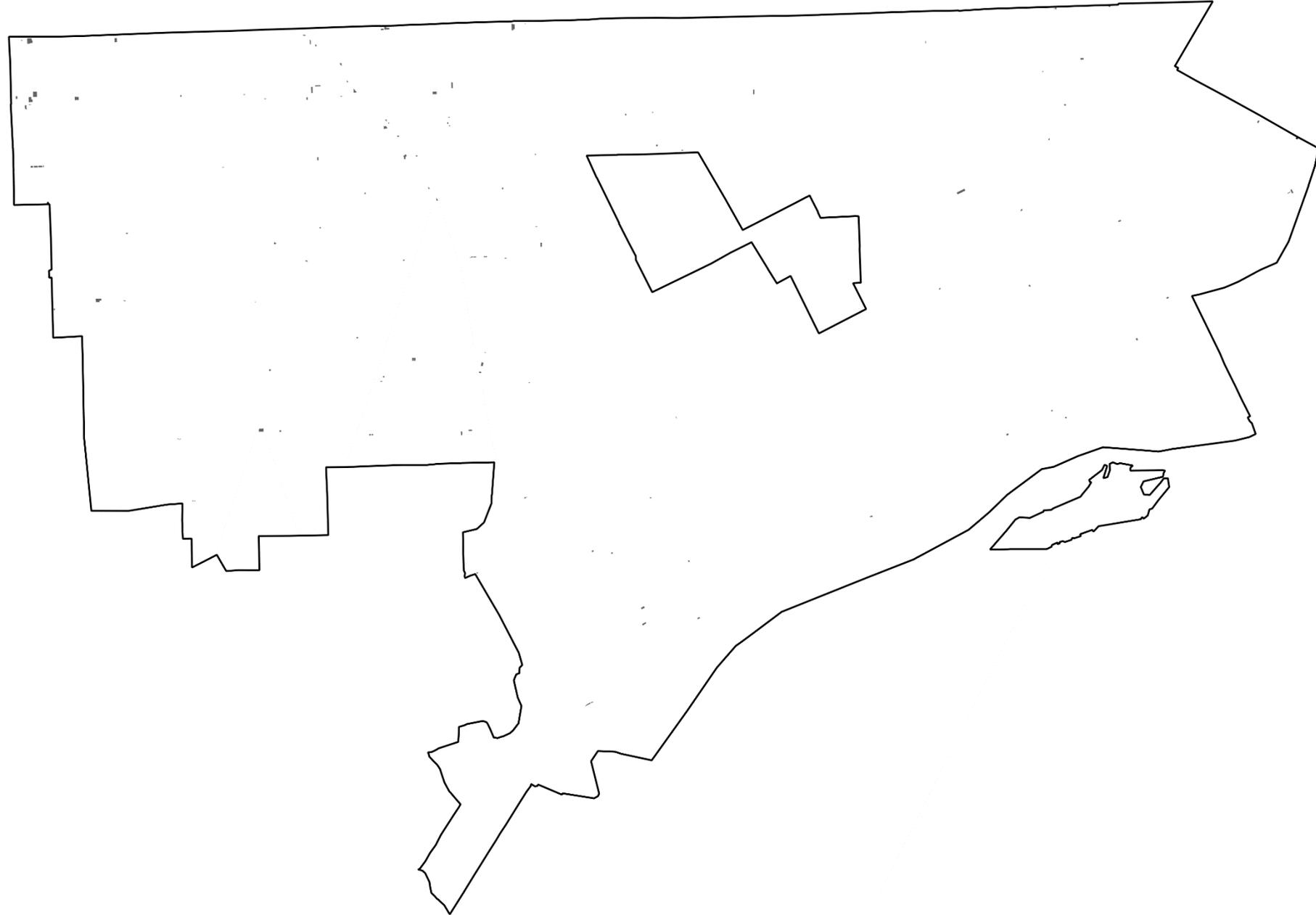


P1

Open parking

199 parcels citywide

- Is this designation necessary?
- Parking should be provided within residential or commercial developments. Structured parking can have a reduced visual impact on the urban environment when wrapped with other uses.
- If a surface lot is necessary, could language be added to P1 to require that trees, landscape features, and/or permeable pavement be integrated to create a more positive visual impact and minimize stormwater runoff?

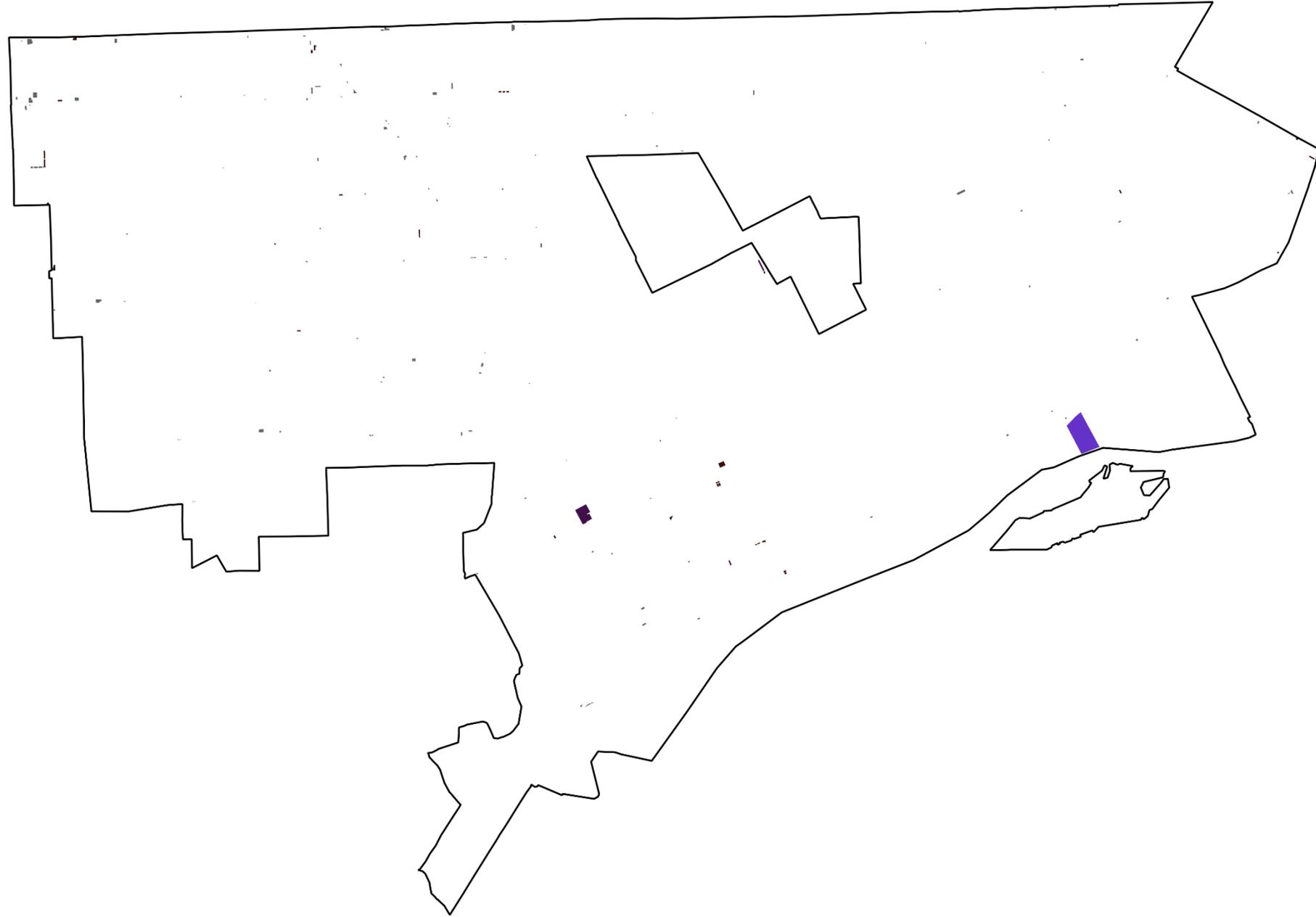


Little-used zoning designations

Composite

SD3, M1, TM, B1, and P1

329 parcels citywide



Building Age

Our analysis looked at the evolution of the City of Detroit through its development patterns, primarily focusing on building age. The following maps reveal how the city grew from its historic center outward.

The first era of buildings prior to 1920 shows a clear boundary. When cross referenced with the land use map, that boundary appears to be a legacy of the industrial belt that circled the city. Pre-industrial city expansion was accomplished by the frequent annexation of farms and smaller townships surrounding the core of Detroit, with the city reaching its current boundaries in 1926. Building construction boomed across this expanded territory with the growth of the auto industry in and around Detroit.

The era between 1960-1979 saw a slowdown in the growth of the city. Progressively, there were fewer and fewer buildings constructed in the past few decades, corresponding with the decline of the industrial city.

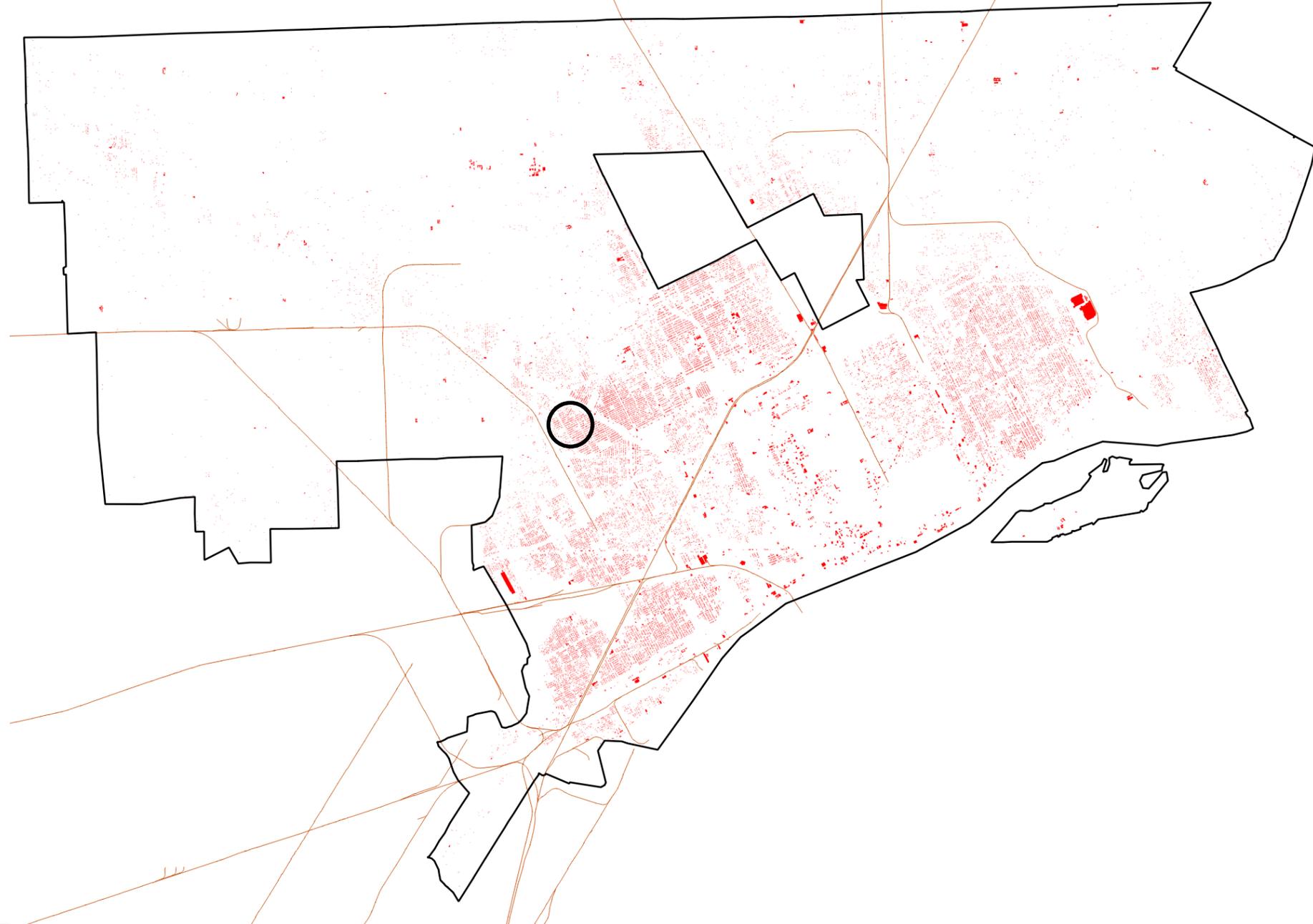


Single-family neighborhood on the west side of Detroit (built between 1920-1939).

Building age

Built before 1920

- The historic pattern of the buildings constructed prior to 1920 already show a city built around the single-family neighborhood. The outer band of the city was defined by an industrial belt.

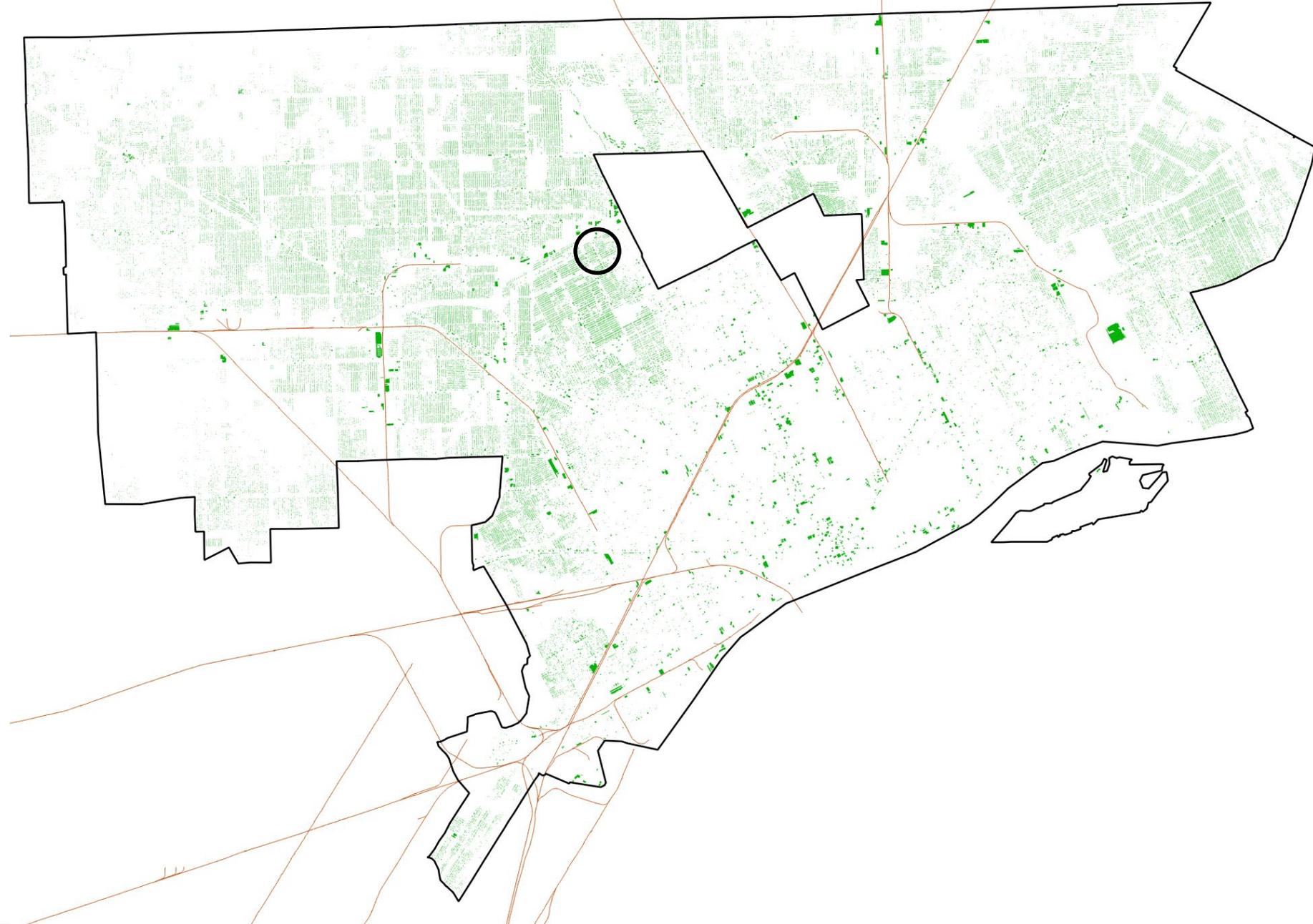


- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Building age

Built 1920-1939

- The following two decades show an explosion in the population and thus built area.
- The majority of the growth was in residential neighborhoods, but significant development occurred in the urban core too.

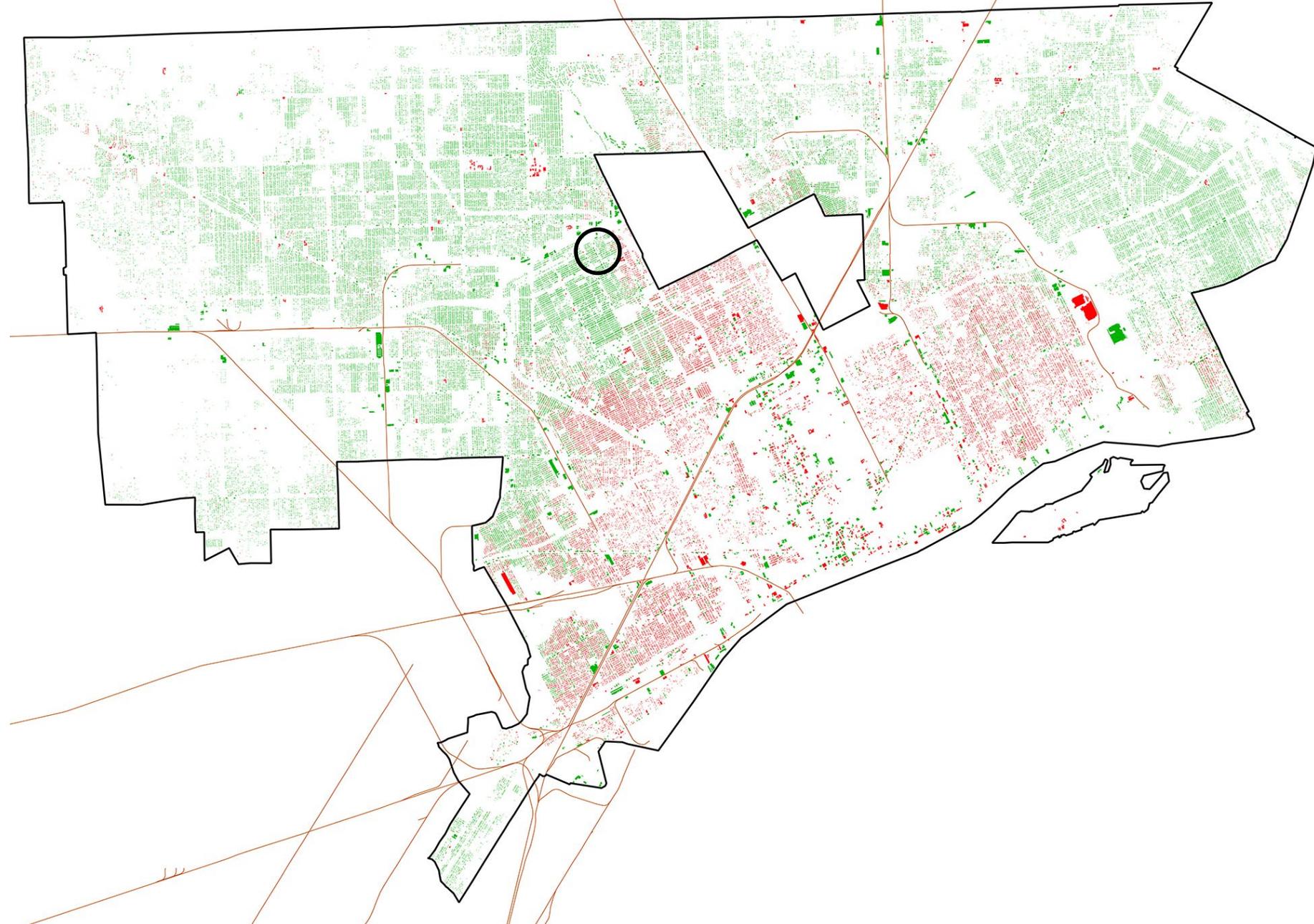


- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Building age

Built 1940

- Detroit passed its first zoning ordinance in 1940.
- All of the buildings shown here pre-date zoning in the city.

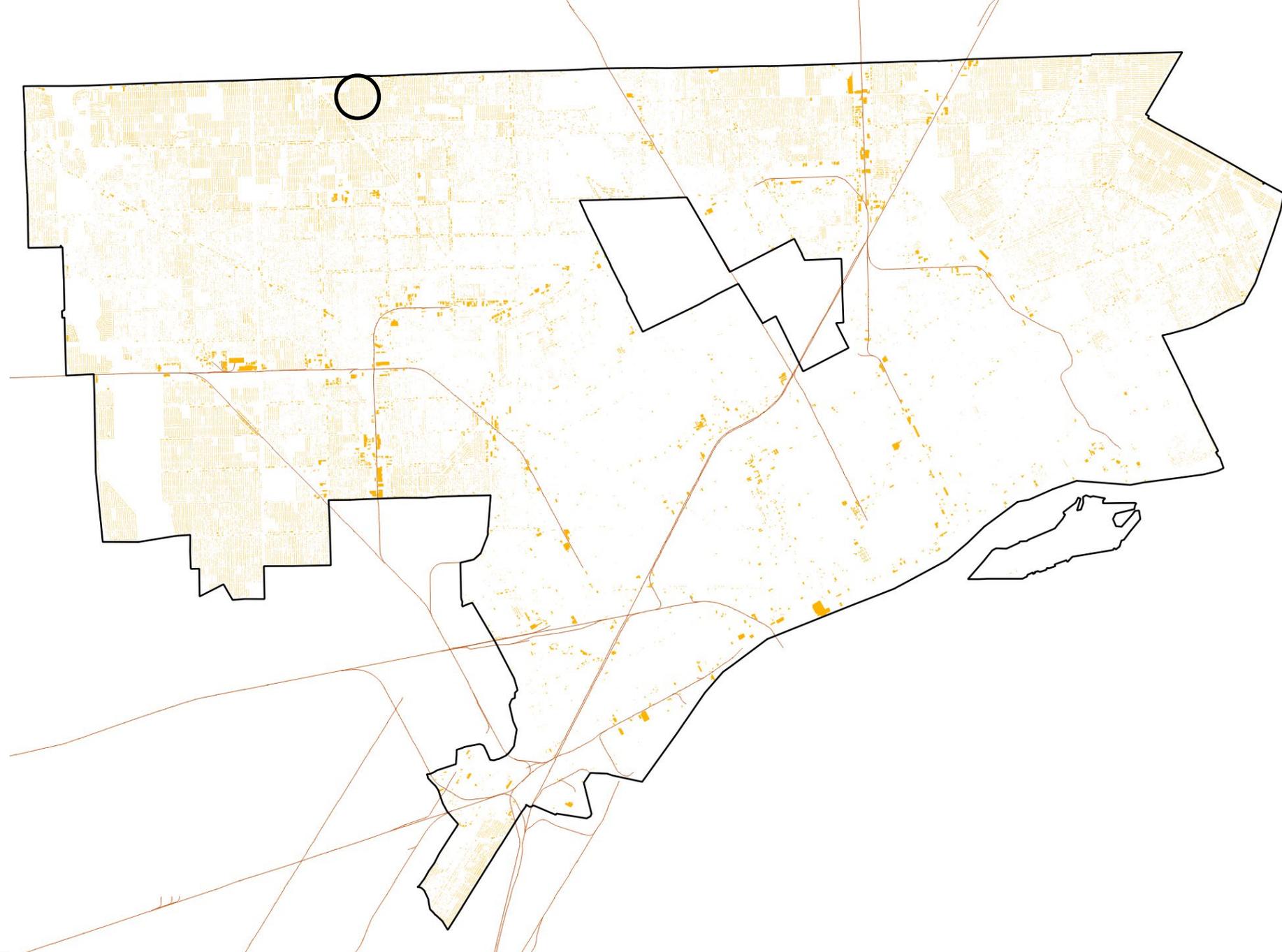


- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Building age

Built 1940-1959

- Post-war housing proliferated towards the outer edges of the city, as Detroit became increasingly suburbanized.

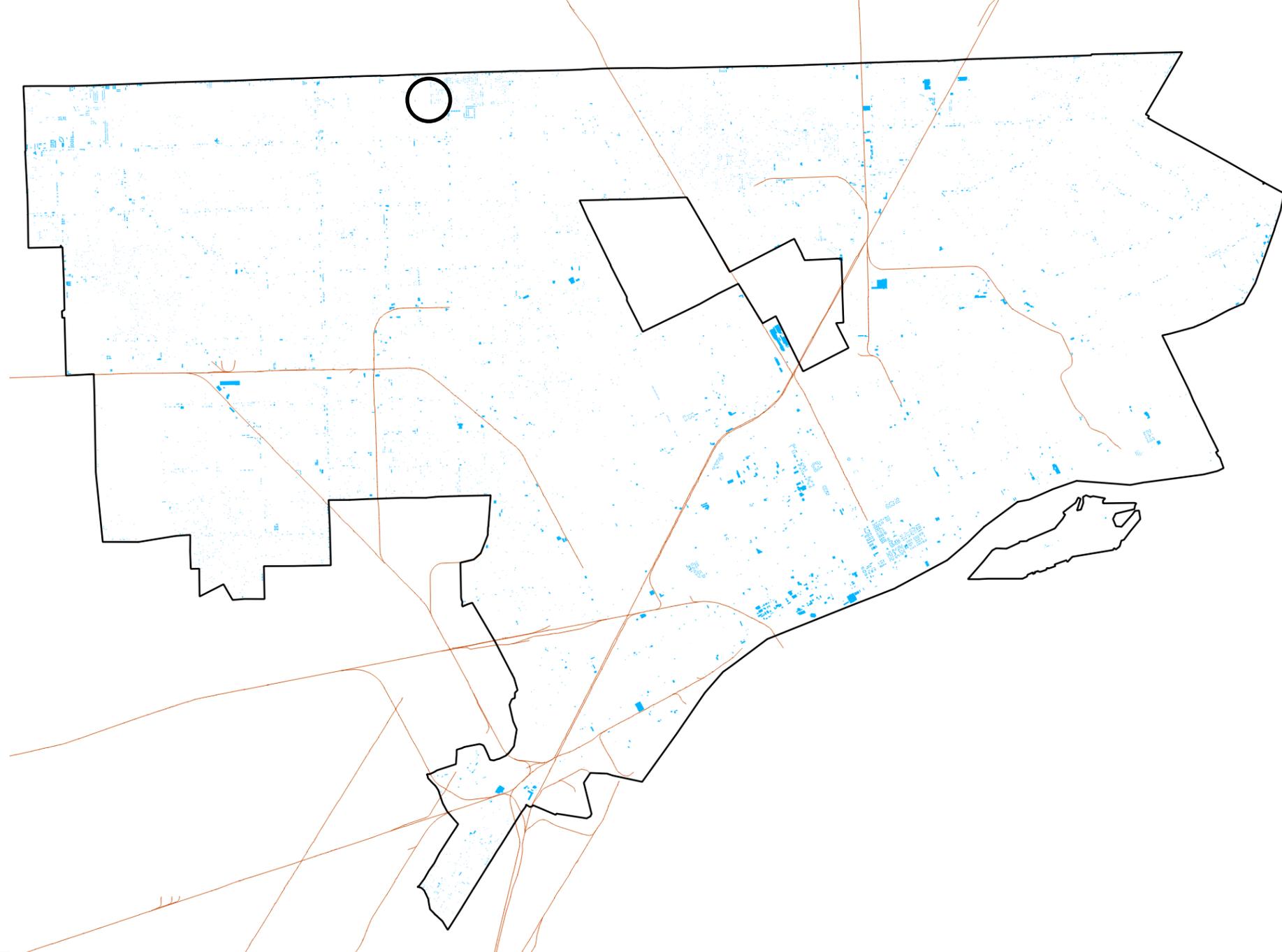


- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Building age

Built 1960-1979

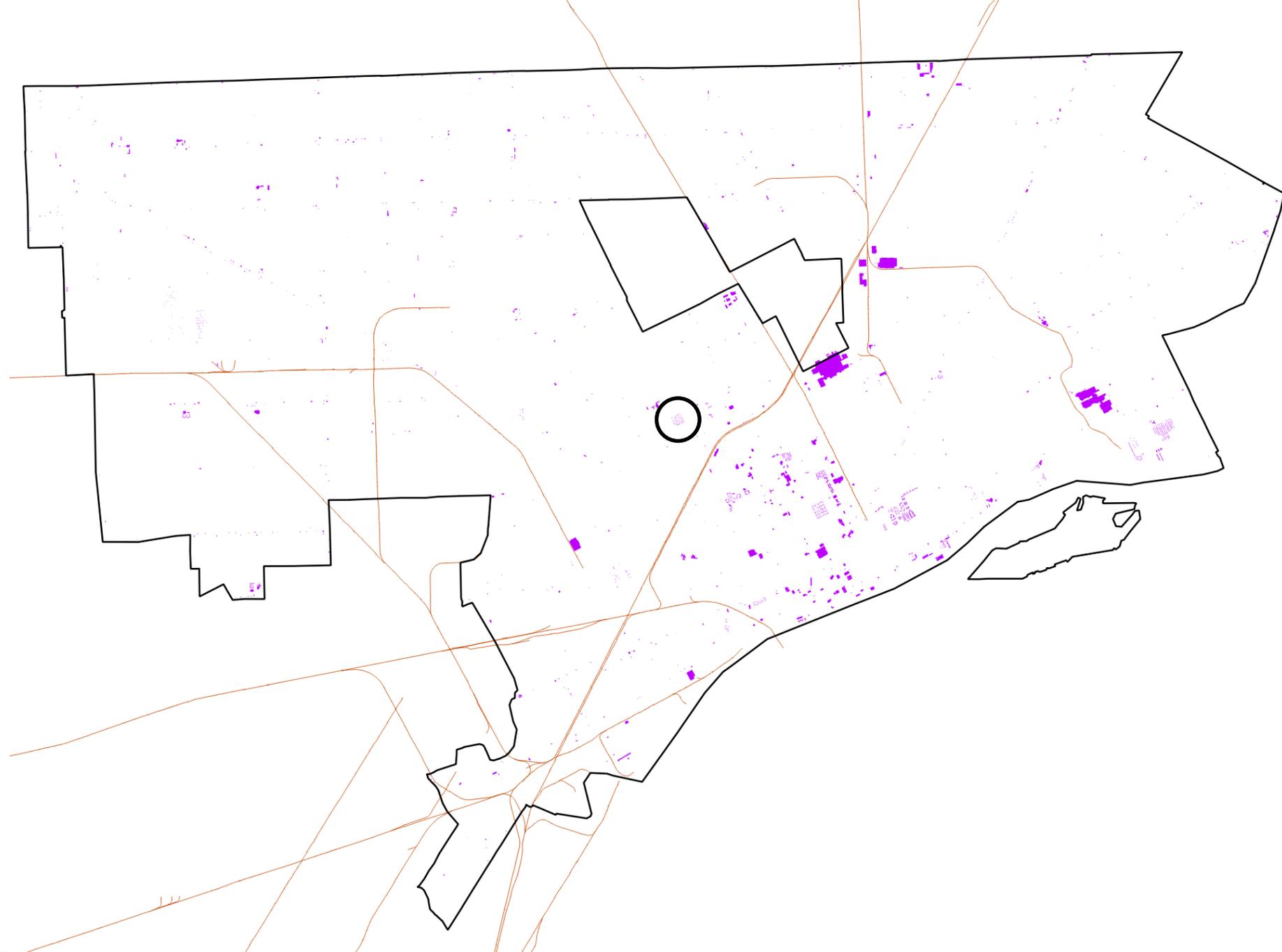
- The amount of new building stock began to dwindle, as the city was built-out and industry began to decline.
- Downtown went through a brief period of renewal with new commercial and residential development.



Building age

Built 1980-1999

- The period represented minimal growth in housing development.
- The majority of new buildings were commercial in nature. Some planned developments were built during this period near the city center.

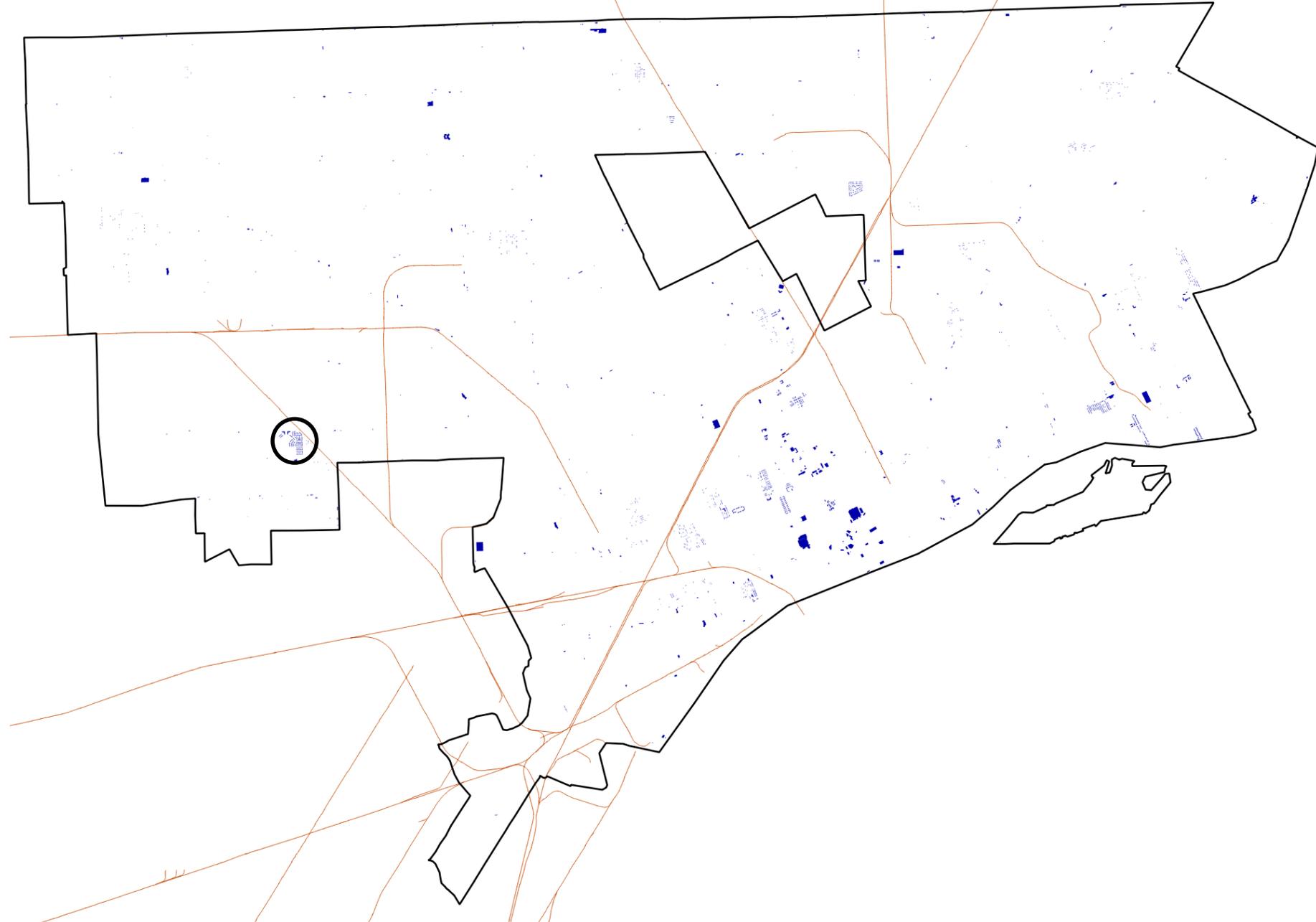


- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Building age

Built 2000-2016

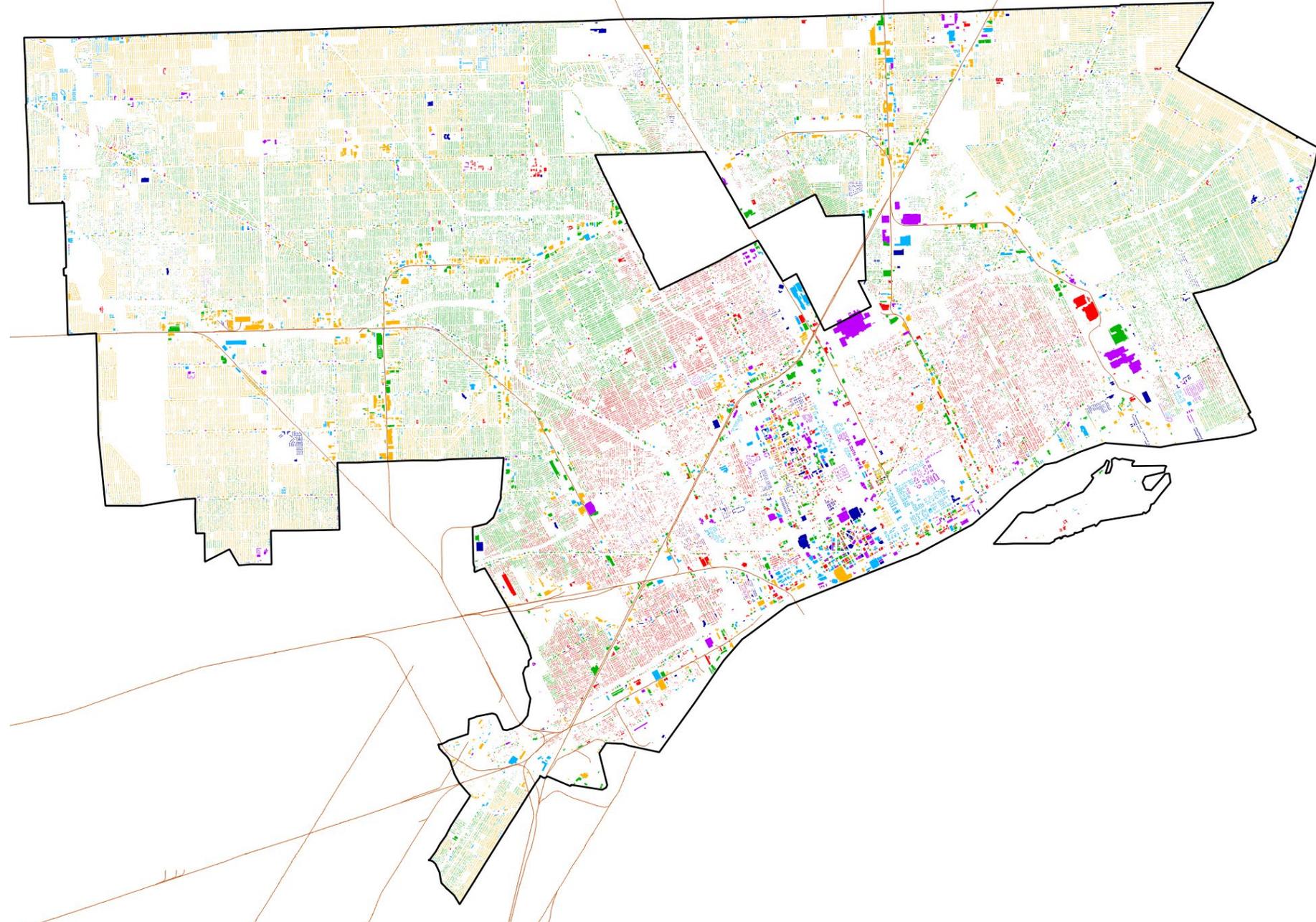
- Similar to the prior two decades, the city saw little growth, and the proliferation of demolitions and vacancy.
- New sports venues were constructed downtown during this period.



- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Building age

Composite



- Before 1920
- 1920 - 1939
- 1940 - 1959
- 1960 - 1979
- 1980 - 1999
- 2000 - 2016
- Rail lines (present)

Use analysis

The use analysis investigated common themes that were brought up early in the process. One of these was how some zoning categories spatially manifest themselves. For example, residential districts that set an FAR range, but don't address issues of height or lot coverage, create neighborhoods where building heights are out of proportion, such as R6.

The site metrics of existing residential buildings versus what is permitted was also examined and revealed inconsistencies with the historic fabric and the current regulations. Aligning the dimensional requirements of the zoning with the type of desired development in neighborhoods should be considered to alleviate additional review process and to accommodate the market.

Mapping the prevalence of neighborhood vacancy and demolitions helped inform the conversation around land-based ventures. Should zoning metrics for residential parcels be reconsidered in neighborhoods that have experienced severe vacancy, allowing for flexibility in uses and dimensional standards?

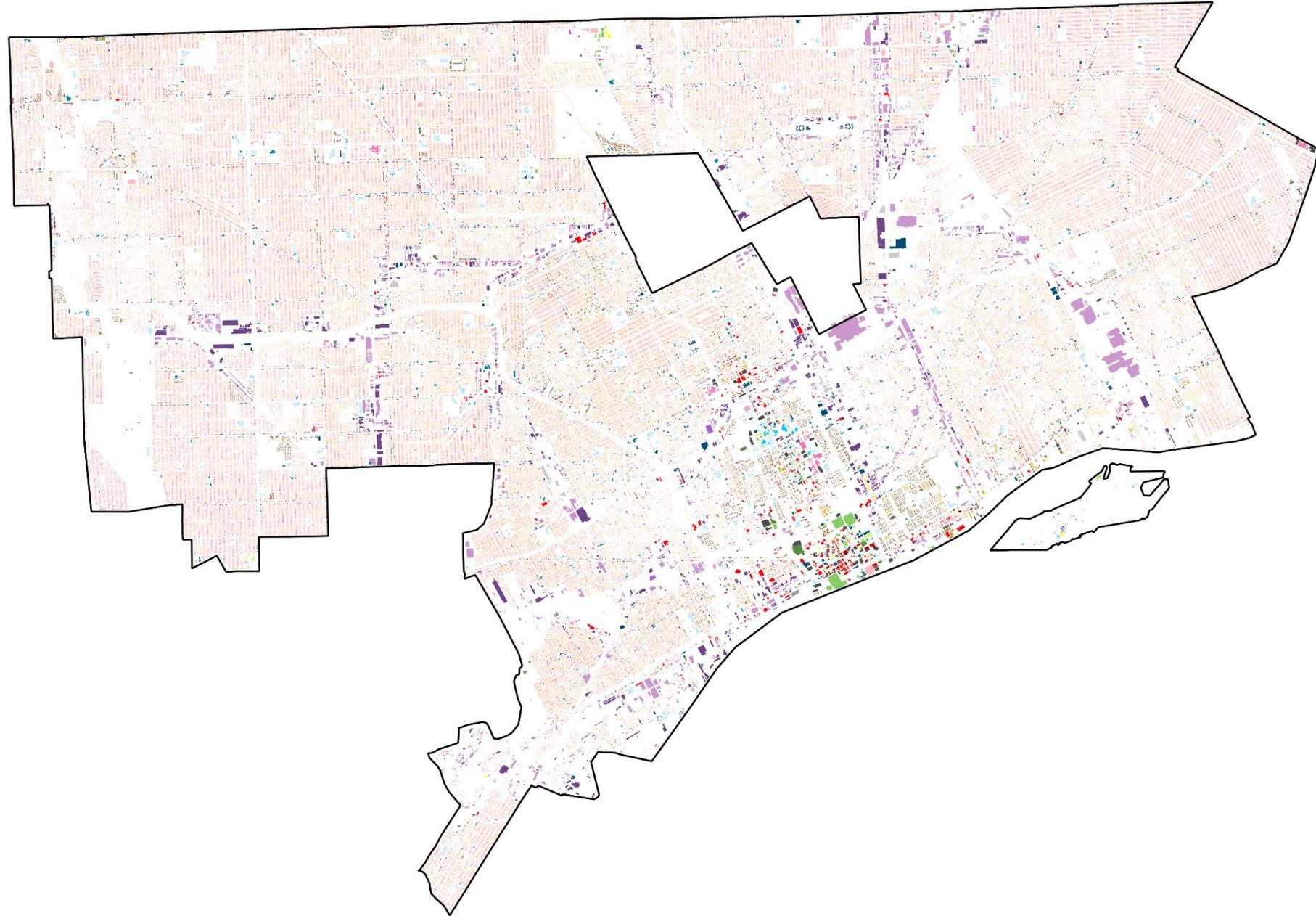
The distribution of commercial uses in the city is low-density in nature and much of such land is vacant or permits undesirable uses. The City should reevaluate permissible uses along these corridors if they choose to maintain the current use pattern.



Hoop houses for urban agriculture in a residential neighborhood.

Building uses

- Educational
- Culture & Museum
- Religious
- Governmental
- Retail Trade
- Automotive Services
- Office
- Financial Services
- Accommodations
- Eating and Drinking
- Manufacturing
- Wholesale Trade
- Storage
- Transportation and Utility
- Delivery Services
- Parking Structure
- Health and Social Service
- Hospital
- Nursing and Resident Care
- Theater and Arena
- Amusement and Recreation
- Agricultural
- Single-family Housing
- Attached Condo
- Multi-family Apartment
- Mobile Home
- Accessory Structure



Residential

- The 6 residential designations increase in by-right density from 0.5 to a maximum of 2.0.
- Due to a wide range of permissible uses on designations R3 and higher, there is little correlation between zoning designation and built form.
- Should permissible uses be more tightly defined for the different residential designations?
- The R4 designation is very similar to R3 or R5 other than its locational specificity – is it necessary?



The buildings in these photos are each built on land designated R6, for high-density residential.

Residential

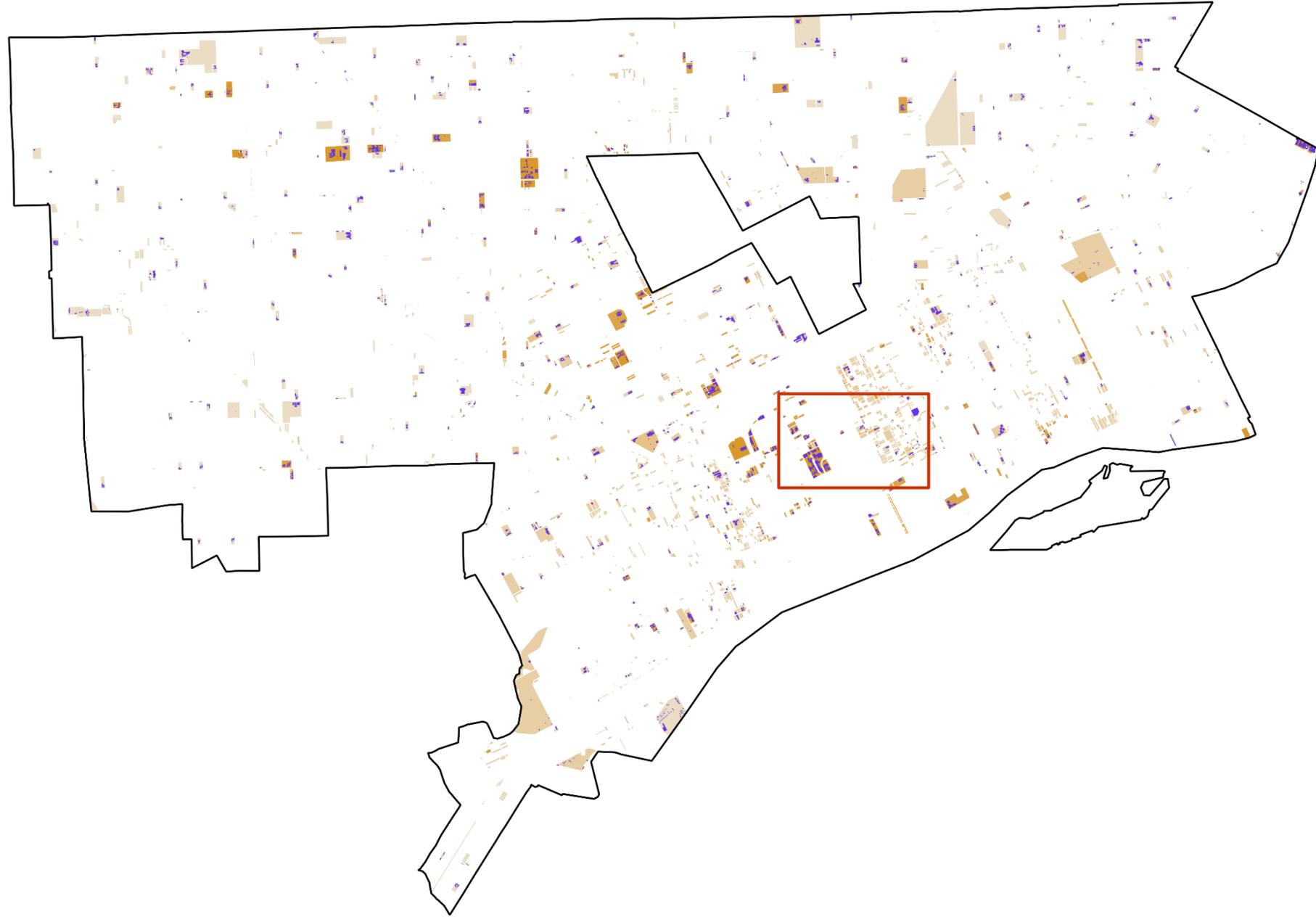
- Setback requirements for single- or two-family dwellings in residential zones are:
 - 20' front setback
 - 30' rear setback
 - 4' min. side setback, 14' combined max.
- Areas of older residential fabric have numerous cases of side setbacks less than the minimum allowed.
- They do typically conform to minimum front and rear setbacks.
- Do the inconsistencies between what is allowed and what exists speak to the need to adjust the current metrics?
- Do the current metrics limit future infill development?



These houses in Woodbridge were built in the 1910s and do not conform to today's minimum side setbacks.

Residential

- Many areas designated for residential uses are either vacant or are used for non-residential purposes.
- Should these areas be rezoned?
- Should permissible uses be more restricted on residential parcels or should they be added in order to allow for compatible uses like corner stores?



■ Non-residential building in a residential zone

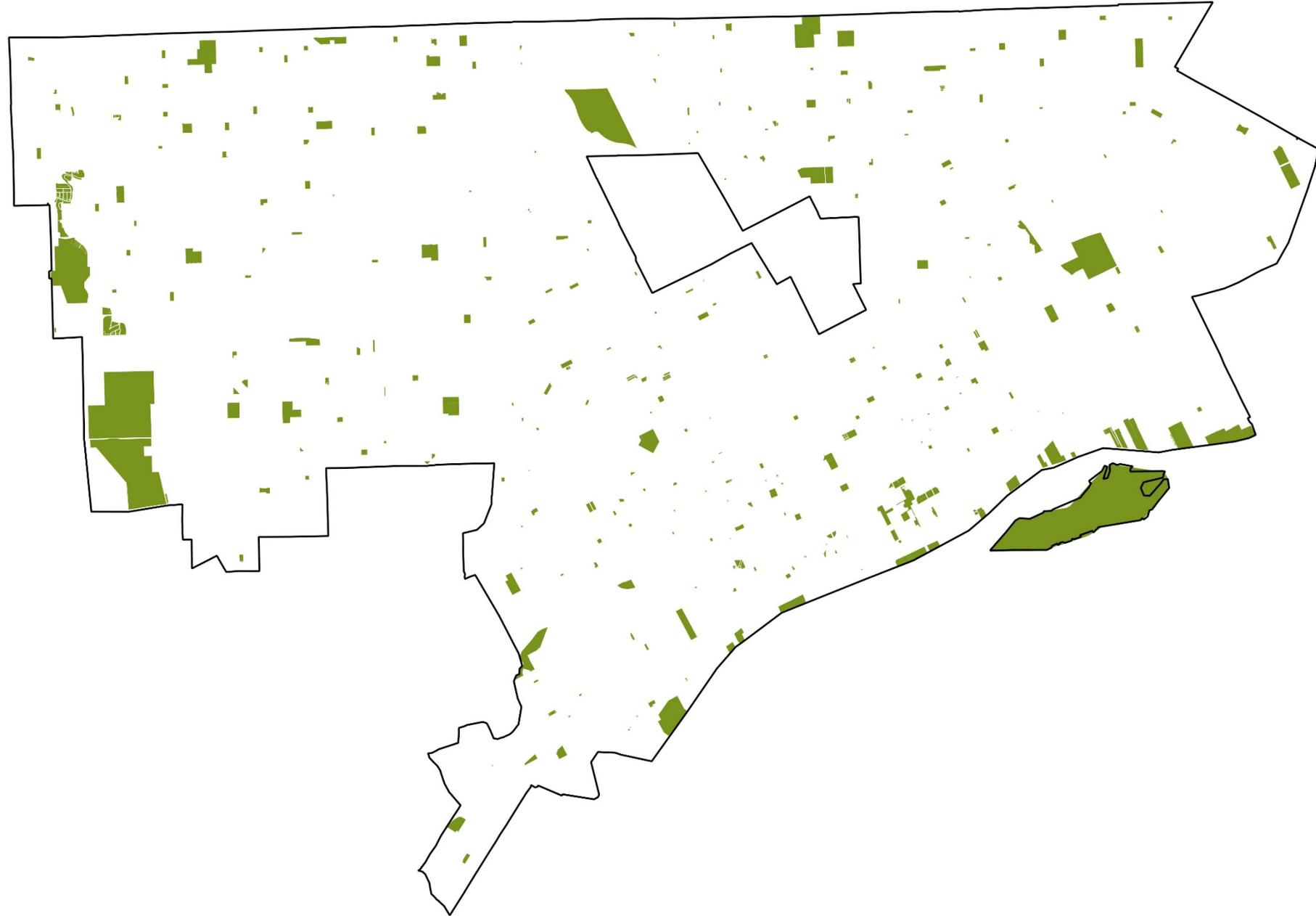
Only parcels without residential SF shown:

- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R4 – Thoroughfare residential
- R5 – Medium-density residential
- R6 – High-density residential

Use analysis

Parks

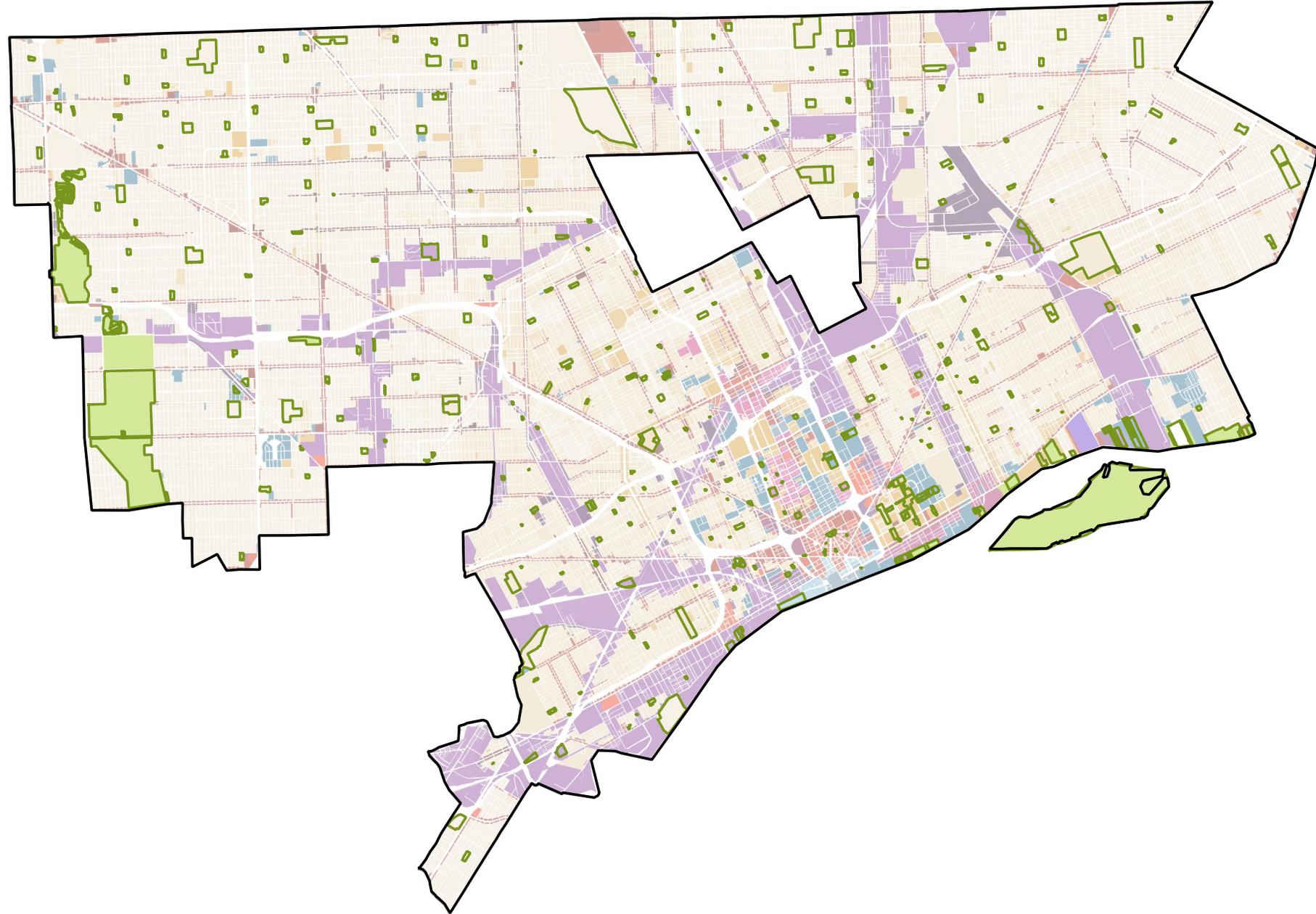
- There are more than 300 parks distributed across Detroit.



■ Park

Parks

- There are more than 300 parks distributed across Detroit.
- Only 11% of these are on parcels that are zoned PR (parks and recreation).
- 52% of parks are on parcels zoned R1 or R2, which conditionally permit parks.

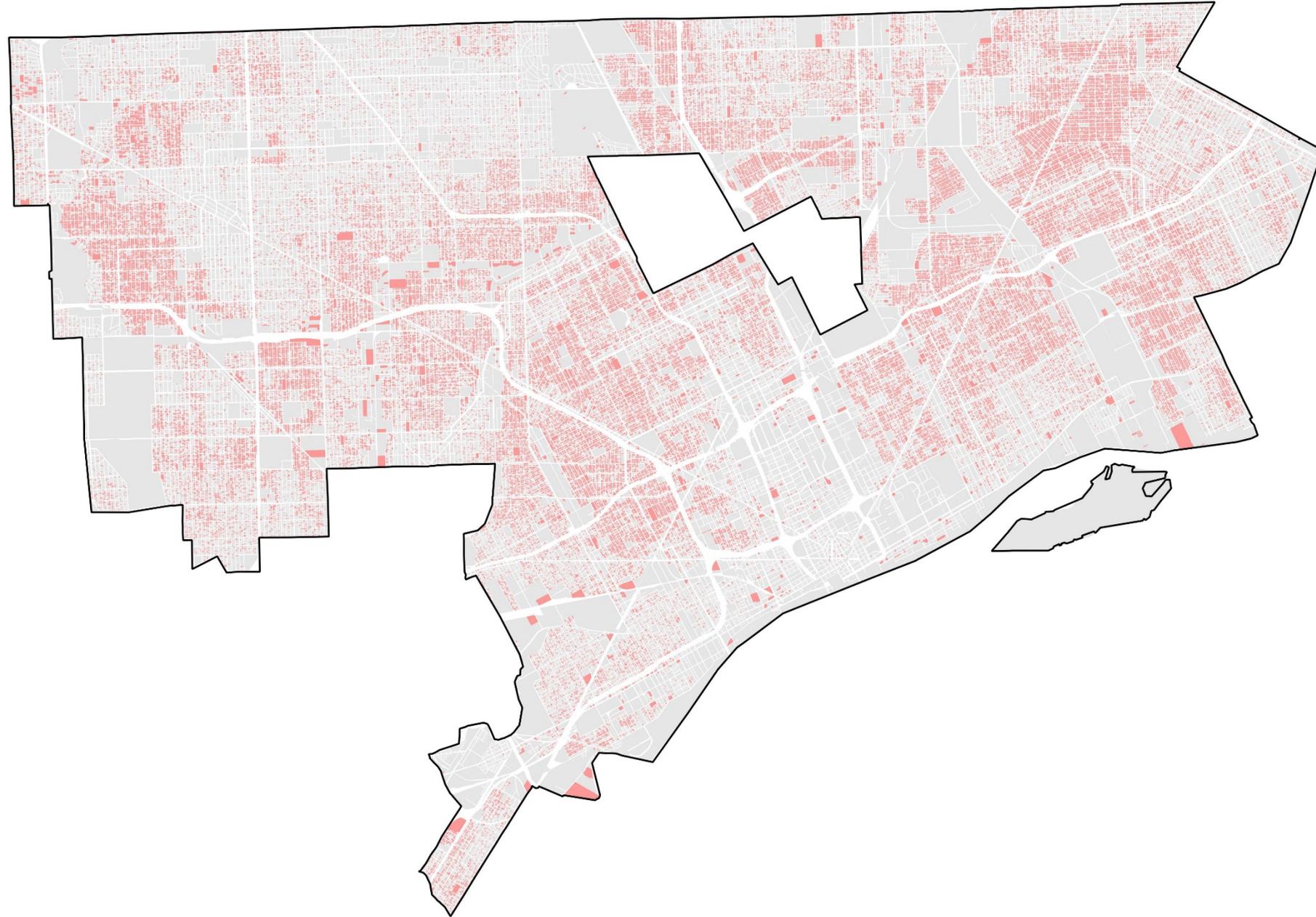


PR zoning district
Park

Use analysis

Vacancy

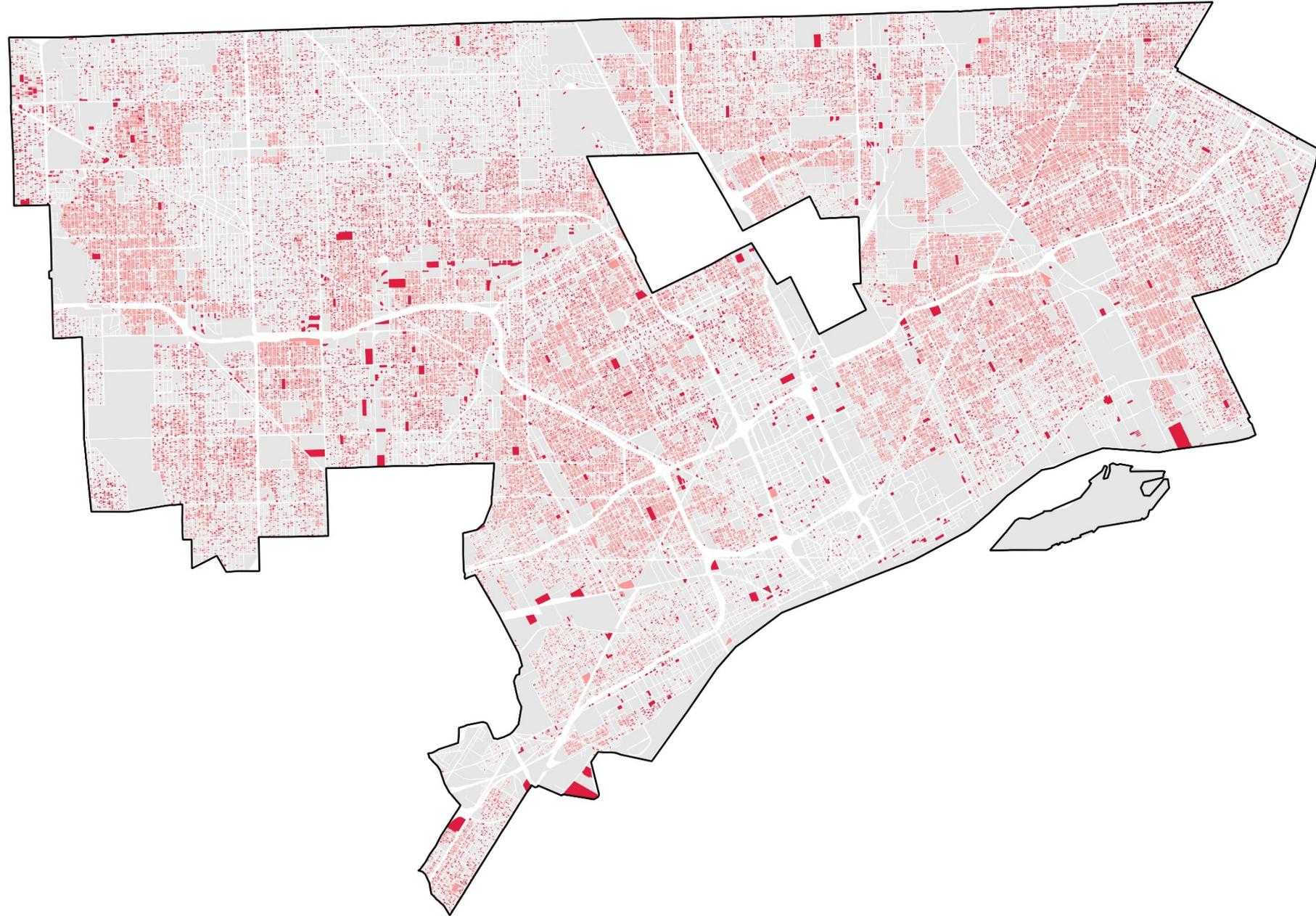
- 38% of parcels in Detroit are vacant.



■ Vacant parcel
■ Occupied parcel

Vacancy

- 38% of parcels in Detroit are vacant.
- 17% of these (or 6% of all parcels) have an unoccupied structure on them.



- Parcel with vacant structure
- Vacant parcel
- Occupied parcel

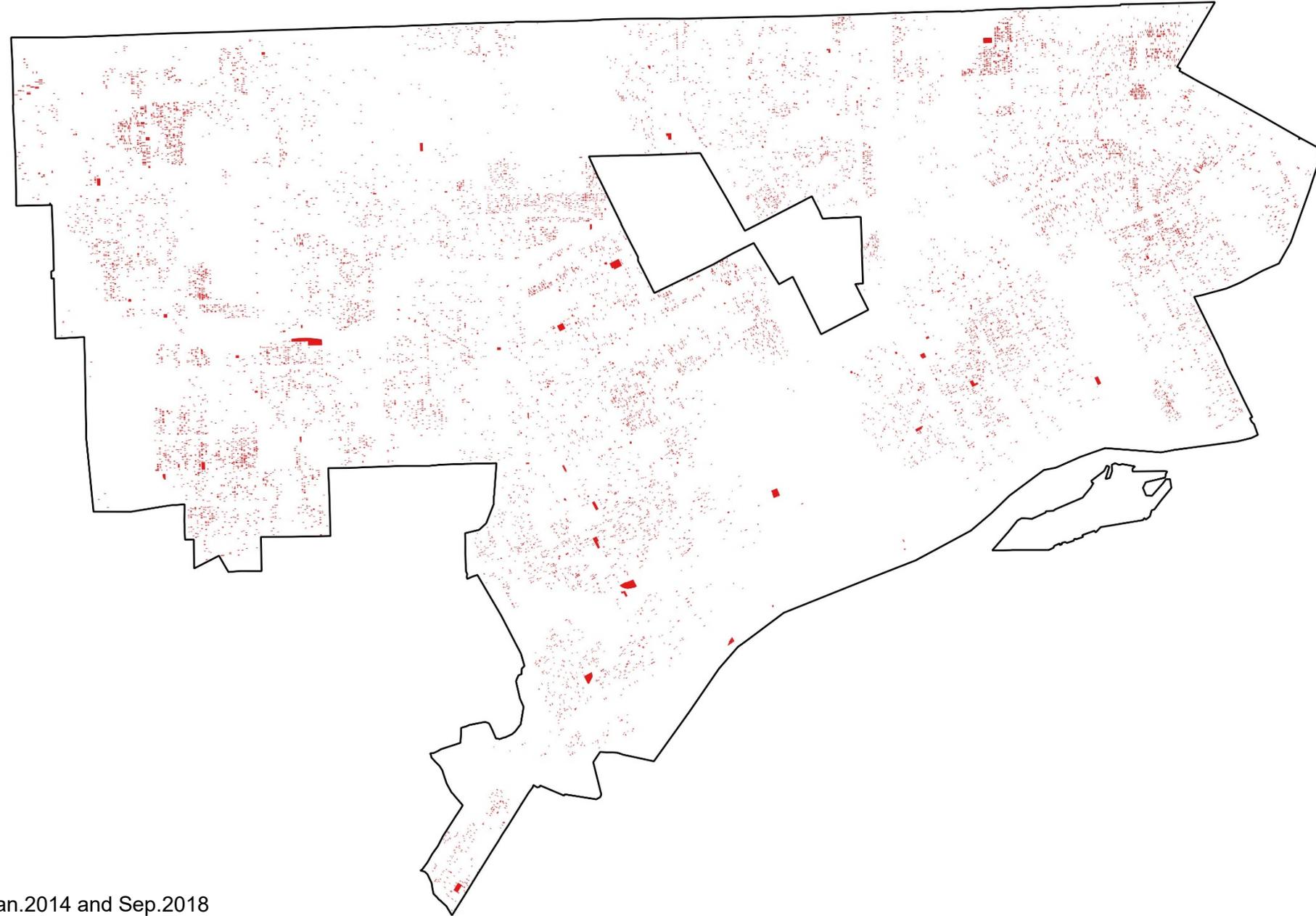


The Packard Plant – Gratiot Town-Kettering

Vacant land

Demolitions

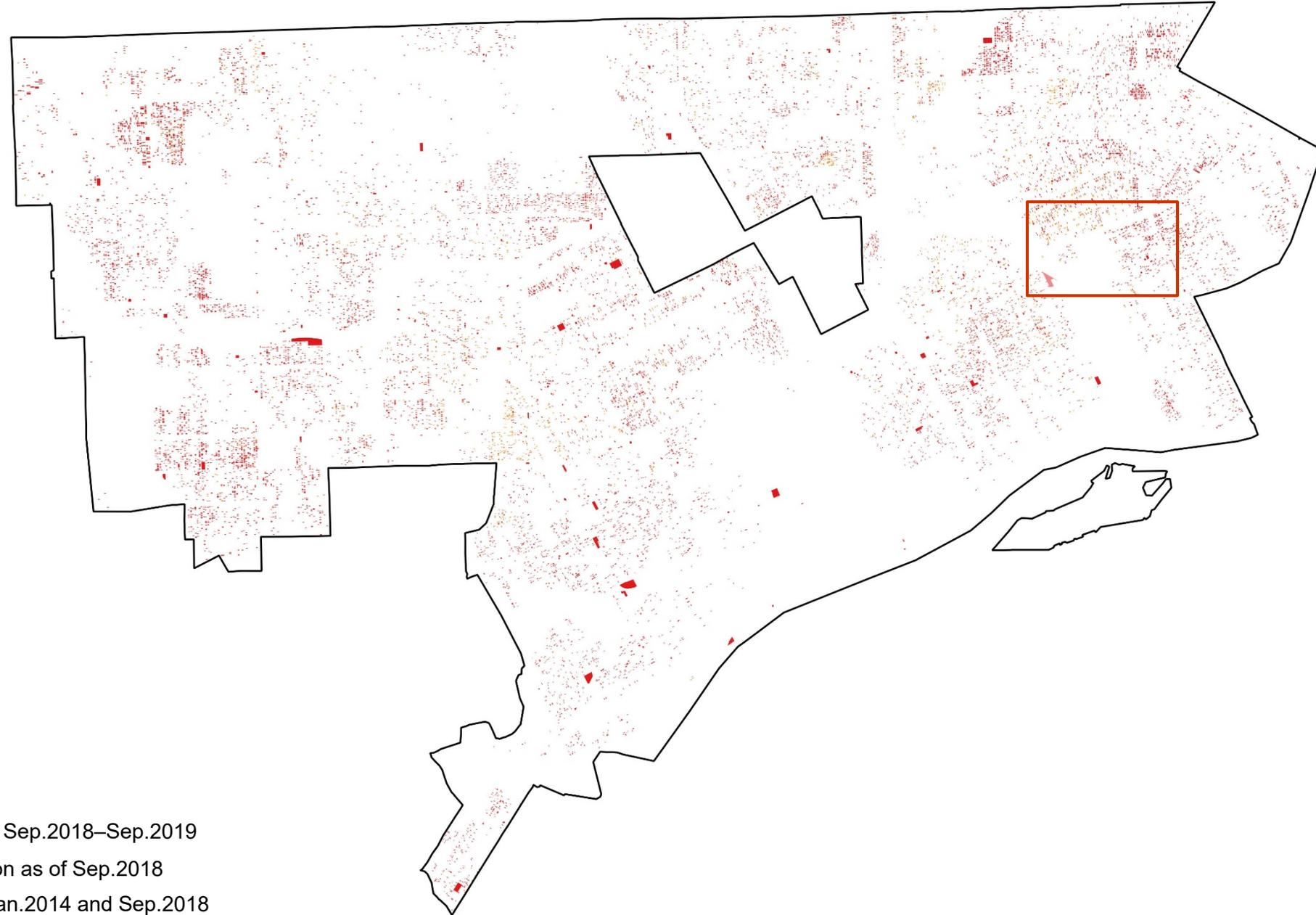
- More than 15,000 buildings were demolished across Detroit between January 2014 and September 2018.



■ Parcels with building(s) demolished between Jan.2014 and Sep.2018

Demolitions

- More than 15,000 buildings were demolished across Detroit between January 2014 and September 2018.
- An additional 1,548 buildings are contracted for demolition as of September 2018.
- Another 3,422 buildings are planned for demolition within the next 12 months, by September 2019.

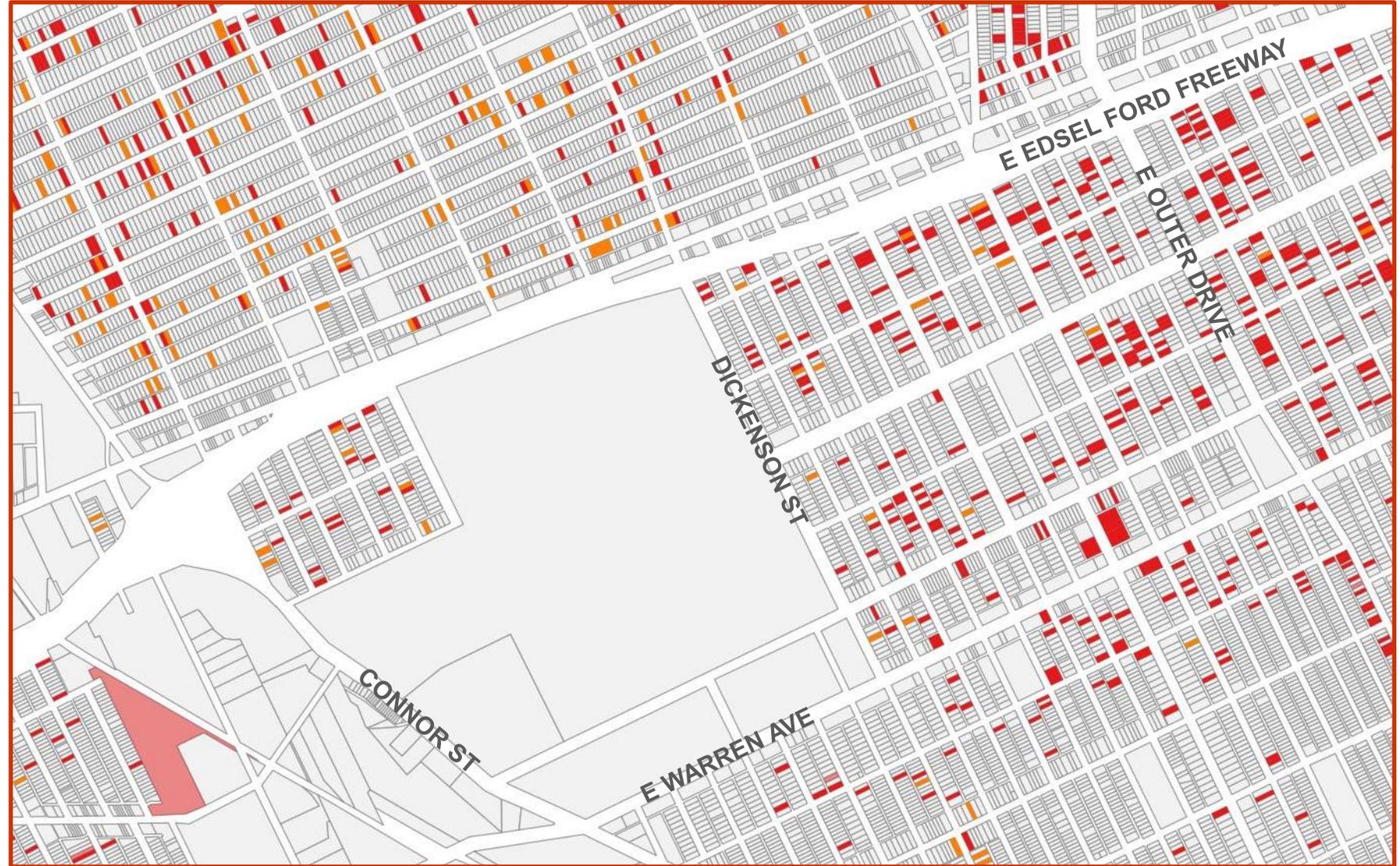


- Parcels with building(s) planned for demolition, Sep.2018–Sep.2019
- Parcels with building(s) contracted for demolition as of Sep.2018
- Parcels with building(s) demolished between Jan.2014 and Sep.2018

Demolitions

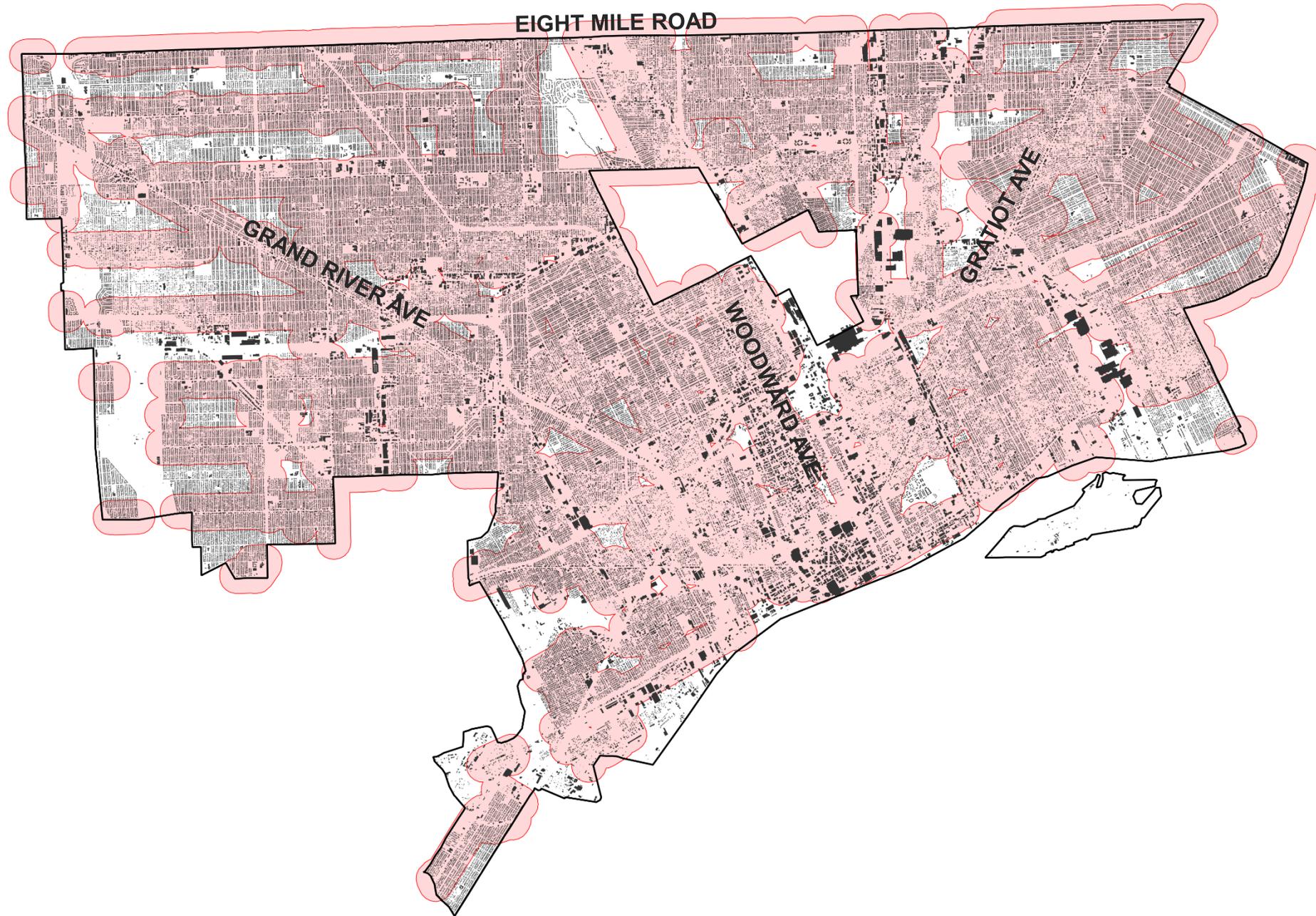
- More than 15,000 buildings were demolished across Detroit between January 2014 and September 2018.
- An additional 1,548 buildings are contracted for demolition as of September 2018.
- Another 3,422 buildings are planned for demolition within the next 12 months, by September 2019.
- These alterations to the neighborhood may suggest permissible uses that are land-based in nature, such as urban farming.

- Parcels with building(s) planned for demolition, Sep.2018–Sep.2019
- Parcels with building(s) contracted for demolition as of Sep.2018
- Parcels with building(s) demolished between Jan.2014 and Sep.2018



Commercial

- Commercial corridors are easily accessible for much of the city, generally within a 5 minute walk.
- However, often the linear nature of the retail and commercial uses means that it is rarely concentrated enough to provide access to daily needs by foot.



5-min. walk to a commercial corridor



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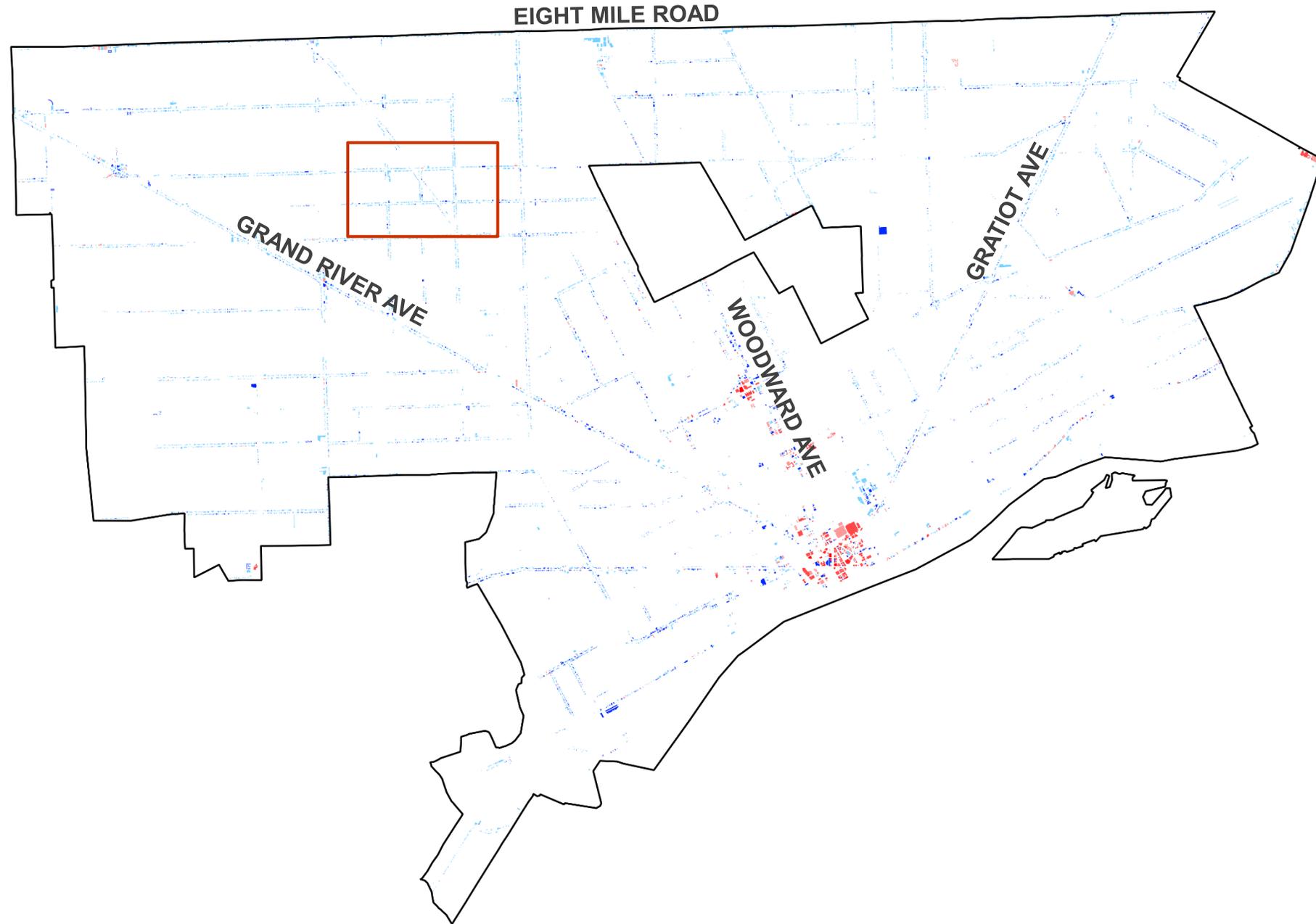
OPEN

Storefronts on Vernor Highway in Springwells Village on the west side

Use analysis

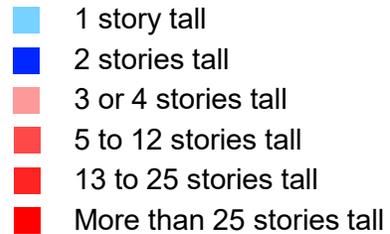
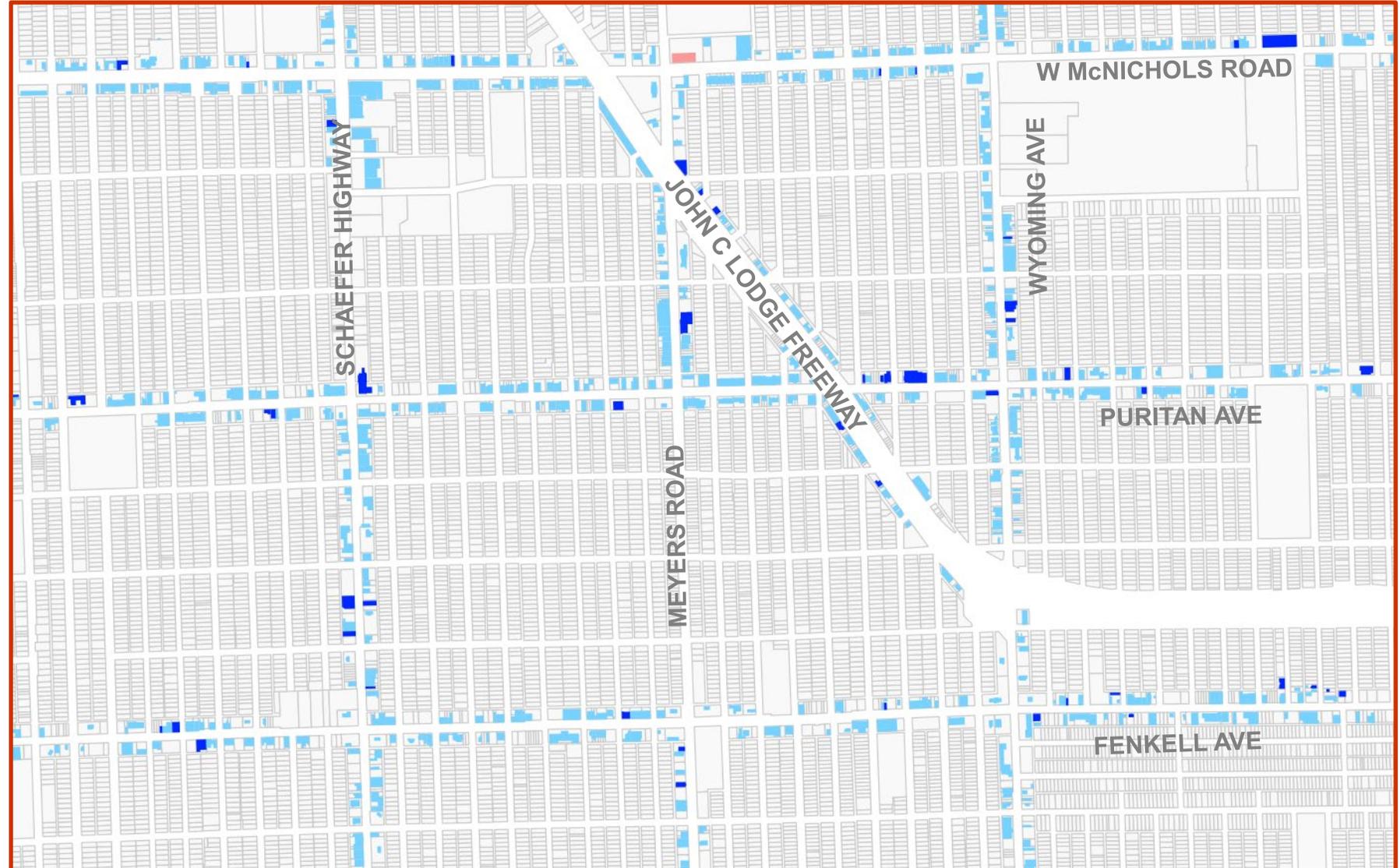
Commercial

- Commercial corridors are easily accessible for much of the city.
- However, they are not densely developed, with the majority of buildings within commercial zones only 1 or 2 stories tall.



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EDNA
WYCK
ASSISTANT

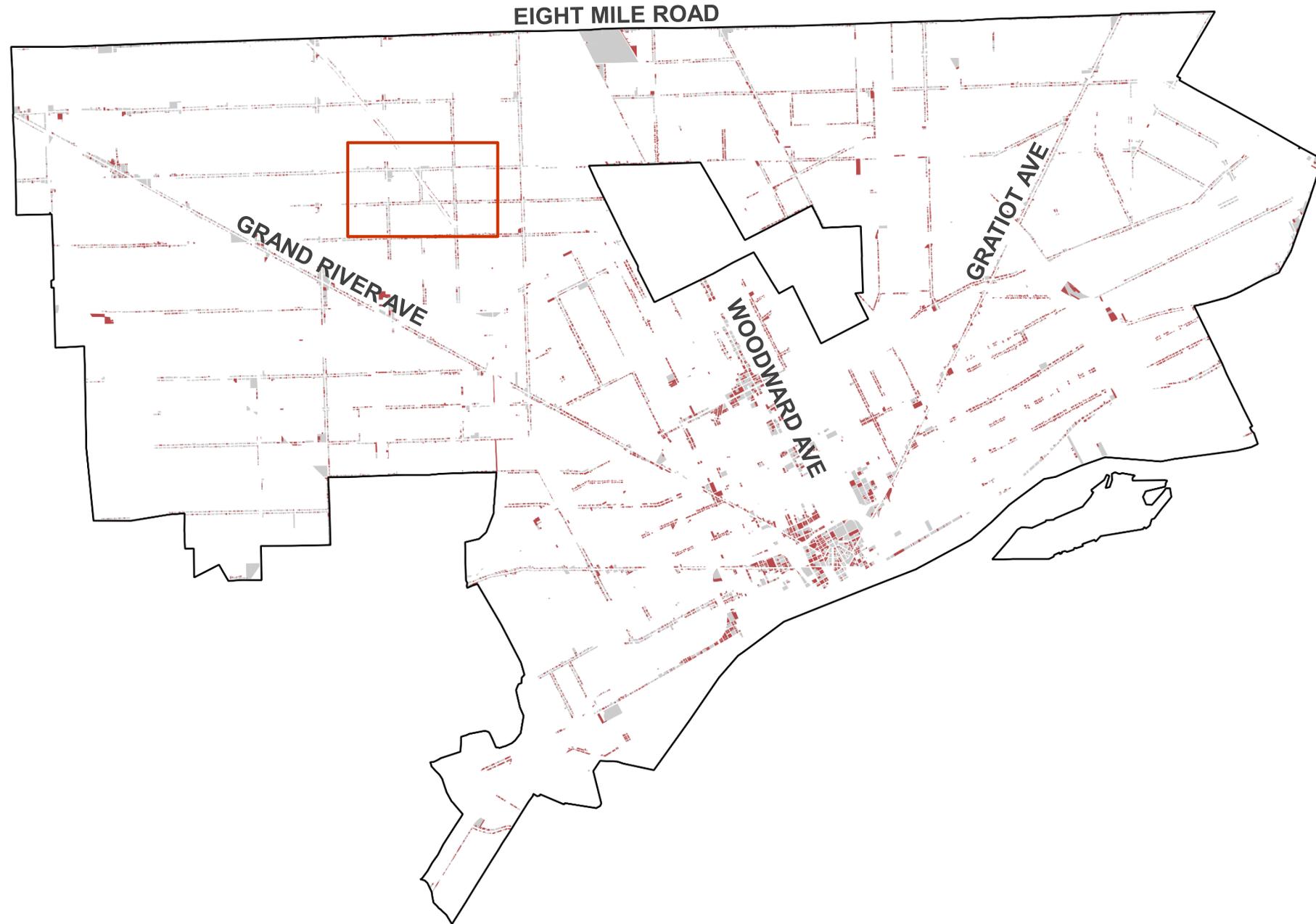
Max-Cuses HAIR AND NAIL SALON
LASH PARLOR
822-3825 OR 3827 14320 HARPER

AVAILABLE
DANIELS REALTY GROUP
Commercial & Industrial Properties
313-312-8004

A low-rise commercial corridor on Harper Ave on the east side

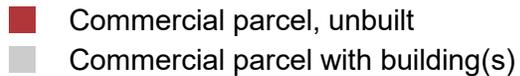
Commercial

- 54% of commercially zoned parcels are unbuilt – either vacant or used for parking.
- Despite what the zoning and land use maps might indicate, retail concentration and accessibility in neighborhoods is much lower in reality.
- Should areas be rezoned to encourage greater commercial density on some corridors and not on others?
- Should commercial activity be encouraged away from these corridors?



Commercial

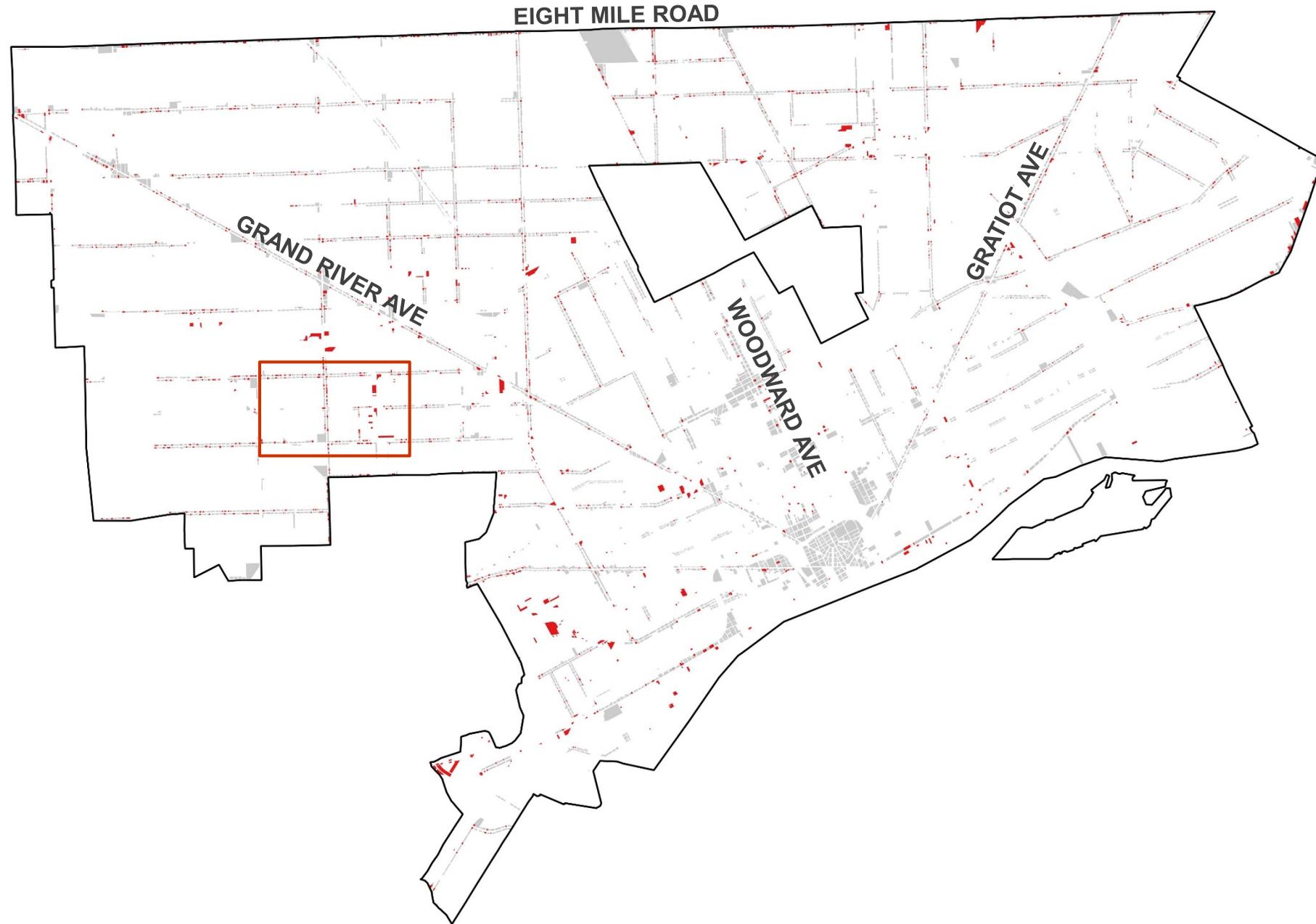
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Commercial

- Auto services buildings (gas stations, dealerships, repair shops, and car washes) are on 8% of commercial parcels.
- Many of these uses are unsightly, inhospitable, and cause environmental contamination and noise pollution.
- Maintenance and repair shops are only permitted conditionally in most commercial districts; greater care should be taken to limit such intensive uses in more heavily residential areas.
- Auto services are also overly frequent on commercial corridors—can this be better regulated?

- Parcel with an auto services building
- Commercially zoned parcel



Commercial

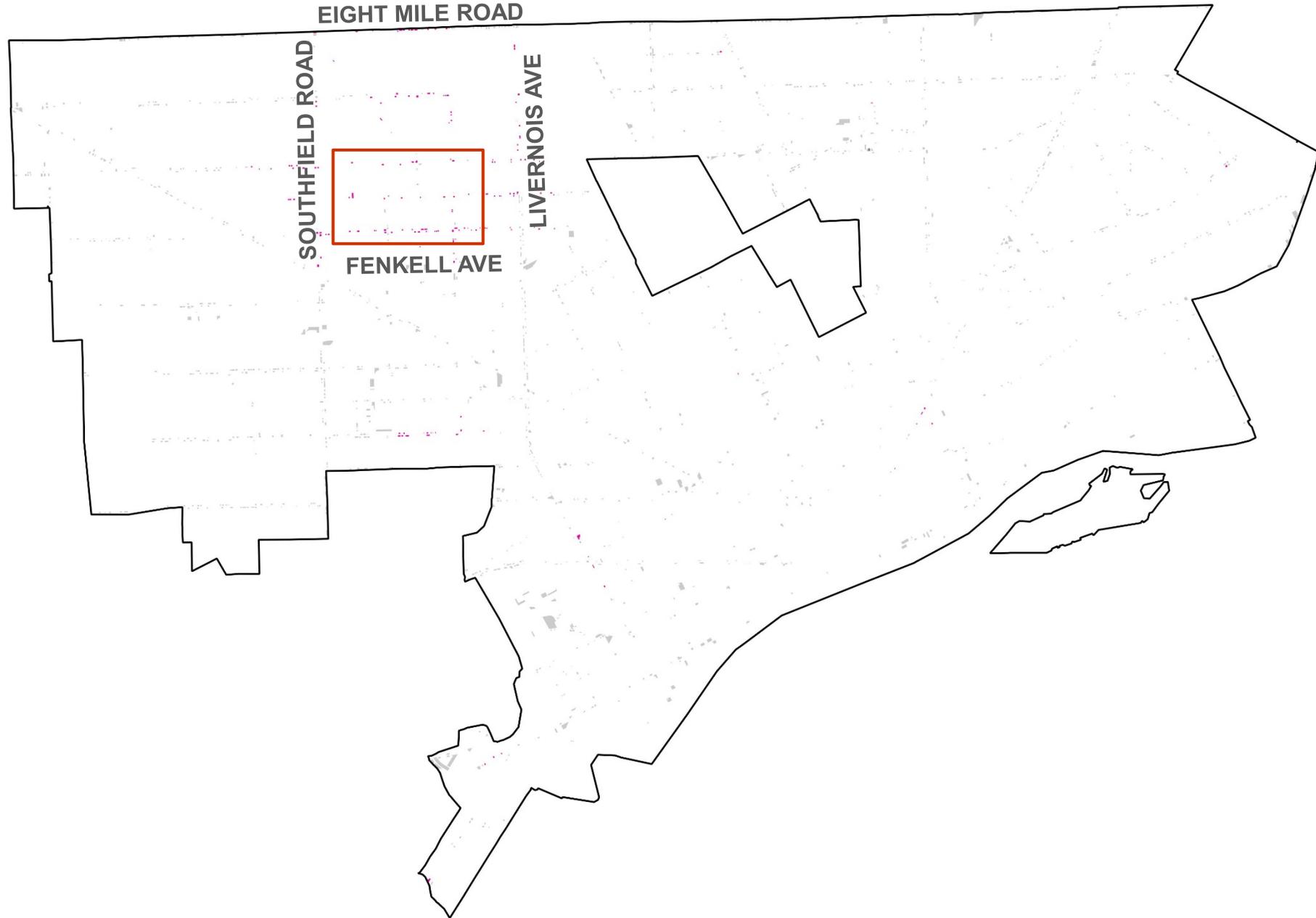
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Commercial

- Of parcels with auto services buildings on them, nearly 10% are within B2 districts, where they are currently permitted neither by right nor conditionally.
- These instances are mostly concentrated between Livernois Ave and Southfield Road (M39), north of Fenkell Ave to Eight Mile Road.



- Auto services parcel within a B2 district
- Other parcel with an auto services building

Commercial

- Of parcels with auto services buildings on them, nearly 10% are within B2 districts, where they are currently permitted neither by right nor conditionally.
- These instances are mostly concentrated between Livernois Ave and Southfield Highway, north of Fenkell Ave to Eight Mile Road.



- Auto services parcel within a B2 district
- Other commercial parcel with auto services

Potential study areas

While there is a consistency in Detroit's overall form—large commercial corridors with single-family residential neighborhoods between them—there are a number of occasions in which a unique confluence of uses and physical patterns occur.

We investigated a number of these conditions where street networks come together in odd orientations or where uses change abruptly. These points of conflict are areas where the compatibility of different zoning designations, and their use and form requirements, can be evaluated. It is also at such points that recommendations for making adjustments to the current regulations and dimensional requirements are best illustrated.

Many of the typical relationships between commercial corridors and in-board residential neighborhoods also show a parcel pattern that does not lend itself to the requisite areas needed for contemporary commercial or higher-density residential development. Specifically, commercial parcels on these corridors are too shallow, which can lead to commercial encroachment into residential areas. This calls for a rethinking of the dimensional requirements of some zoning categories.



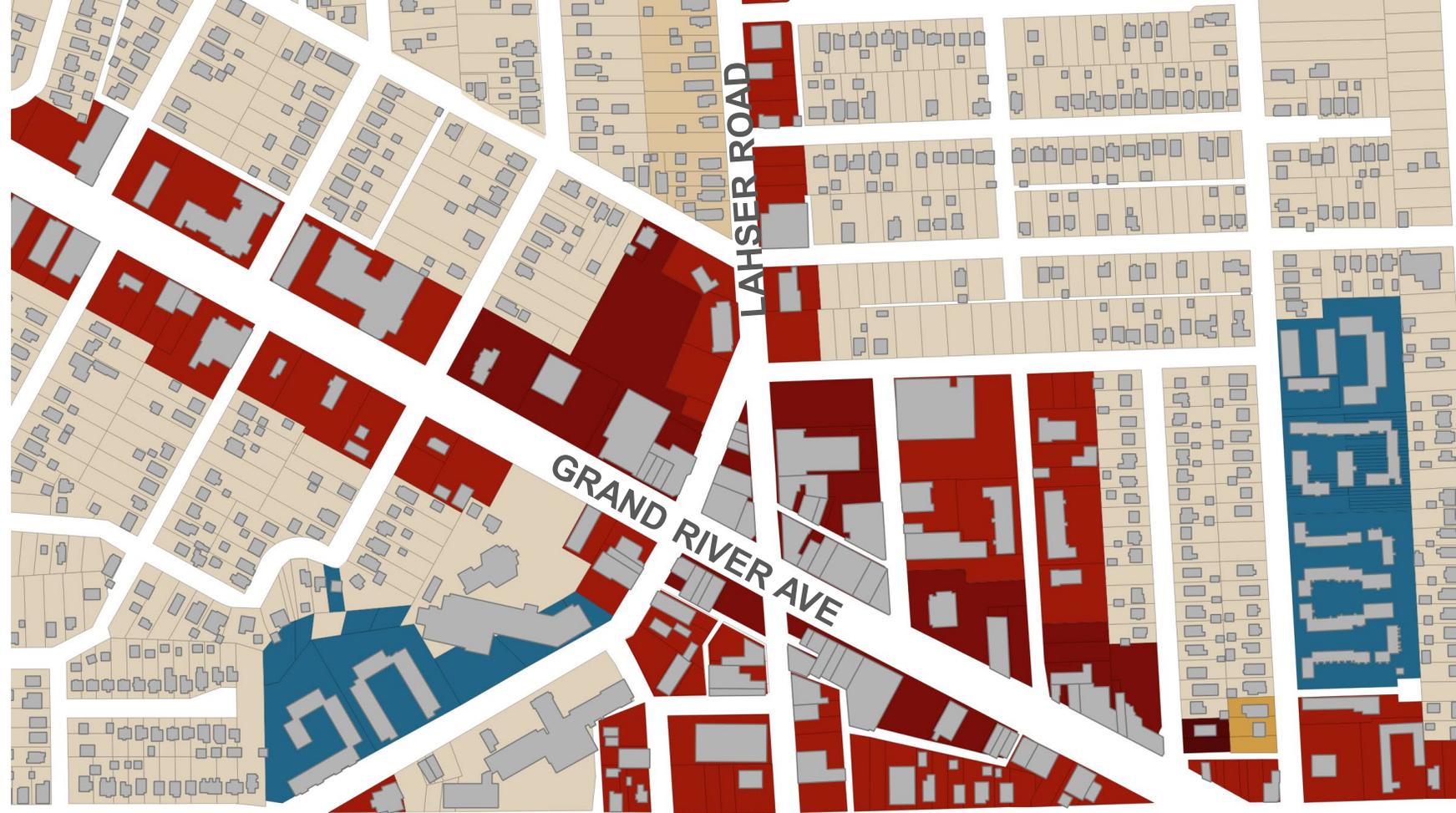
Sister Pie on the edge of West Village

Study area

Council district 1

Conditions to study:

- Meeting of residential and commercial zones, either by adjacency or across a street
- Meeting of various street grid alignments
- Instances of PD districts
- Example of a radial citywide artery condition (Grand River Ave)
- Example of a citywide E-W artery (W McNichols / 6-mile Road)
- Designated “Town Center” under Future Land Use Plan



- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R5 – Medium-density residential
- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
- PD – Planned development



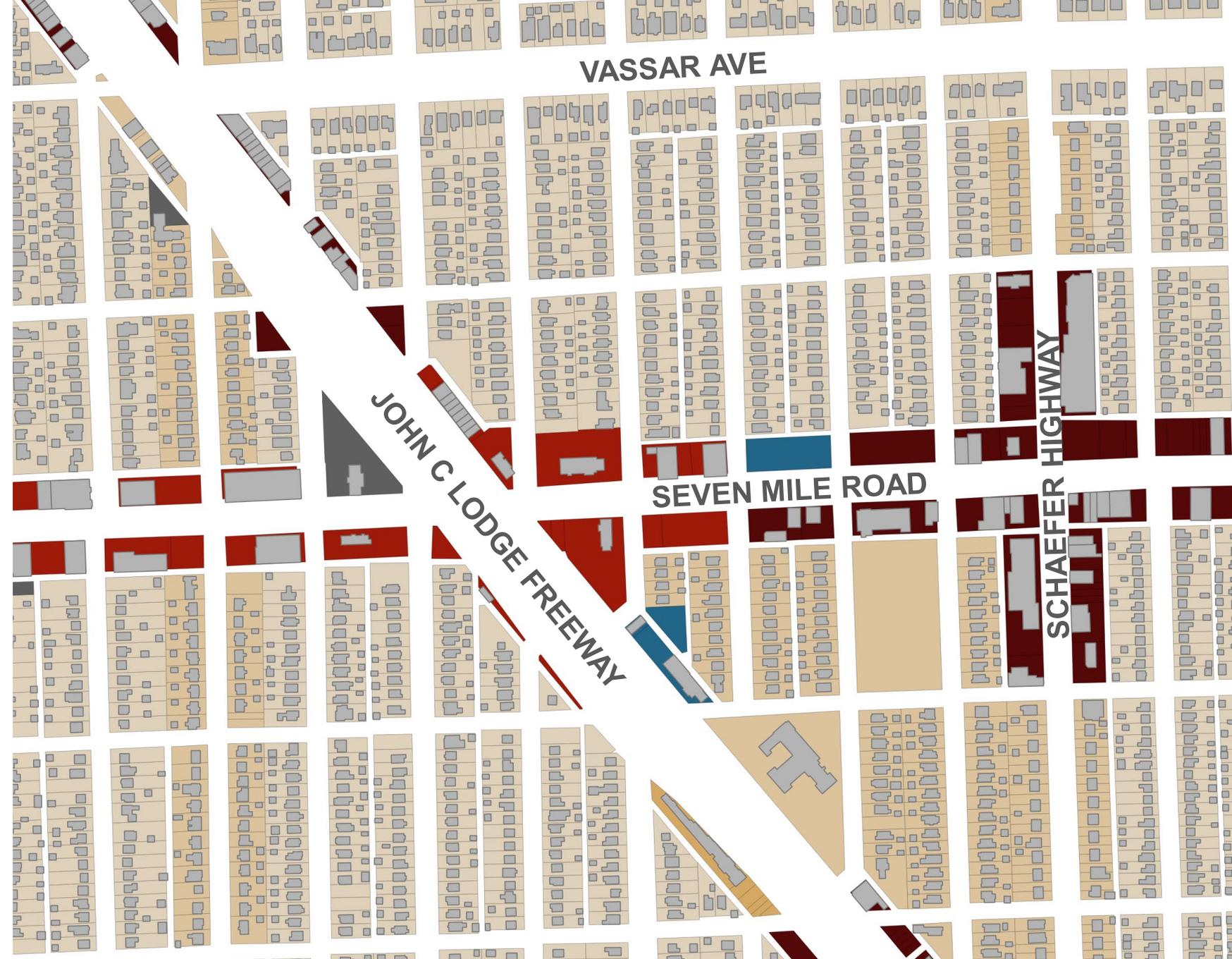
Study area

Council district 2

Conditions to study:

- Meeting of residential and commercial districts
- Meeting of local business and general business districts
- Instances of P1 districts
- Highway edge condition (John C. Lodge Freeway)

- R1 – Single-family residential
- R2 – Two-family residential
- R4 – Thoroughfare residential
- B2 – Local business and residential
- B4 – General business
- PD – Planned development
- P1 – Open parking

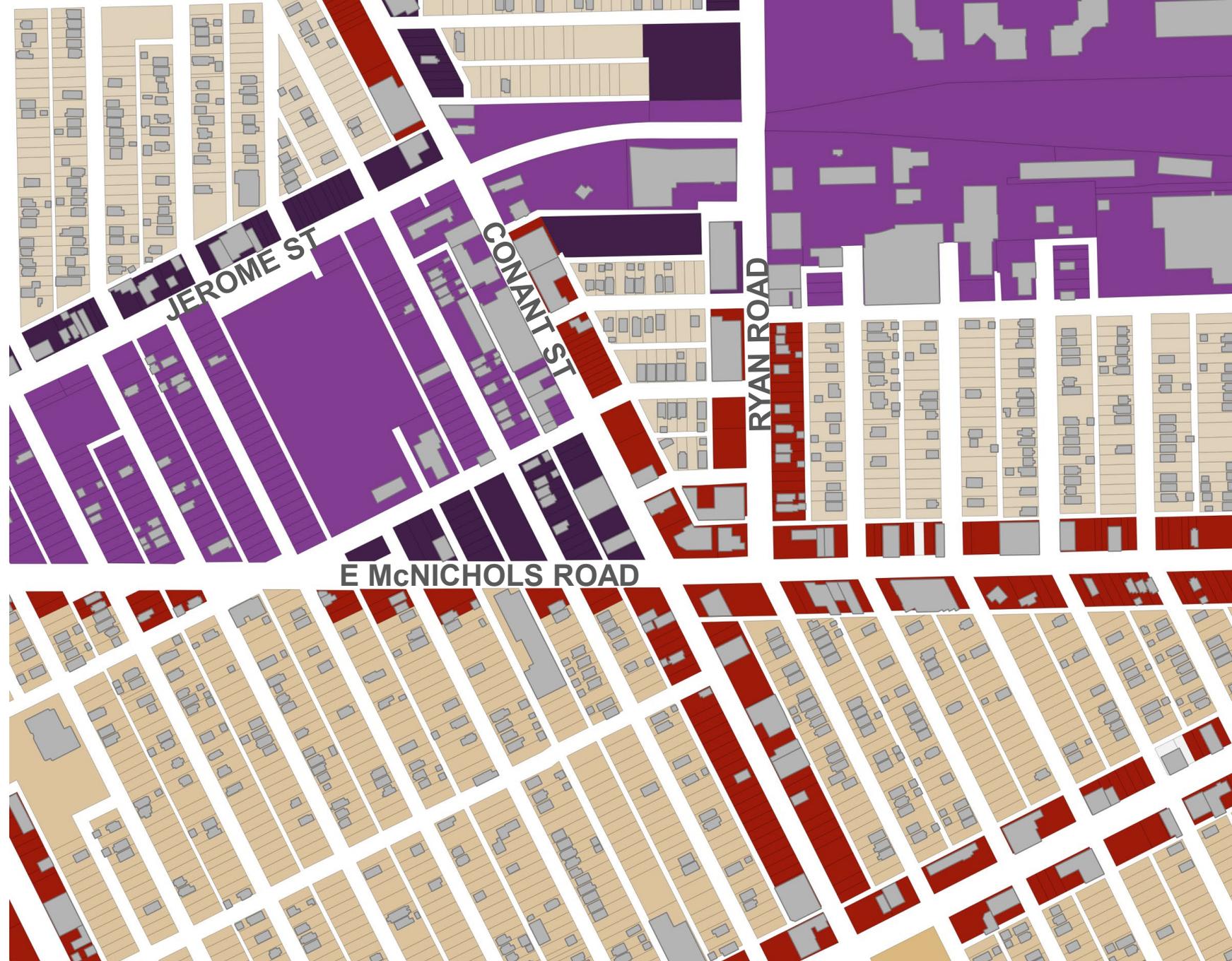


Study area

Council district 3

Conditions to study:

- Transition from intensive industrial to residential and commercial districts
- Meeting of different street grids
- Comparison between single-family (R1) and two-family (R2) residential districts
- Example of an E-W citywide artery (McNichols / 6 Mile Road)



- R1 – Single-family residential
- R2 – Two-family residential
- B4 – General business
- M2 – Restricted industrial
- M3 – General industrial
- M4 – Intensive industrial

Study area

Council district 4

Conditions to study:

- Meeting of residential and commercial districts
- Meeting of different street grids
- Highway edge condition (E Edsel Ford Freeway)
- Outer Drive green boulevard condition

- R1 – Single-family residential
- R2 – Two-family residential
- R4 – Thoroughfare residential
- B1 – Restricted business
- B4 – General business
- P1 – Open parking



Study area

Council district 5

Conditions to study:

- Transition between industrial and residential districts
- Transition between high- and low-density residential districts
- Instances of special riverfront and PD districts

- R2 – Two-family residential
- R5 – Medium-density residential
- B4 – General business
- M2 – Restricted industrial
- M3 – General industrial
- M4 – Intensive industrial
- PD – Planned development
- PR – Parks and recreation
- SD4 – Special development, riverfront



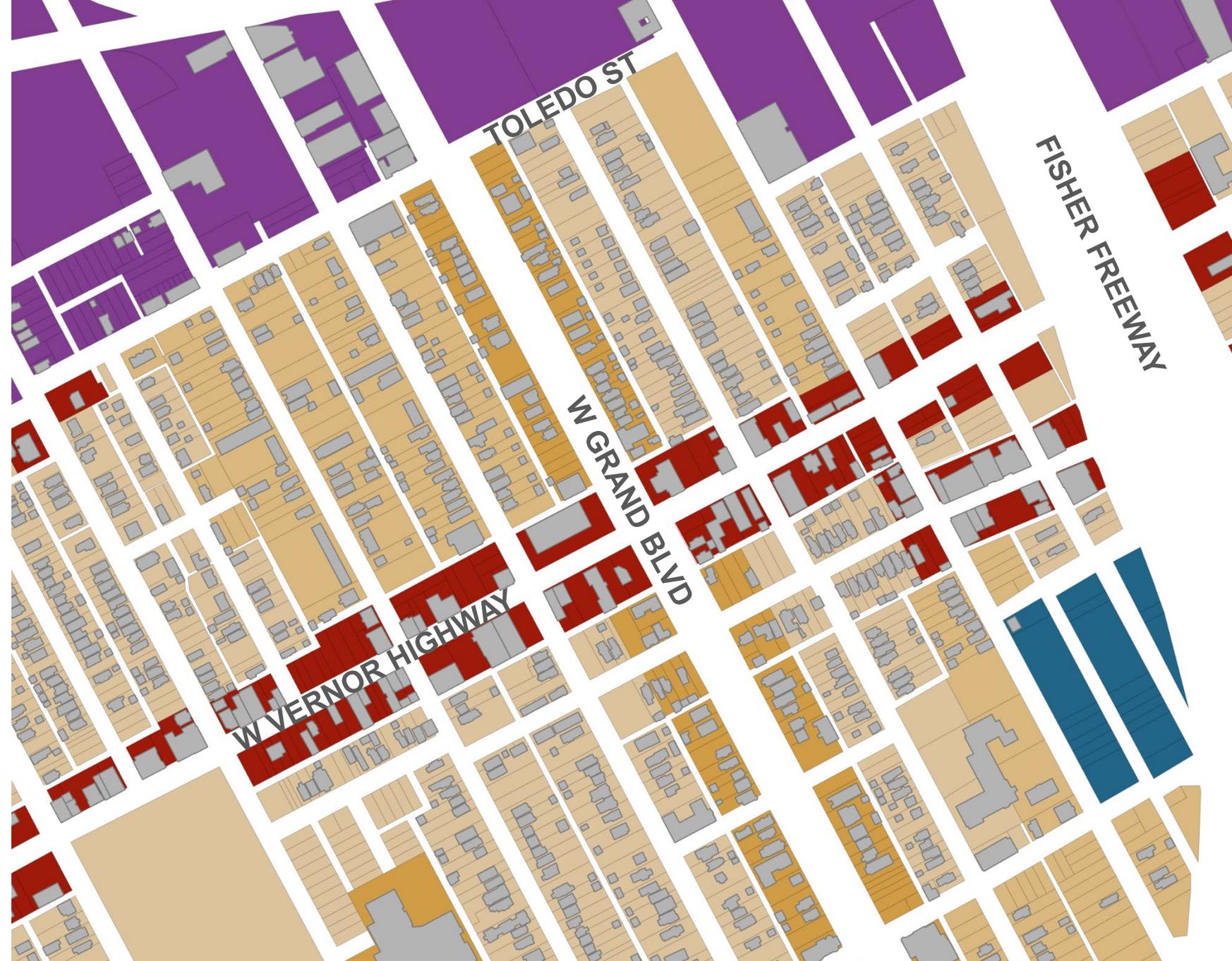
Study area

Council district 6

Conditions to study:

- Transition between high- and low-density residential districts
- Meeting of intensive industrial and residential districts
- Meeting of different residential districts and a commercial corridor
- Major N-S artery that meets the river (W Grand Blvd)

- R2 – Two-family residential
- R3 – Low-density residential
- R5 – Medium-density residential
- B4 – General business
- M4 – Intensive industrial
- PD – Planned development



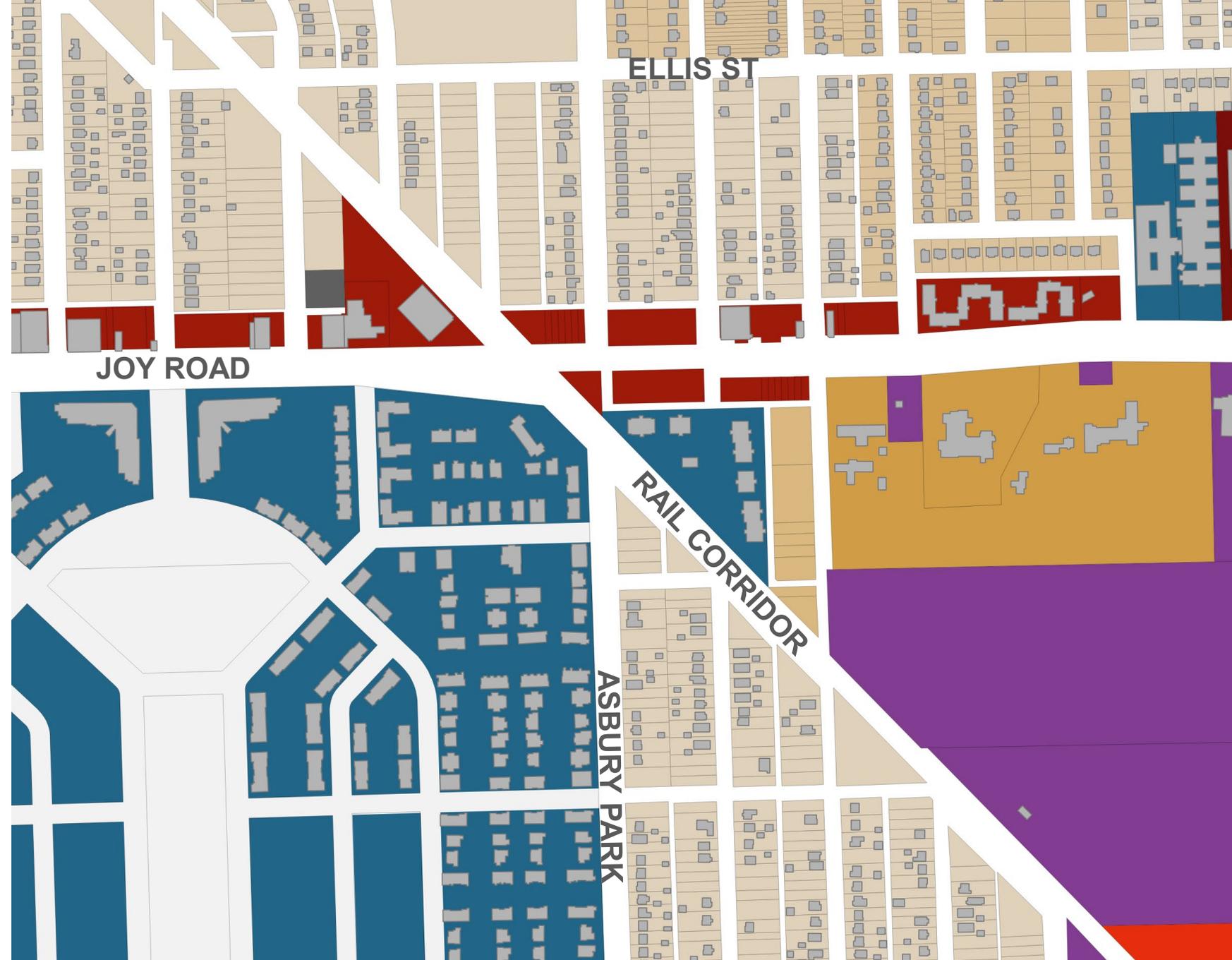
Study area

Council district 7

Conditions to study:

- Comparison between residential district and PD residential development
- Meeting of intensive industrial and residential districts
- Meeting of residential districts and a commercial corridor
- Rail corridor condition

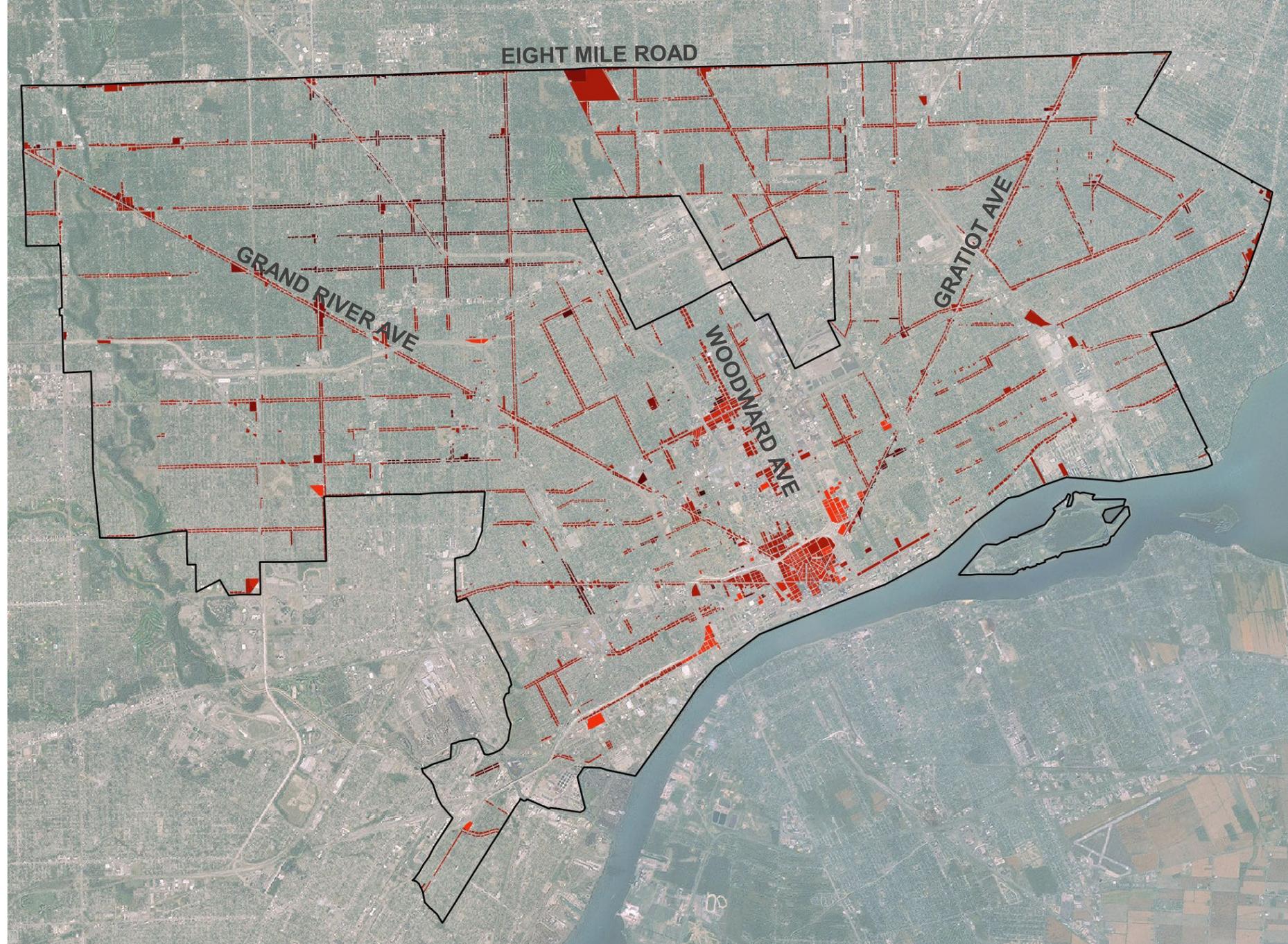
- R1 – Single-family residential
- R2 – Two-family residential
- R3 – Low-density residential
- R5 – Medium-density residential
- B3 - Shopping
- B4 – General business
- B6 – General services
- M4 – Intensive industrial
- PD – Planned development
- P1 – Open parking



Existing zoning

Commercial

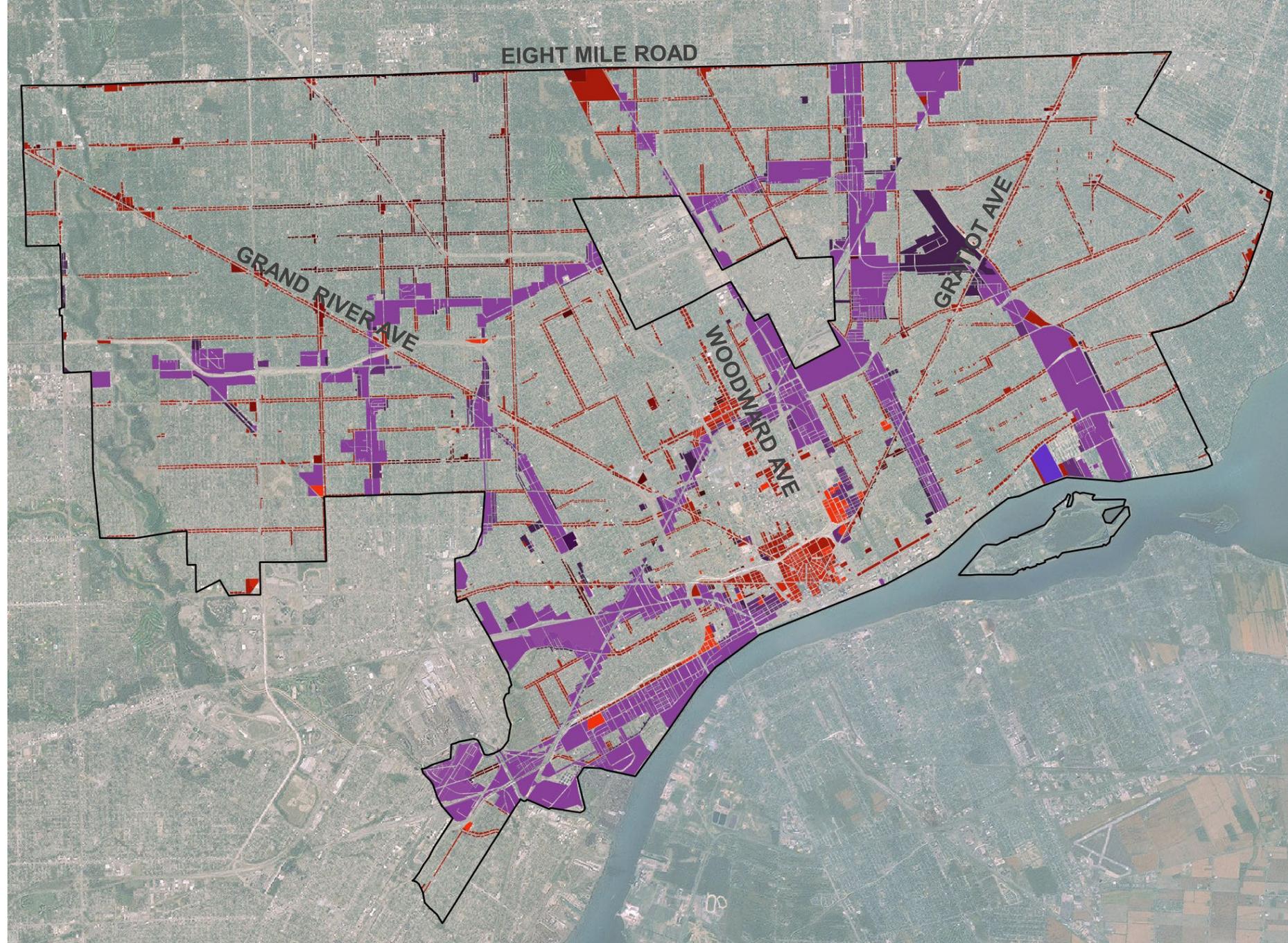
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- R5 – Medium-density residential
- R6 – High-density residential
- B1 – Restricted business
- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
- B5 – Major business
- B6 – General services
- M1 – Limited industrial
- M2 – Restricted industrial
- M3 – General industrial
- M4 – Intensive industrial
- M5 – Special industrial
- PD – Planned development
- P1 – Open parking
- PC – Public center
- PCA – Public center adjacent
- TM – Transitional industrial
- PR – Parks and recreation
- SD1 – Special dev., small-scale mixed-use
- SD2 – Special dev., mixed-use
- SD4 – Special, dev. riverfront mixed-use
- SD5 – Special dev., casinos
- W1 – Waterfront industrial



Existing zoning

Industrial

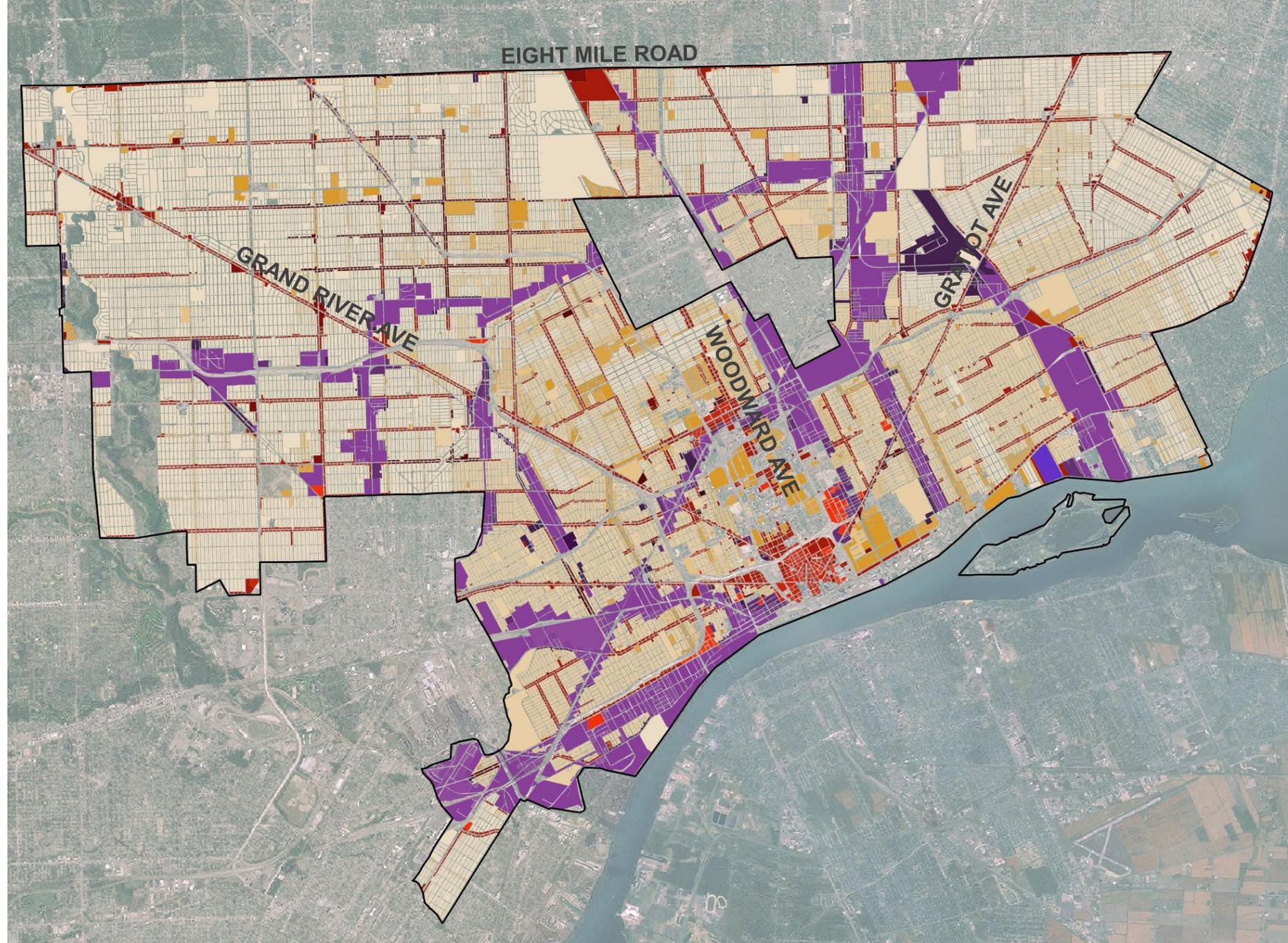
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Existing zoning

Residential

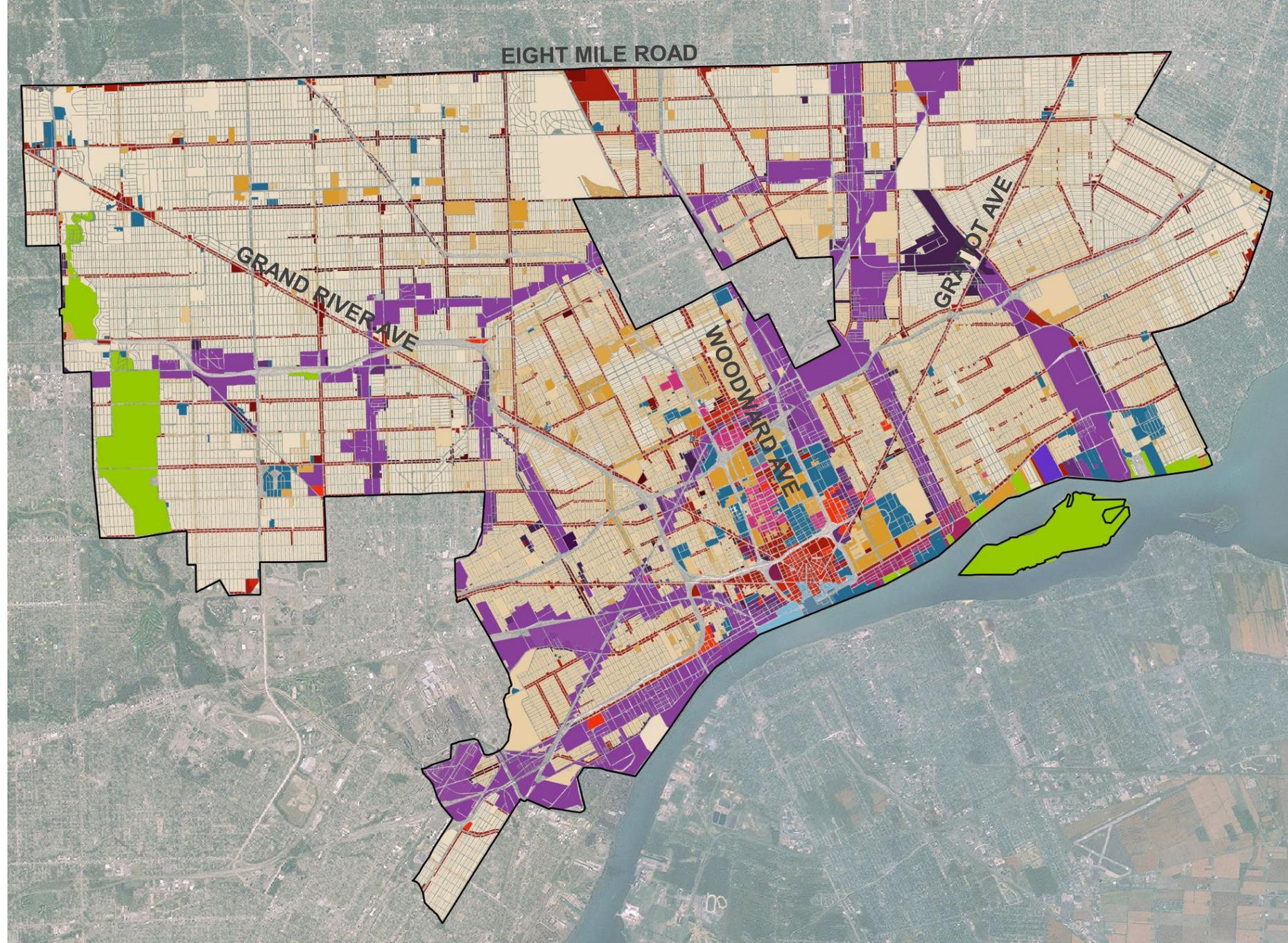
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Existing zoning

Other uses

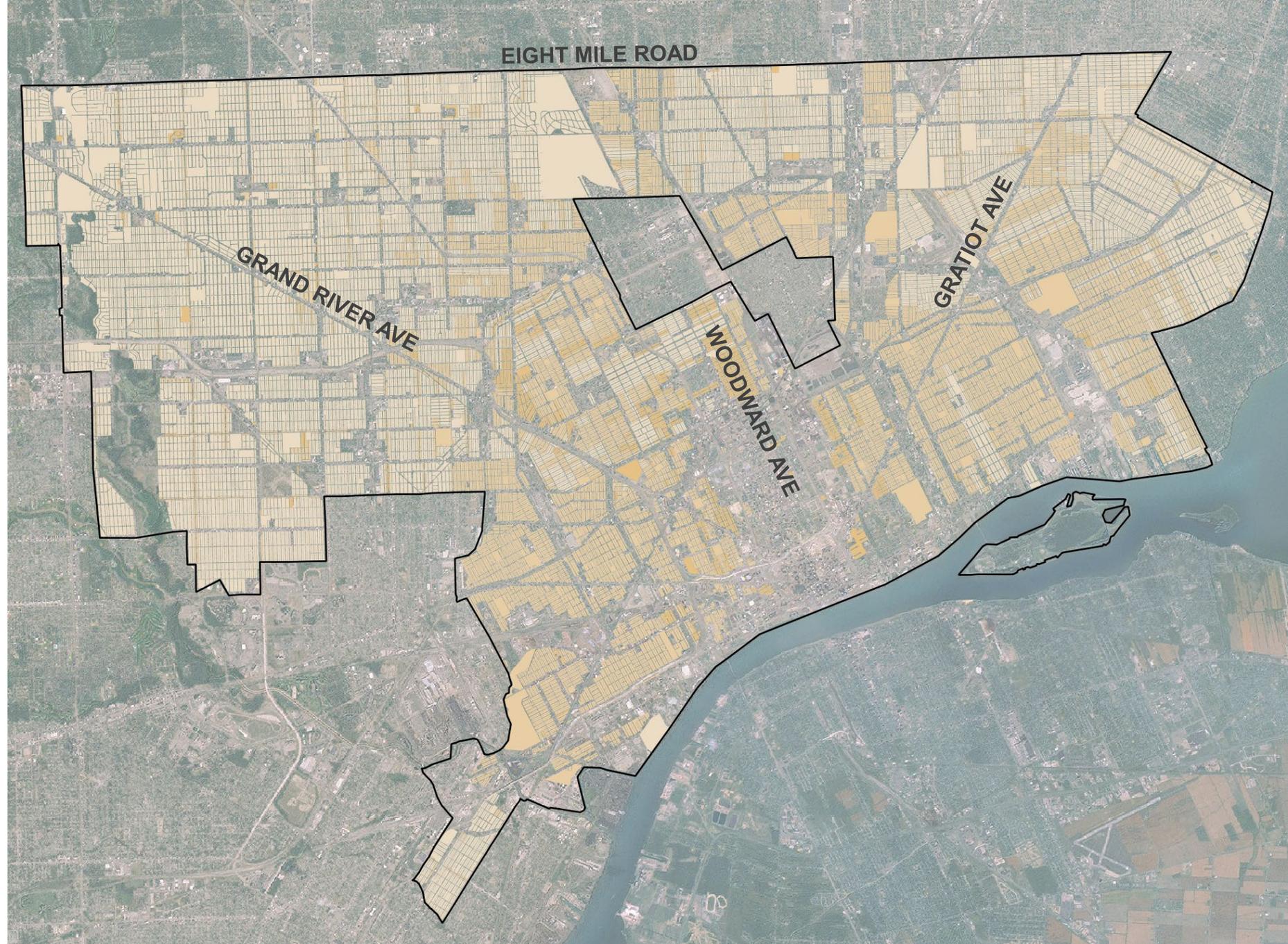
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Existing zoning

Single-family

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- SD4 – Special, dev. riverfront mixed-use
- SD5 – Special dev., casinos
- W1 – Waterfront industrial



Existing zoning

Multi-family

- R1 – Single-family residential
- R2 – Two-family residential
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- R4 – Thoroughfare residential
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- R6 – High-density residential
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- B2 – Local business and residential
- B3 – Shopping
- B4 – General business
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- B6 – General services
- M1 – Limited industrial
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- M3 – General industrial
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