

Land Use and Transportation Definitions



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The use categories used on all the maps herein are generalized. Boundaries are not meant to be precise as to blocks or property lines. Categories are descriptive of general development recognizing that some intermixtures are permissible or desirable.

□ Residential

The following categories of residential land use vary according to the recommended intensity (density and type) of development. Most residential classifications allow for neighborhood-scale commercial development. For instance, in a low-medium-density residential area, small-scale commerce (e.g. corner convenience stores) should exist to serve residents' day-to-day needs. Uses that generate heavy vehicular traffic or are themselves automobile-oriented are discouraged in residential areas. All new housing should be developed respectfully of existing residences and with a view to enhancing neighborhood character.

RL



Low - Density Residential areas should have an overall density up to 8 dwelling units per net residential acre. The areas are often characterized by single family homes with front yard set backs and driveways with garage or off street parking.

RLM



Low / Medium - Density Residential areas should have an overall density of 8 to 16 dwelling units per net residential acre. The areas are often characterized by two or four family homes with small yards, on-street parking or garages with alley access.

RM



Medium - Density Residential areas should have an overall density of 16 to 24 dwelling units per net residential acre. The areas are often characterized by multi-unit apartment buildings with a common entrance and shared parking.

RH



High - Density Residential areas should have an overall density greater than 24 dwelling units per net residential acre. The areas

are often characterized by large-scale multi-unit apartment buildings with a common entrance and shared parking.

❑ **Retail and Local Services**

The retail and local services portion of the Future General Land Use maps represent five categories of commercial land use. Some forms of intermixture with other land uses are permissible such as institutional uses where such uses are compatible within a commercial designation.

CM **Major Commercial** areas are generally distinguished by high-density office buildings with ground floor retail. Included within these areas may be department stores, specialized shops and services catering to area office or residential land uses. Areas should be accessible to mass transit routes and automobile parking located on the street or in structures. Ground level activity should be pedestrian-oriented. Downtown and New Center are Detroit's major commercial areas.

CRC **Retail Centers** are commercial sites featuring a clustering of retail establishments adjacent to large parking areas. These centers are designed to be accessed primarily by automobiles. Provisions are to be made to accommodate access by pedestrians and transit such as sidewalks and bus bays. Auto-Oriented Retail Centers may include large retailers or supermarkets as anchor stores.



CN **Neighborhood Commercial** districts generally consist of a large collection of contiguous storefronts along a street or streets. This commercial type is pedestrian-oriented with wide sidewalks and landscaping. Parking should be located on the street, in structures (with ground floor retail), at the rear of commercial establishments or in concentrated nodes at the periphery of the area.



In addition to commercial uses, Neighborhood Commercial areas may also include institutional uses such as libraries and post offices.



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CT



Thoroughfare Commercial areas are located along the major automobile thoroughfares of the city. The retail uses along these thoroughfares are generally oriented toward the passing automobile traffic. High traffic generating uses are generally permitted provided that they are properly buffered from residential and other uses that may be negatively impacted.

CS

Special Commercial areas attract people from the City, region, and State. These areas may include sports stadia, convention centers, casinos, or compatible uses such as theatres, nightclubs, bars and restaurants. Areas should be accessible to mass transit routes and automobile parking located on the street or in structures. Ground level activity should be pedestrian-oriented.

Ancillary uses may include medium-rise offices, motels, medium- and high-rise apartments, and mixed-use developments.

□ **Industrial**

The industrial portion of the Future General Land Use maps illustrates three categories of industrial use.

IG

General Industrial areas should consist of areas for light and heavy industrial such as manufacturing, assembly or warehousing. General Industrial areas are characterized as large sites with considerable truck or rail traffic. General industrial areas should have freeway and rail access and be located along a major thoroughfare.

Large-scale industrial uses may include producing or assembling components, auto manufacturing, structural steel fabrication, chemical plants, power plants, etc.

IL

Light Industrial areas should generally consist of industrial uses of low intensity that have minimum undesirable effects on adjacent residential or commercial land uses.

Small-scale industrial uses may include machine shops, small scale assembly or packaging, warehousing or technology parks.

IDP

Distribution / Port Industrial areas should generally consist of areas for uses concerned with the handling, storage, and movement of goods and materials. Goods distribution areas require access to freeways, rails, water (i.e. wharves, docks and piers) on major thoroughfares.

Typical uses are transportation terminals, wholesale and warehouse facilities, maintenance and service uses, goods packing and processing uses, and supporting office and service uses.

□ **Mixed Use**

The mixed-use categories recognize the development patterns of older urban areas. The city's older areas have not developed with strict development guidelines, often resulting in a mixture of land uses. The mixed-use categories also recognize the importance of accommodating new residents with various lifestyles and occupations (such as individuals running small businesses from their residences, or artists that carry on their trade at home).

MRC



Mixed Residential-Commercial areas consist predominantly of medium-to-high density housing developed compatibly with commercial and/or institutional uses. This classification is well suited to areas proximal to existing centers of major commercial activity, major thoroughfares, transportation nodes, or gateways into the city.

MRI



Mixed Residential-Industrial areas offer live-work opportunities for artists and trades-people to create a lively mixture of new residential, commercial, light industrial and/or entertainment opportunities. This designation is especially appropriate for historically industrial areas that may be suited to loft conversions.

MTC



Mixed - Town Centers are activity centers for a neighborhood or Cluster. They are often located at the intersection of two major thoroughfares. Land uses include a commercial, entertainment and/or institutional anchor with a mix of support uses including or in close proximity to residential land uses. Town Centers are distinguished from other activity centers by an emphasis on pedestrian orientation with wide sidewalks, building facades built up to the lot line, street-front access to buildings and landscaping

and street furniture (i.e. benches). Town Centers require strict design guidelines to maintain and enhance their streetscapes, pedestrian orientation and overall character.

❑ **Parks and Open Space**

PR **Regional Parks** are typically major parks of regional or historical importance (e.g. Belle Isle, Rouge Park, Fort Wayne).

PRC **Recreation** areas are typically over 10 acres in size and serve both active and passive recreational functions (e.g. playfields, special parks, picnic grounds). Recreation area status may also apply to certain waterfront areas (e.g. public wharfs) suited to marine-oriented or general recreational facilities.

PMR **Private Marinas** are areas with docks and marinas where small pleasure crafts or recreational watercraft are berthed, anchored, moored, loaded, stored or serviced. Uses may include: banquet or meeting facilities, storage facilities, lifts, floating docks and other facilities for supplies or services.

❑ **Other Land Uses**

AP **Airport** status applies to landing areas, runways, or other facilities for the landing or taking off of aircraft.

Accessory uses may include all necessary taxiways, aircraft storage and tie-down areas, hangars, terminals and other necessary buildings and open spaces.

CEM **Cemetery** status applies to burial areas, including mausoleums.

INST **Institutional** status applies to educational, religious, health, or public use such as a church, library, museum, public or private school, hospital, or government owned or operated building, structure, or land used for public purposes.

❑ **Transportation**

The Transportation Network Plan is a comprehensive, coordinated system for long-term transportation route improvements. Detroit's transportation network encompasses roads, freeways, railroads and non-motorized transportation routes (i.e. pedestrian and bicycle paths).

TF **Freeways** are the highest capacity roads, designed especially for carrying an uninterrupted flow of through traffic. They are distinguished by limited access via a relatively small number of specially designed points of entry and exit; continuous physical separation of opposing directions of traffic; and separation of grades at all intersections.

TM **Major Thoroughfares** are the principal surface streets. Access is not limited, but high traffic volumes require special attention to the safe and expeditious movement of through traffic while minimizing land use and pedestrian conflicts. The network of major thoroughfares consists principally of radial routes and a gridiron system of roads spaced about one mile apart.

TS **Secondary Thoroughfares** are shorter, narrower or less continuous surface streets than Major Thoroughfares on which traffic must move safely and expeditiously, but often through residential areas. They are frequently routes for feeder transit lines.

TL **Local Streets** primarily serve to access neighborhoods and traffic movement within industrial areas. Speed limits and traffic volumes are lowest on local streets. The design of Local Streets should accommodate non-motorized means of transportation (i.e. pedestrians and bicycles).

❑ **Non-Motorized Transportation Routes**

A citywide system of dedicated, improved non-motorized transportation routes will provide additional green space for all Detroiters and link neighborhoods and activity centers in every part of the City for those who cannot drive or who choose non-motorized means of transportation for any purpose.

TNMc **Non-Motorized Route - Conceptual** marks the general location of preferred corridors for non-motorized transportation routes, with an emphasis upon connecting residents with parks, commercial activity centers or other attractions. These routes are not intended to identify right-of-ways; right-of-ways will need to be acquired or dedicated.

TNMd **Non-Motorized Route - Dedicated** indicates non-motorized transportation routes with dedicated right-of-ways and improvements to attract and accommodate travelers using non-motorized methods of transportation.

□ **Routes of Special Consideration**

Certain transportation uses, due to their intensity or people-moving capabilities have significant land use implications. They must be specifically identified to maximize transportation and land use benefits while minimizing land use conflicts.

TMT **Mass Transit Routes** as specified here represent preferred routes for high intensity transit connecting the City with the entire region. Implementation of Mass Transit Routes requires the City to work with its regional partners. Land uses along these routes, especially at station locations, should be of a high density and mixture of land uses.

TPR **Passenger Railroads** are regulated directly by the federal government, leaving little oversight to local governments. Nonetheless, the City should be involved with efforts to provide and designate route and station locations.

TTR **Truck Routes** – The primary consideration in the designation of Truck Routes is to accommodate the movement of goods and services while minimizing the impact upon residential areas. In most cases, Truck Routes are to be limited to major thoroughfares and freeways. There may be instances when Secondary Thoroughfares are designated. Designation of Local Streets as Truck Routes will be limited to those streets within industrial areas or to local streets that provide exclusive access to industrial areas.