



CITY OF MADISON HEIGHTS
COUNCIL CHAMBERS - CITY HALL, 300 W. 13 MILE RD.
PLANNING COMMISSION MEETING AGENDA
FEBRUARY 17, 2026 AT 5:30 PM

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

1. Additions/Deletions

APPROVAL OF MINUTES

2. January 20th, 2026 Meeting Minutes

PUBLIC HEARING

3. Special Land Use Request PSP #26-01 - 32371 Dequindre Road - Minor Auto Repair and Service

MEETING OPEN TO THE PUBLIC: Items not listed on agenda

UNFINISHED BUSINESS

NEW BUSINESS

MEMBER UPDATES

PLANNER UPDATES

4. Master Plan Update
5. Continuing Education - Zoning Practice

ADJOURNMENT

NOTICE: Persons with disabilities needing accommodations for effective participation through electronic means in this meeting should contact the City Clerk at (248) 583-0826 or by email: clerks@madison-heights.org at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

Planning Commission Meeting
Madison Heights, Michigan
January 20, 2026

DRAFT

A Planning Commission Meeting was held on Tuesday, January 20, 2026 at 5:30 PM at Council Chambers - City Hall, 300 W. 13 Mile Rd.

CALL TO ORDER

Chair Champagne called the meeting of the Madison Heights Planning Commission to order at 5:30 p.m.

ROLL CALL

PRESENT

Chair Josh Champagne
Commissioner Sean Fleming
Commissioner Ryan Fox
Commissioner Eric Graettinger
Mayor Corey Haines
Commissioner Clifford Oglesby
Commissioner Matthew Olson

ABSENT

Commissioner Melissa Marsh
Commissioner Grant Sylvester

EXCUSE ABSENT MEMBERS

Motion by Commissioner Oglesby, seconded by Commissioner Graettinger to excuse City Manager Marsh and Commissioner Sylvester.

Motion carries unanimously.

APPROVAL OF MINUTES

PC 26-01. Minutes.

Motion to approve the Planning Commission meeting minutes of November 18, 2025, as printed.

Motion made by Commissioner Fox, Seconded by Commissioner Graettinger.

Voting Yea: Chair Champagne, Commissioner Fleming, Commissioner Fox, Commissioner Graettinger, Mayor Haines, Commissioner Oglesby, Commissioner Olson

MEETING OPEN TO THE PUBLIC: Items not listed on agenda

Chair Champagne opened the meeting for comments at 5:34 pm. Seeing none, public comment was closed at 5:34 pm.

UNFINISHED BUSINESS

5-Year Master Plan Update: Community Survey Results and Steering Committee Setup

Planner Lonnerstater presented and summarized the results of the online surveys made available to the public as part of the ongoing 5-year Master Plan update. Full survey results were detailed in the packet.

An online public survey launched in 2025 to obtain input on land use, transportation, and development matters for the 5-year Master Plan update. An additional survey (Visual Preference Survey) was launched in October. Prior to the launch of the online surveys, Community and Economic Development Department staff set up a booth at the Downtown Touchdown Event on October 4th, 2025 and invited participants to take part in an in-person Visual Preference Survey.

As part of the Master Plan update, Planner Lonnerstater would like to set up a Master Plan Committee consisting of 4 members of the Planning Commission, City Council, and possibly some members from the DDA.

Volunteers from the Planning Commission:

1. Ryan Fox
2. Sean Fleming
3. Eric Graettinger
4. Josh Champagne

Planner Lonnerstater will set up the first meeting. The goal is to do a first review of the Master Plan in March.

NEW BUSINESS

PC 26-02. Election of Officers: Chair, Vice Chair

Motion made to re-elect the following officers in their current roles:

Chairperson – Josh Champagne

Vice Chairperson – Eric Graettinger

Motion made by Commissioner Fox, Seconded by Commissioner Oglesby.

Voting Yea: Chair Champagne, Commissioner Fleming, Commissioner Fox, Commissioner Graettinger, Mayor Haines, Commissioner Oglesby, Commissioner Olson

PC 26-03. Election of Officers: Secretary

Motion made to elect the following officers in the role of Secretary:

Secretary - Ryan Fox

Motion made by Commissioner Graettinger, Seconded by Commissioner Olson.
Voting Yea: Chair Champagne, Commissioner Fleming, Commissioner Fox, Commissioner
Graettinger, Mayor Haines, Commissioner Oglesby, Commissioner Olson

MEMBER UPDATES

No member updates at this time.

PLANNER UPDATES

No additional Planner updates at this time.

ADJOURNMENT

Seeing no further comments, Chair Champagne adjourned the meeting at 6:16 pm.



MEMORANDUM

Date: February 11th, 2026
 To: City of Madison Heights Planning Commission
 From: Matt Lonnerstater, AICP – City Planner
 Subject: Special Approval Request PSP 26-01– 32371 Dequindre Road – Minor Auto Repair and Service

TEMPLATE MOTION AND FINDINGS INCLUDED ON PAGE 8

Introduction

The applicant, Imad Potres, on behalf of business owner Steve Saka, requests Special Land Use approval from the Planning Commission and City Council under **Section 15.05** of the Madison Heights Zoning Ordinance to operate a Minor Auto Repair and Service use at 32371 Dequindre Road, zoned M-1, Light Industrial; tax parcel # 44-25-01-226-021. The property is located on the west side of Dequindre Road, north of Avis Drive.

Project Details

The subject property is 1.4 acres in size and is currently improved with an 11,844 square-foot light industrial building and asphalt parking area at the rear of the building. The building has been vacant for a few years but was most recently occupied by engineering and industrial offices. Per the project narrative and concept plan, the applicant intends to repurpose the building and site into an automotive repair use with six (6) service bays. Proposed services include oil change, brakes, and engine repair, collectively classified as “Minor Auto Repair” in the Zoning Ordinance; Minor Auto Repair requires Special Land Use approval in the M-1 zoning district. The applicant has not indicated hours of operation or total employees.

436 E. 14 Mile Rd. – Aerial Image – Existing Conditions (Red Outline)



Streetview from Dequindre Road**Site and Use History**

Historic aerial imagery and city permitting records indicate that the principal building and parking lot were constructed in the early 1960s as drafting offices for Vertstand Engineering, with a rear building addition constructed in 1969.

It appears that the previous property owner had an unrecorded shared parking agreement with the gun range to the north which allowed gun range customers/employees to park in the rear portion of the parking lot; this is demonstrated by the parking bumper blocks that were installed along the north edge of the drive aisle and within the parking lot sometime between 2006 and 2008. The bumper blocks, which are still in place, restrict access to the rear portion of the parking lot from the subject parcel; access is only available through the drive aisle on the gun range property. The applicant notes that this unrecorded parking agreement will not be carried forward if the proposed auto repair use is approved. The site plan indicates that the rear bumper blocks in the parking lot will be removed.

Current Location of Parking Bumper Blocks

Use-Specific Standards for Auto Repair and Service Facilities (Minor and Major)

Minor Auto Repair and Service Facilities, including those that offer engine repair, wheel alignment, brake servicing, tire repair and replacement, and oil change services, require Special Land Use approval in the M-1, Light Industrial district. These facilities are also subject to the use-specific zoning standards set forth in **Section 7.03.2**; the full list of standards is attached to this report. The applicant has provided a preliminary site plan and a copy of the proposed floor plan. Staff notes the following use-specific standards which will need to be confirmed by the applicant and confirmed on the formal site plan application, when submitted:

- **Location Repair and Servicing:** *All repair and servicing operations shall be conducted entirely within an enclosed building. All equipment used in the servicing and repair of vehicles shall be located within an enclosed building.*
- **Outside Storage Prohibited:** *Outside storage or parking of disabled, wrecked, inoperable, or partially dismantled vehicles shall not be permitted with the exception of those areas specifically designated for said purpose on an approved site plan. Such areas shall be screened in accordance with Section 8.03(6) (Accessory Outdoor Storage). Outdoor storage of materials, such as tires, barrels, or other materials used or sold on the premises, shall not be permitted with the exception of those areas specifically designated for said purpose on an approved site plan. Such areas shall be screened in accordance with Section 8.03(6) (Accessory Outdoor Storage).*
- **Hours of Operation:** No auto repair or maintenance services shall be performed before 7 a.m. or after 9 p.m.

Should the Planning Commission move to recommend approval of the Special Land use, staff advises that all of the use-specific standards of Section 7.03.2, including those listed above, be incorporated as a condition of approval.

Site Analysis

Existing Zoning and Land Use

The table below denotes existing adjacent land uses and zoning designations.

	Existing Land Use	Existing Zoning
Site	Vacant (previous engineering offices)	M-1, Light Industrial
North	Gun Range	M-1, Light Industrial
South	Vacant (former auto sales)	M-1, Light Industrial
East (across Dequindre)	Light Industrial	M-2, Medium Light Industrial (City of Warren)
West	Storage/Light Manufacturing	M-1, Light Industrial

The site is surrounded by light industrial zoning, including across Dequindre in Warren, with land uses typically characterized by industrial elements. Uses permitted by right in the M-1 district primarily consist of light industrial, manufacturing, warehousing, wholesale, distribution, and research facilities. However, commercial uses such as auto sales, restaurants, financial institutions, business schools, and tool and equipment sales are also permitted by right.

There are several existing auto-related uses along this stretch of Dequindre Road, including Detroit Hot Wheel City in Madison Heights and Tek 2 Auto Repair and Ray's Auto Sales in Warren. The property immediately to the south recently operated as a used auto sales business but has since been vacated.

Per the Madison Heights Zoning Ordinance, the M-1 zoning district is “*designed so as to primarily accommodate wholesale activities, warehouses, and industrial operations whose external, physical effects are restricted to the area of the district and in no manner affects in a detrimental way any of the surrounding districts.*”

Future Land Use and Master Plan

The table below denotes adjacent future land use designations as contained within the 2021 Madison Heights Master Plan.

	Future Land Use
Site	Industrial
North	Industrial
South	Industrial
East (across Dequindre Road)	Industrial Commercial Corridor (Warren)
West	Industrial

The future land use designation of the subject site is *Industrial*. Per the Master Plan, the Industrial designation is intended to accommodate manufacturing, processing, warehousing, storage of raw materials and intermediate and finished products, industrial service providers, industrial parks, and industrial research activities. The Master Plan/Future Land Use Plan does not break down the Industrial designation into different levels or intensities of industrial uses.

The Planning Commission should consider the following Goals & Objectives of the 2021 Madison Heights Master Plan as part of this Special Approval request:

Community Character

- *Enhance the city's commercial corridors to support walkability and improve community identity.*
- *Promote the city's positive identity in the region.*
- *Promote the use of quality building design and materials to enhance the appearance and long-term maintenance of new development.*
- *Protect established neighborhoods and business districts from the potentially negative impacts of development, including noise, traffic, waste, odor, and other nuisances through effective and thoughtful site and building design.*

Commercial & Industrial Development

- *Promote incentives and flexible zoning mechanisms for commercial and industrial property owners and tenants to upgrade existing commercial and industrial sites.*
- *Promote the mix of commercial, office, and industrial uses in a way that fosters collaboration and business growth while creating a desirable environment for the local workforce.*
- *Promote walkability by ensuring sufficient local destinations for goods and services.*

Transportation

Dequindre Road is under the jurisdiction of the Macomb County Departments of Roads (MCDR) and is classified as a Principal Arterial Road which is intended to carry long-distance, through-travel movements. Per SEMCOG, this portion of Dequindre Road handles an average volume of approximately 31,000 vehicles per day.

Special Land Use Criteria

Requests for Special Land Use approval are subject to processes and review standards contained in Section 15.05. A public hearing is required in front of the Planning Commission, after which the Planning Commission may make a recommendation to City Council. After receiving a recommendation from the Planning Commission, City Council has the authority to take final action on Special Land Use requests.

In making a recommendation to City Council, the Planning Commission shall consider the Special Land Use review standards contained in Section 15.05.3 and incorporate them into any motion of approval or denial:

- A. The use is so designed, located and proposed to be operated in a way that protects the public health, safety and welfare.
- B. The use is designed in a way that considers the natural environment and helps conserve natural resources and energy.
- C. The special land use will not involve uses, activities, processes, materials, and equipment or conditions of operation that will be detrimental to any person, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.
- D. The use shall be designed and located so that it is compatible with the surrounding properties, neighborhood, and vicinity. At a minimum, this shall include:
 - (1) Location of use(s) on site;
 - (2) Height of all improvements and structures;
 - (3) Adjacent conforming land uses;
 - (4) Conformance with the Master Plan and future land use map for the area as adopted by the Planning Commission;
 - (5) Compatibility with the permitted principal uses allowed in the zoning district where the Special Land Use is requested, and consistency with the intent of the zoning district.
- E. Ingress/egress to the use shall be controlled to assure maximum vehicular, pedestrian and non-motorized safety, convenience and minimum traffic impact on adjacent roads, drives and uses including, but not limited to:
 - (1) Reduction in the number of ingress/egress points through elimination, minimization, and/or consolidation of drives and/or curb cuts;
 - (2) Proximity and relation to intersections, specifically with regard to distance from drive(s) to intersection(s);
 - (3) Reduction/elimination of pedestrian/vehicular traffic conflicts;
 - (4) Adequacy of sight distances;
 - (5) Location and access of off-street parking;

(6) Location and/or potential use of service drives to access multiple parcels, reducing the number of access points necessary to serve the parcels.

F. The use is consistent with the intent and purpose of the zoning district in which it is proposed.

In granting Special Land Use approval, City Council may impose conditions that it deems necessary to fulfill the spirit and purpose of the Zoning Ordinance. The conditions may include those necessary to ensure that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, to protect the natural environment and conserve natural resources and energy, to ensure compatibility with adjacent uses of land, and to promote the use of land in a socially and economically desirable manner.

Staff Analysis and Concept Plan Review

In deliberating the proposed Special Land Use, staff believes that the Planning Commission should focus on the compatibility of the proposed auto repair use with the use-specific criteria and general site requirements of the Zoning Ordinance, the compatibility of the auto-related use with the uses permitted within the M-1 zoning district and existing adjacent land uses, and the goals and objectives of the Industrial future land use designation. While vehicle repair is sometimes classified as more of a commercial use than industrial for zoning purposes, the external impacts of auto repair (e.g. noise, storage, fumes, etc.) do have similarities to other industrial uses permitted by right.

Staff notes the following pertaining to the proposed conceptual site plan:

General Site Layout, Circulation and Parking

Overhead doors and the primary building entrance are proposed at the rear of the building facing the parking lot. Within the building, six (6) service bays are proposed. With the exception of a new overhead door at the rear of the building, no modifications are proposed to the building façade.

The applicant proposes to bring the rear parking area into compliance with Zoning Ordinance standards, including the addition of required landscape islands, ADA spaces, and a loading zone. The two (2) parallel parking spaces located in front of the building are proposed to be removed and replaced with a flared curb extension. As previously noted, the parking bumper blocks that run north-south within the parking lot will be removed. New bumper blocks are proposed along the north edge of the drive aisle to separate the subject property from the shooting range to the north.

A note on the site plan states, “*property owner to fix/repair existing asphalt pavement where required.*” Aerial photographs show that portions of the existing parking lot – especially the rear portion – is in disrepair. The site plan, when submitted, will need to include a site demolition plan indicating which portions of the asphalt parking lot will be repaved. It is possible that the entire parking lot will need to be milled and repaved, which will require the addition of stormwater quality control structures (confirmed upon engineering submittal).

Landscaping

A conceptual landscape plan has been provided. Curbed landscape islands are proposed within the rear parking lot, as required per the Zoning Ordinance. A rain garden with rain garden plantings, trees and shrubs is proposed within the front yard area in front of the building. Bioswale details, including a cross-section and planting information, shall be provided upon site plan submittal.

While perimeter parking lot landscaping is required per the Zoning Ordinance adjacent to the north, south, and west property lines, Section 11.11 of the Zoning Ordinance allows the approving

body to reduce or waive landscaping requirements where site design minimizes negative impacts of the use on adjacent properties. Given adjacent industrial land uses and the minimal width of the buffer strips, staff believes that a perimeter landscaping waiver or reduction is appropriate along the northern, western and southern property lines in this case.

Exterior Lighting

A photometric and lighting plan has been provided. Three (3) new light poles are proposed at a height of twenty feet (20'), meeting the standards of Section 8.04.

Dumpster Enclosure

A new dumpster enclosure is proposed at the southwest corner of the building. A concrete pad will need to be provided within and immediately in front of the enclosure; this shall be provided upon site plan submittal.

Use-Specific Standards

Should the Planning Commission move to recommend approval of the Special Land Use to City Council, the use-specific standards for auto repair and service facilities (Section 7.03.2), attached to this report, should be incorporated as a condition of approval.

Suggested Conditions

Should the Planning Commission move to recommend approval of the Special Land Use to City Council, staff suggests that the following be incorporated as conditions of approval:

1. The Major Site Plan, when submitted, shall be substantially consistent with the concept plan approved with this Special Land Use submittal. However, the site plan shall be modified, as needed, to denote the following:
 - a. Provide a site demolition plan, including locations of asphalt removal and replacement. Given the state of disrepair, complete milling and repaving and new stormwater quality structures may be required; and
 - b. Include details of new concrete curbs and gutters; and
 - c. Add the required concrete dumpster pad; and
 - d. Provide details, including cross-section and plant/seed listings, of the proposed bioswale/rain garden.
2. Given the adjacent industrial land uses and minimal buffer widths, the minimum perimeter parking lot landscaping requirements of Section 11.06.3 may be reduced along the northern, western and southern property lines as part of Major Site Plan review.
3. The final site plan and use shall satisfy the use-specific standards for auto repair and service facilities contained in Section 7.03.2 and attached to the staff report. The use-specific operating conditions shall be listed on the final Certificate of Occupancy.

Next Step

After the public hearing and discussion, the Planning Commission may take action on the requested Special Land Use in the form of a recommendation to City Council. Any motion shall include concise findings based upon the Special Approval review standards and criteria, Section 15.03.3. Per Section 15.05, the Planning Commission alternatively may postpone action on a Special Land Use request to allow verification, compilation, or submission of additional or supplemental information or to address other concerns or issues.

Template motions for postponement and approval is provided on the following page.

Attachments

- **Special Land Use Application - PSP #26-01**
- **Concept Site Plan and Floor Plan– PSP #26-01**
- **Associated Maps**
- **Section 3.17 – M-1, Light Industrial District**
- **Section 7.03.2 – Use-Specific Standards for Auto Repair and Service Facilities**
- **Section 15.05 – Special Land Use Review**

Template Motion, Findings and Conditions

Staff offers the following motions as a suggested template and guide for the Planning Commission's consideration. The Planning Commission may provide additional detailed findings, as needed, to substantiate any motion for approval or denial.

APPROVAL

MOTION BY _____, SECONDED BY _____, THAT, FOLLOWING THE REQUIRED PUBLIC HEARING, THE PLANNING COMMISSION HEREBY **RECOMMENDS THAT CITY COUNCIL APPROVE** SPECIAL LAND USE REQUEST NUMBER PSP 26-01 FOR A MINOR AUTO REPAIR AND SERVICE FACILITY AT 32371 DEQUINDRE ROAD BASED UPON THE FOLLOWING FINDINGS:

1. The applicant requests Special Land Use approval for a Minor Auto Repair and Service facility at 32371 Dequindre Road as permitted by Section 3.17 of the Zoning Ordinance, *M-1 Light Industrial District*
2. The Planning Commission held a public hearing for PSP 26-01 at their February 17th, 2026 meeting.
3. The proposed Minor Auto Repair and Service use is consistent with the special land use review standards and criteria set forth in Section 15.05.3. In particular:
 - a. The use is designed, located, and proposed to be operated in a way that protects the public health, safety and welfare.
 - b. The use will not involve activities that will be detrimental to adjacent industrial land uses.
 - c. The use is designed and located so that it is compatible with the principal uses permitted in the M-1, Light Industrial district.
 - d. The use is designed and located so that it is compatible with the Madison Heights Master Plan and the Industrial future land use designation.
4. With modifications required as conditions of approval, the use satisfies the use-specific standards for Major Auto Repair and Service facilities as contained in 7.03.2 of the Madison Heights Zoning Ordinance and is in general compliance with site design standards contained within the Zoning Ordinance.

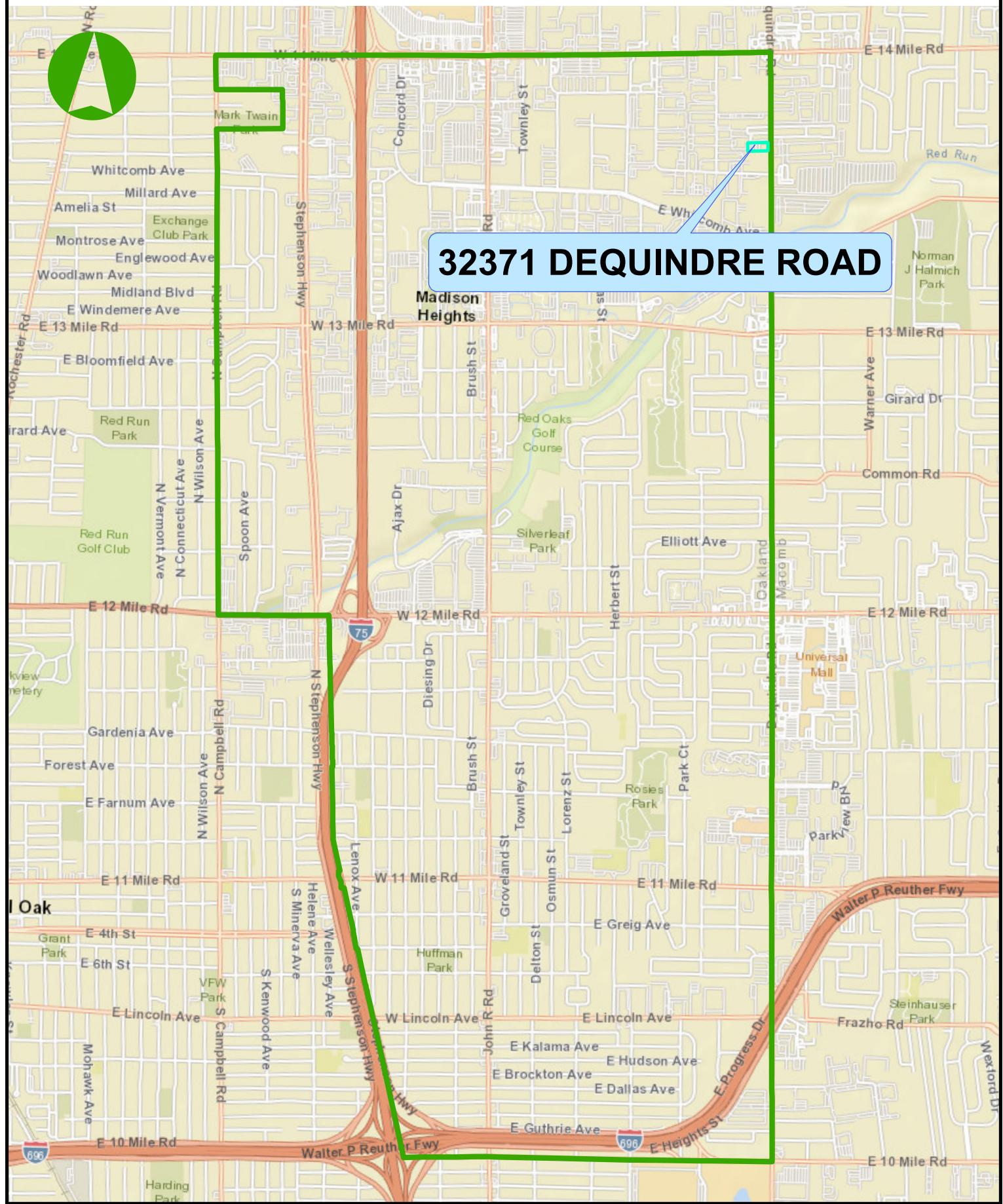
APPROVAL IS GRANTED WITH THE FOLLOWING CONDITIONS

1. The Major Site Plan, when submitted, shall be substantially consistent with the concept plan approved with this Special Land Use submittal. However, the site plan shall be modified, as needed, to denote the following:

- a. Provide a site demolition plan, including locations of asphalt removal and replacement. Given the state of disrepair, complete milling and repaving and new stormwater quality structures may be required; and
- b. Include details of new concrete curbs and gutters; and
- c. Add the required concrete dumpster pad; and
- d. Provide details, including cross-section and plant/seed listings, of the proposed bioswale/rain garden.

2. Given the adjacent industrial land uses and minimal buffer widths, the minimum perimeter parking lot landscaping requirements of Section 11.06.3 may be reduced along the northern, western and southern property lines as part of Major Site Plan review.
3. The final site plan and use shall satisfy the use-specific standards for auto repair and service facilities contained in Section 7.03.2 and attached to the staff report. The use-specific operating conditions shall be listed on the final Certificate of Occupancy.

PSP 26-01: 32371 DEQUINDRE ROAD



Site Address: 32371 Dequindre Road



[Click for map](#)

Aerial



32371 Dequindre Rd

Parcels

Existing Land Use



32371 Dequindre Rd Commercial

Industrial

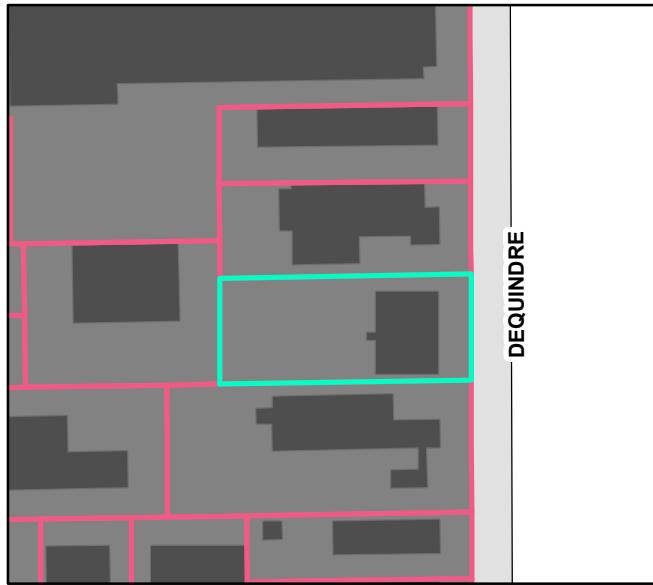
Zoning



32371 Dequindre Rd

M-1 Light Industrial

Future Land Use

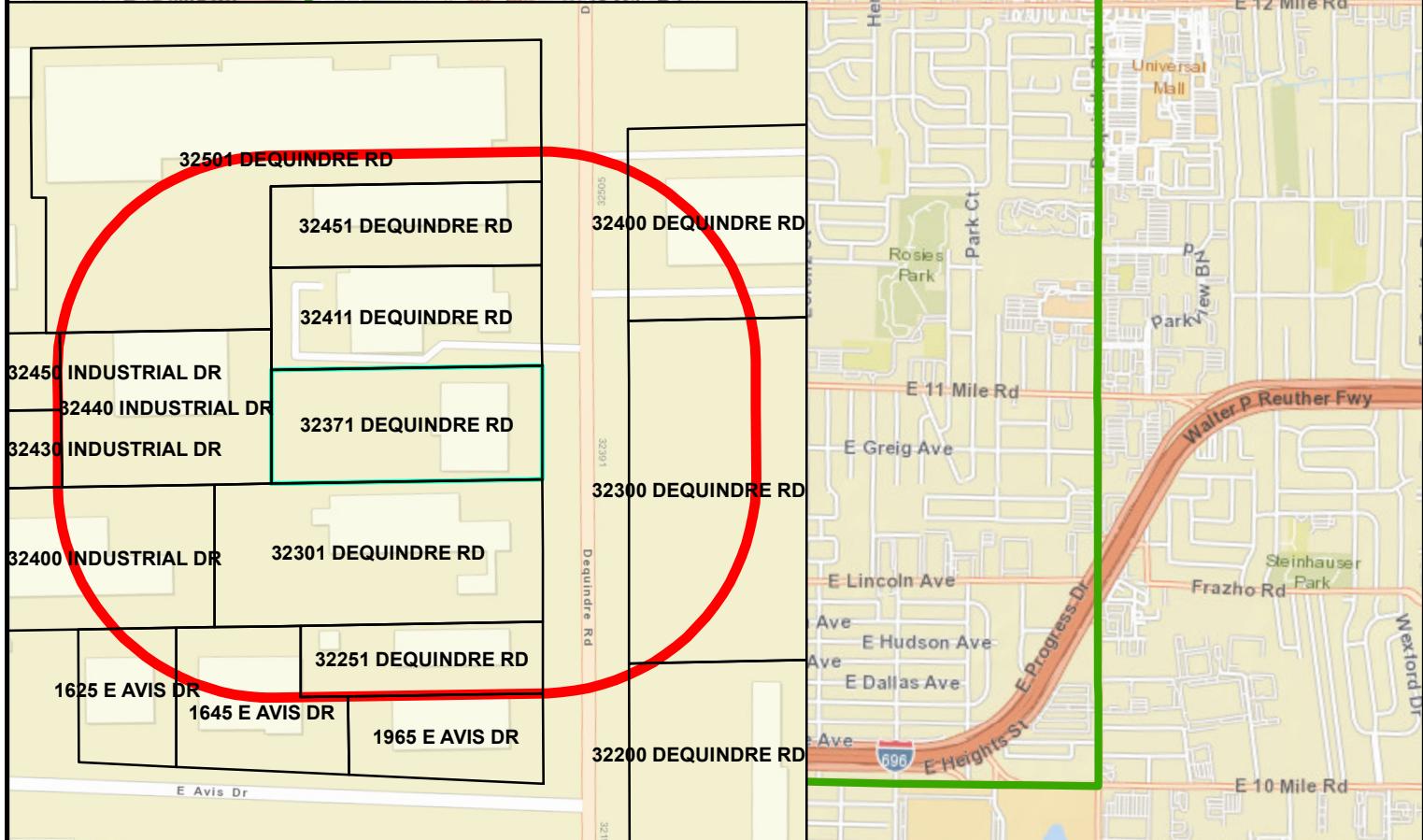
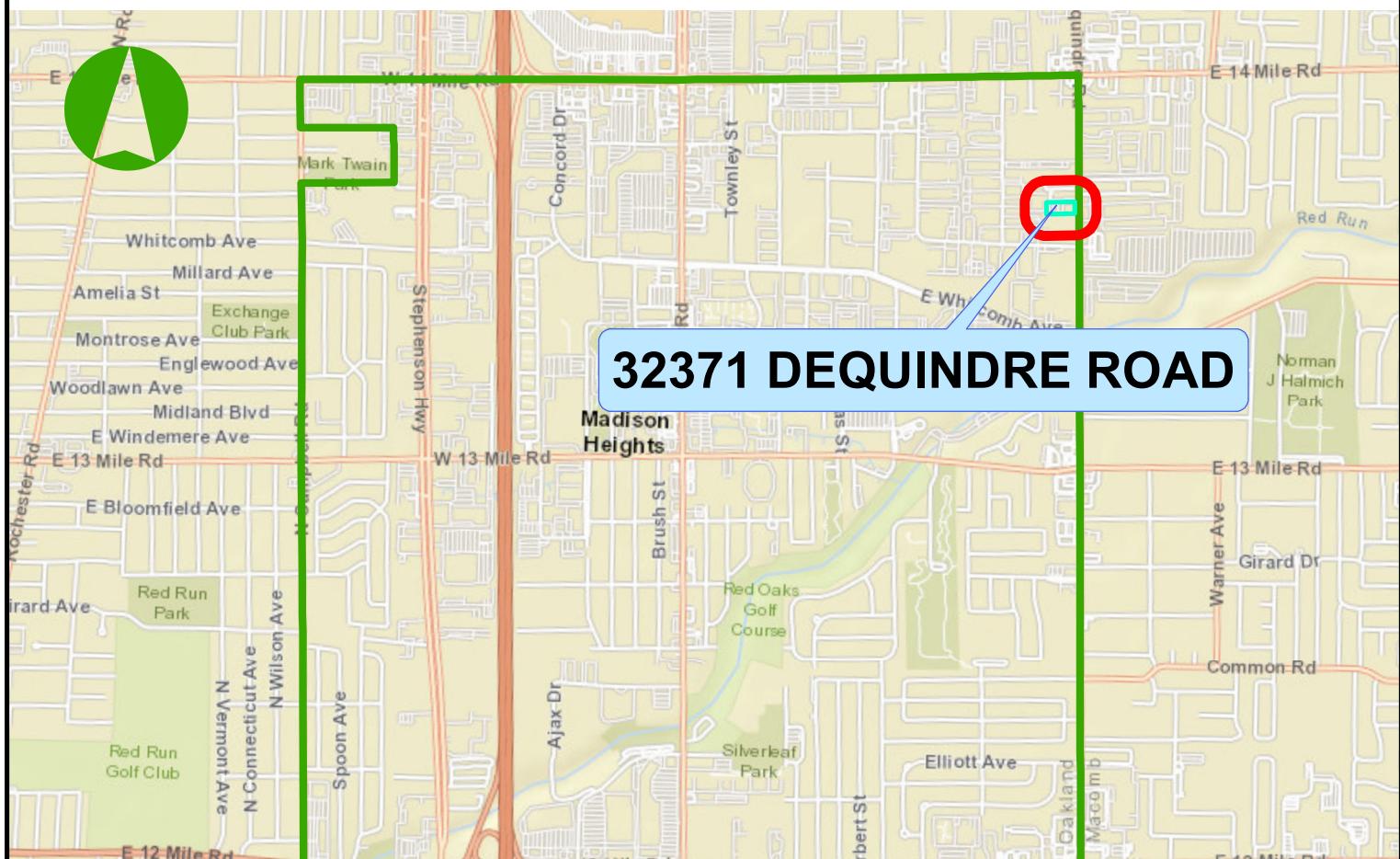


32371 Dequindre Rd

Industrial

PSP 26-01: 32371 DEQUINDRE ROAD

BUFFER: 300 FT





**CITY OF MADISON HEIGHTS
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
SPECIAL LAND USE APPLICATION**

I. APPLICANT INFORMATION

Applicant Imad Potres

Applicant Address 37525 Hacker Dr.

City Sterling Heights State MI ZIP 48310

Interest in Property (owner, tenant, option, etc.) Design Professional

Contact Person Imad Potres

Telephone Number (586) 707-0080 Email Address imadhermiz@gmail.com

II. PROPERTY INFORMATION

Property Address 32371 Deguindre Road

Tax ID 25-01-226-021 Zoning District M-1

Owner Name (if different than applicant) Steve Saka

Address 38825 Westchester Rd

City Sterling Heights, MI State MI Zip 48310

Telephone Number (586) 339-0733 Email Address Steve.Saka@yahoo.com

III. CONSULTANT INFORMATION (IF APPLICABLE)

Name Art Kalajian Company Kalajian Architecture & Design LLC.

Address 1871 Austin Dr.

City Troy State MI Zip 48083

Telephone Number (248) 524-0217 Email Address akalajian@sbcglobal.com

SPECIAL LAND USE APPLICATION

IV. PROJECT NAME

Madison Auto Repair

V. PROJECT DESCRIPTION AND SCOPE OF WORK

Brief Description of Proposed Special Land Use:

Auto repair facility. To allow Auto repair (Mechanic shop) in M-1 District

Required Attachments:

- Project Narrative:** Written description of the nature of the proposed use(s), including: products or services to be provided; activities to be conducted inside and outside the building; types of equipment to be used; hours of operation; number of employees; expected levels/ types of vehicular traffic coming to and from the site; other information.
- Conceptual Site Plan and Floor Plan:** Conceptual plans containing minimum information listed in Section 15.05 of Zoning Ordinance (refer to checklist, attached)
- Review Standards Response Form** (attached)

VI. APPLICANT CERTIFICATION

I (we) the undersigned do hereby apply to the City of Madison Heights for review and approval of the above-described Special Land Use application. Applicant(s) and the property owner(s) do hereby consent to city staff to assess the property for purposes of evaluating the site for requested action(s).

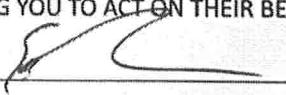
Printed Name Steve Saka

Signature 

Date 12-30-

VII. PROPERTY OWNER CERTIFICATION

IF YOU ARE NOT THE PROPERTY OWNER, YOU MUST HAVE THE PROPERTY OWNER PROVIDE A NOTARIZED SIGNATURE, BELOW, OR PROVIDE A NOTARIZED LETTER OF AUTHORIZATION OR NOTARIZED POWER OF ATTORNEY AUTHORIZING YOU TO ACT ON THEIR BEHALF.

Printed Name Steve Saka Signature  Date 1-6-26

Notary for Property Owner:

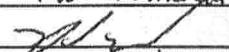
Subscribed and sworn before me, this 6th day of Jan, 2026.

Notary Stamp

A Notary Public in and for Oakland County, Michigan.

PAUL BRAKEMAN
NOTARY PUBLIC - STATE OF MICHIGAN
COUNTY OF OAKLAND
My Commission Expires March 30, 2030
Acting in the County of Oakland

Notary Name (Print): Paul Brakeman

Notary Signature: 

My Commission Expires: March 30 2030

STAFF USE ONLY
[DO NOT ACCEPT INCOMPLETE APPLICATIONS]

FILING FEE (\$750): _____

SPECIAL LAND USE NO.: PSP # 26-01

DATE APPLICATION RECEIVED: 11/13/26

RECEIVED BY: _____

SPECIAL LAND USE APPLICATION

SPECIAL LAND USE: REVIEW STANDARDS RESPONSE FORM

Section 15.05(3) of the Zoning Ordinance contains Special Land Use review standards and criteria. Please provide responses to the following review standards for consideration by staff, the Planning Commission, and City Council. (Provide additional separate sheets, if necessary).

A. Describe how the proposed use will be designed, located, and operated in a way that protects the public health, safety and welfare.

The proposed Auto Repair Shop is located within Light Industrial Zone and surrounded by Industrial Buildings. The Site improvements and Building Interior are designed in accordance w/ the City Ordinance taking all safety measures.

B. Describe how the use will be designed in a way that considers the natural environment and helps conserve natural resources and energy.

The Site to use all existing Natural resources and adding enhanced Landscaping in the front (Rain Garden) with interior Landscape islands. Proposed Bioswale for drainage to conserve all natural resources on site.

C. Will the Special Land Use will involve uses, activities, processes, materials, and equipment or conditions of operation that will be detrimental to any person, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors. If so, describe in detail.

All Repair Operations (Oil change, Brakes, Engine repair...etc) will take place inside the building. No repairs on site at any time. All noise, odor, glare...etc. to be contained.

D. Describe how the proposed land use will be designed and located so that it is compatible with surrounding properties, neighborhood, and vicinity. At a minimum, this shall include: 1) Location of use(s) on site; 2) Height of all improvements and structures; 3) Adjacent conforming land uses; 4) Conformance with the Master Plan and future land use map for the area as adopted by the Planning Commission; and 5) Compatibility with the permitted principal uses allowed in the zoning district where the Special Land Use is requested, and consistency with the intent of the zoning district.

Auto Repair Shop is compatible with the surrounding Industrial uses (Zoned M-1). Property is not abutting any Residential Area. The impact of the project is positive.

SPECIAL LAND USE APPLICATION

E. Describe how ingress/egress to the use will be controlled to assure maximum vehicular, pedestrian and non-motorized safety, convenience and minimum traffic impact on adjacent roads, drives and uses including, but not limited to:

1. Reduction in the number of ingress/egress points through elimination, minimization and/or consolidation of drives and/or curb cuts;
2. Proximity and relation to intersections, specifically with regard to distance from drive(s) to intersection(s);
3. Reduction/elimination of pedestrian/vehicular traffic conflicts;
4. Adequacy of sight distances;
5. Location and access of off-street parking; and
6. Location and/or potential use of service drives to access multiple parcels, reducing the number of access points necessary to serve the parcels.

One Concrete approach exists at the property for in and out traffic. Pedestrian walk to be connected to the Building sidewalk. All Parking Spaces with ADA spaces designed for this purpose. parking spaces exceed the required

F. Describe how the proposed use will be consistent with the intent and purpose of the zoning for this use, district in which it is proposed

M-1 District permits Auto Repair Shop use based on Special Land Use Approval by City of Madison Heights. The Proposed use meets all the requirements of the Zoning Ordinance for the said District.

GENERAL LANDSCAPING NOTES

1. LANDSCAPE CONTRACTOR SHALL VISIT THE SITE, INSPECT EXISTING CONDITIONS, REVIEW PROPOSED PLANTING AND RELATED WORK. CONTACT OWNER AND/OR LANDSCAPE ARCHITECT WITH ANY CONCERN OR DISCREPANCY BETWEEN THE PLAN, PLANT MATERIAL LIST, AND/OR SITE CONDITIONS.
2. PRIOR TO BEGINNING OF CONSTRUCTION ON ANY WORK, CONTRACTORS SHALL VERIFY LOCATIONS OF ALL ON SITE UTILITIES. GAS, ELECTRIC, TELEPHONE, CABLE TO BE LOCATED BY CONTACTING MISS DIG 1-800-482-7171. ANY DAMAGE OR INTERRUPTION OF SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. COORDINATE ALL RELATED WORK ACTIVITIES WITH OTHER TRADES AND REPORT ANY UNACCEPTABLE JOB CONDITIONS TO OWNER PRIOR TO COMMENCING.
3. ALL CONSTRUCTION AND PLANT MATERIAL LOCATION TO BE ADJUSTED ON SITE IF NECESSARY.
4. ALL SUBSTITUTIONS OR DEVIATIONS FROM THE LANDSCAPE PLAN MUST BE APPROVED BY MADISON HEIGHTS AND DESIGNER.
5. ALL LARGE TREES AND EVERGREENS TO BE STAKED, GUYED AND WRAPPED AS DETAIL SHOWN ON PLAN.
6. PLANT BEDS TO BE DRESSED WITH MIN. 4" OF FINELY DOUBLE SHREDDED HARBARK MULCH.
7. DIG SHRUB PITS 1FT LARGER THAN SHRUB ROOT BALLS AND TREE PITS 2FT LARGER THAN ROOT BALL. BACK FILL WITH ONE PART TOP SOIL AND ONE PART SOIL FROM EXCAVATED PLANTING HOLE.
8. NATURAL COLOR, FINELY SHREDDED HARDWOOD BARK MULCH REQUIRED FOR ALL PLANTINGS.
9. REMOVE ALL TWINE, WIRE AND BURLAP FROM TREE AND SHRUB EARTH BALLS, AND FROM TREE TRUCKS. 4IN THICK BARK MULCH FOR TREES IN 4FT DIA. CIRCLE WITH 3IN PULLED AWAY FROM TRUCK. 4IN THICK BARK MULCH FOR SHRUBS AND 4IN THICK BARK MULCH FOR PERENNIALS.
10. PLANT MATERIAL QUALITY & INSTALLATION SHALL BE IN ACCORDANCE WITH THE CURRENT AMERICAN ASSOCIATION OF NURSERYMEN LANDSCAPE STANDARDS.
11. PROVIDE PEAT SOD FOR ALL NEW AND DISTURBED LAWN AREAS UNLESS NOTED OTHERWISE.
12. ALL PLANTING AREAS TO BE PREPARED WITH APPROPRIATE SOIL MIXTURES AND FERTILIZER BEFORE PLANT INSTALLATION.
13. PLANT TREES AND SHRUBS GENERALLY NO CLOSER THAN THE FOLLOWING DISTANCES FROM SIDEWALKS, CURBS AND PARKING STALLS:
 - A. SHADE TREES.....5FT
 - B. ORNAMENTAL AND EVERGREEN TREES.....10FT
 - C. SHRUBS THAT ARE LESS THAN 1FT TALL.....2FT
 - D.
14. NO TREES OR EVERGREENS TO BE INSTALLED OVER ANY PROPOSED OR EXISTING UTILITY LINES AS SHOWN ON THE OVERALL LANDSCAPE PLAN. SEE ENGINEERING PLANS FOR LOCATION AND DETAILS.
15. ALL TREE PITS TO BE TESTED FOR PROPER DRAINAGE PRIOR TO TREE PLANTING. PROVIDE APPROPRIATE DRAINAGE SYSTEM AS REQUIRED IF THE TREE PIT DOES NOT DRAIN SUFFICIENTLY.
16. ALL NEW PARKING ISLANDS AND LANDSCAPE BEDS ADJACENT AND NEXT TO BUILDING SHALL BE EXCAVATED OF ALL BUILDING MATERIALS AND POOR SOILS A MIN. OF 16"-18" DEPTH. BACK FILL WITH GOOD, MEDIUM TEXTURED PLANTING SOILS. ADD A MIN. 4IN OF TOPSOIL OVERFILL TO FINISH GRADE. PROVIDE POSITIVE DRAINAGE.
17. WATERING OF ALL PLANTS AND TREES TO BE PROVIDED IMMEDIATELY AND MULCHING WITHIN 24 HOURS AFTER INSTALLATION.

PLANTING LANDSCAPE NOTES:

INTERIOR LANDSCAPING PLANTING REQUIREMENTS TO BE PROVIDED ALONG PARKING LOT

NON-INVASIVE TREES TO BE SAVED TO BE HARMONIC SITE.

PHYSICAL IMPROVEMENTS AND STREETSCAPE
LOCATED WITHIN RAIN GARDEN SHALL BE A SCULPTURE FOR SITE BEAUTIFICATION. THE SCULPTURE TO BE APPROVED BY THE CITY BEFORE INSTALLATION.

LAWN AREA:

ALL LAWN AREAS DESIGNATED TO BE SEEDED, SHALL BE HYDROSEEDED WITH LOW-GROW LAWN SEE MIX, AT A RATE OF 5LB / 1,000 SF. IN AREAS SUBJECT TO EROSION, SEEDED LAWN SHALL BE FURTHER STABILIZED WHERE NECESSARY WITH BIODEGRADABLE EROSION BLANKET AND STAKED UNTIL ESTABLISHED.

SEED AVAILABLE FROM: NATIVESCAPES, LLC

MIX IS COMPRISED OF:

- 22.8% PENNLAWN RED RESCUE
- 22.5% CREEPING RED FESCUE
- 21.7% CHEWINGS FESCUE
- 11.8% VICTORY II CHEWINGS FESCUE
- 9.8% SPARTAN HEAD FESCUE
- 9.9% AZAY SHEEPS FESCUE

LANDSCAPING CALCULATIONS: ESTIMATING MATERIALS AND COSTS

FRONTAGE LANDSCAPING:

PER SECTION 11.05	REQUIRED	PROPOSED
- DECIDUOUS OR EVERGREEN TREE	= 1/40 LF OF ROAD FRONTAGE	= 130 LF / 40 = 4 TREES
- ORNAMENTAL TREE (FLOWERING)	= 1/100 LF OF ROAD FRONTAGE	= 130 LF / 100 = 2 TREES

- SHRUBS = 1 / 5

PARKING LOT LANDSCAPING:
PER SECTION 11.06

REQUIRED LANDSCAPING = (77 SPACES) 5 SF = 385 SF = 2,132 SF

- DECIDUOUS CANOPY TREES

<u>INTERIOR LANDSCAPING:</u>		
MIN INTERIOR LANDSCAPING AREA	= 5% of total impervious area	
- BUILDING AREA = 12,050 SF		
- PARKING + DRIVE = 37,645 SF		
- SIDEWALKS = 2,369 SF		
	= 52,064	= (52,064 SF)0.05 = 2,603.20 SF
		= 10,456.17 SF
- DECIDUOUS TREES	= 1 + 1/400 SF of required interior landscaping area.	= 1 + 7 = 8 TREES
- SHRUBS	= 2 + 2/400 SF of required interior	= 2 + 14 = 16 SHRUBS

LANDSCAPE PLAN

WN BY: IMAD
CKED BY: IMAD
11/29/2025

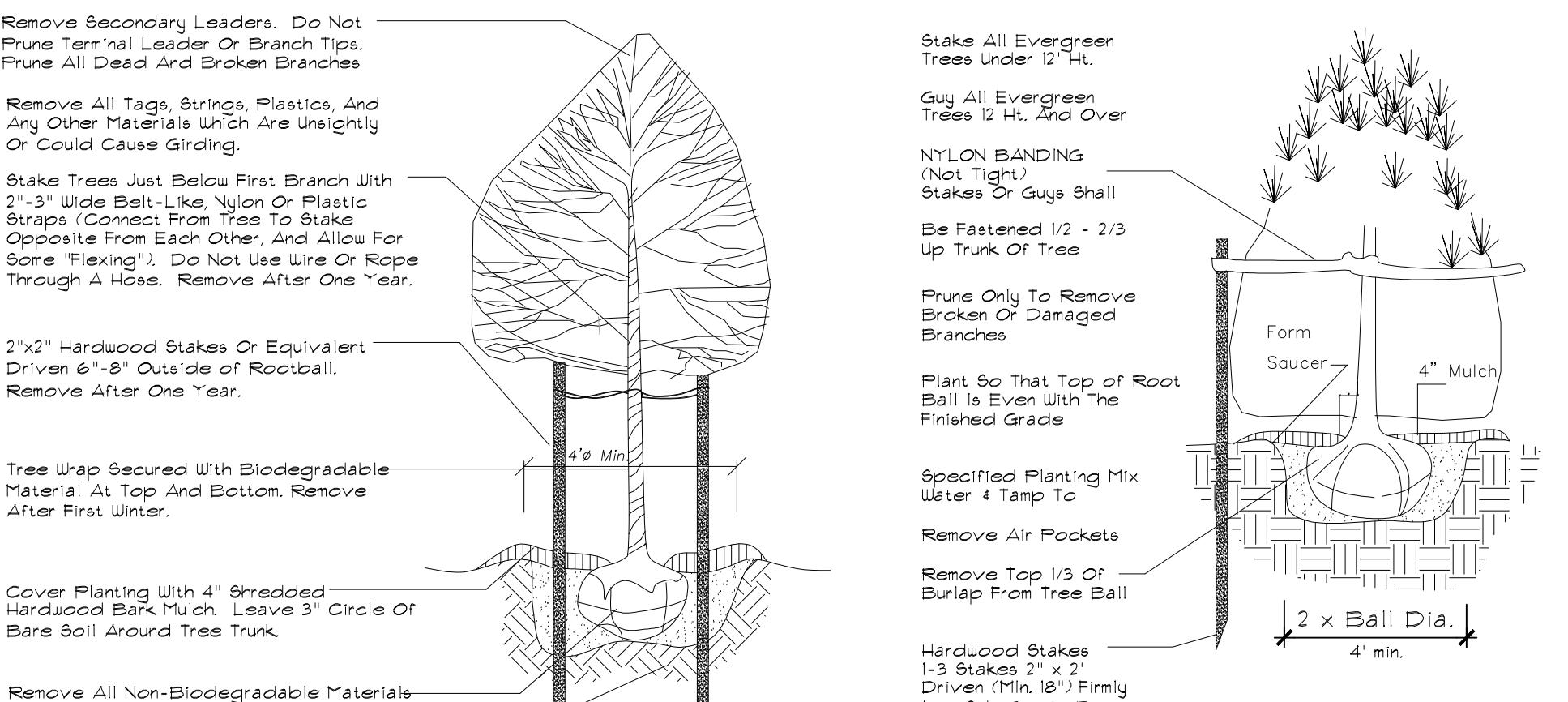
LP-1

LANDSCAPE PLAN



SCALE 1" = 20'

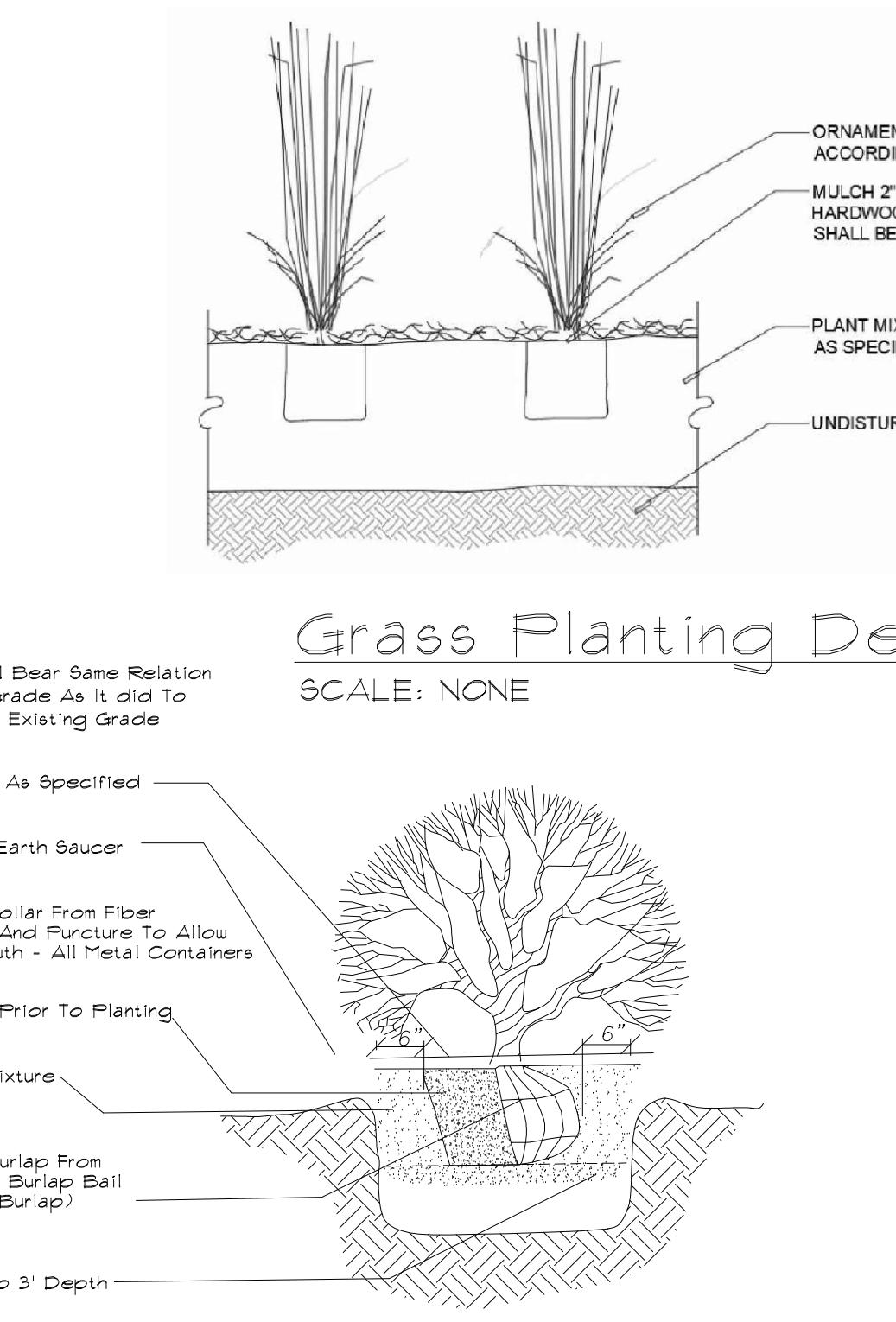
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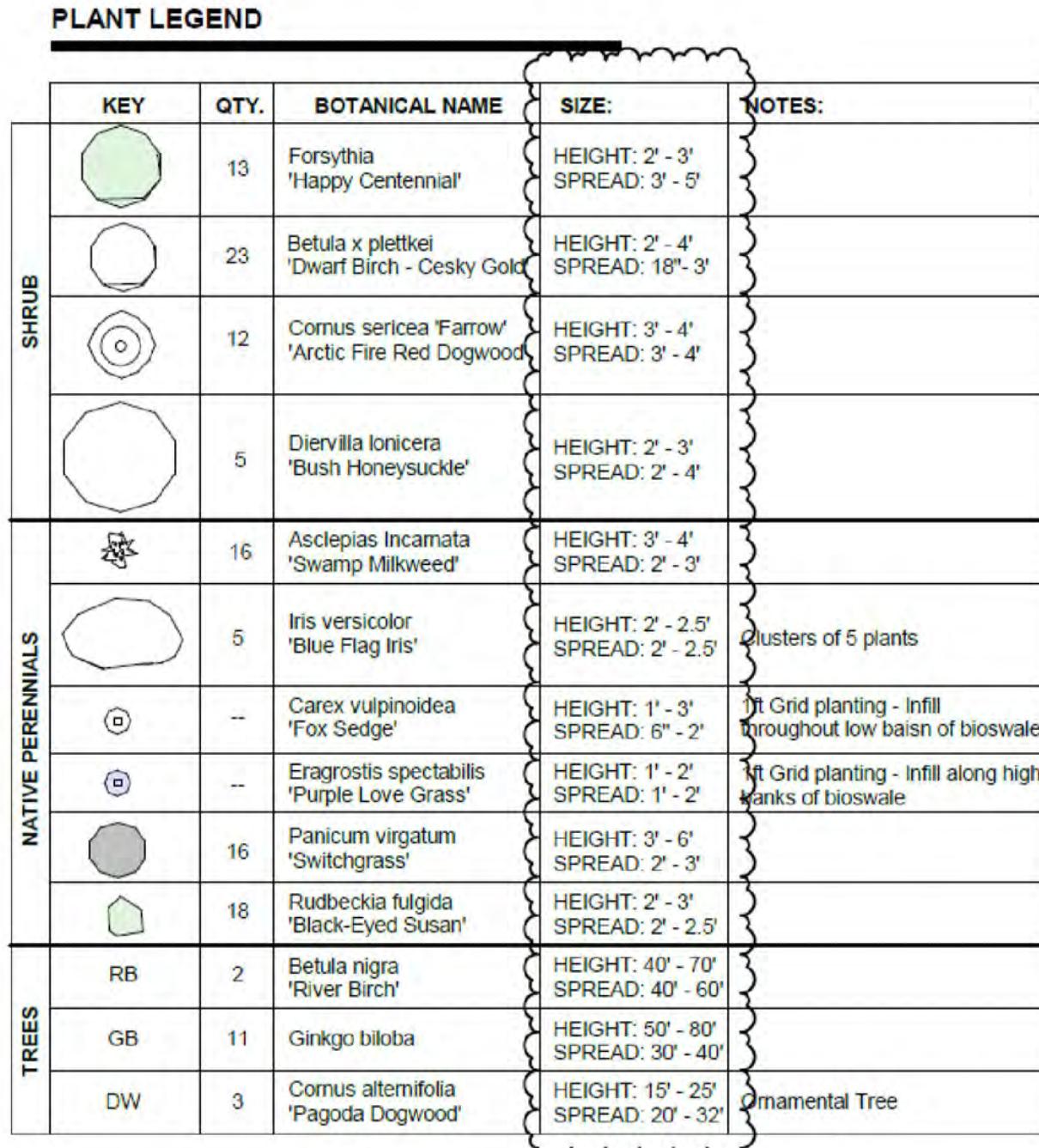
Tree Planting Detail

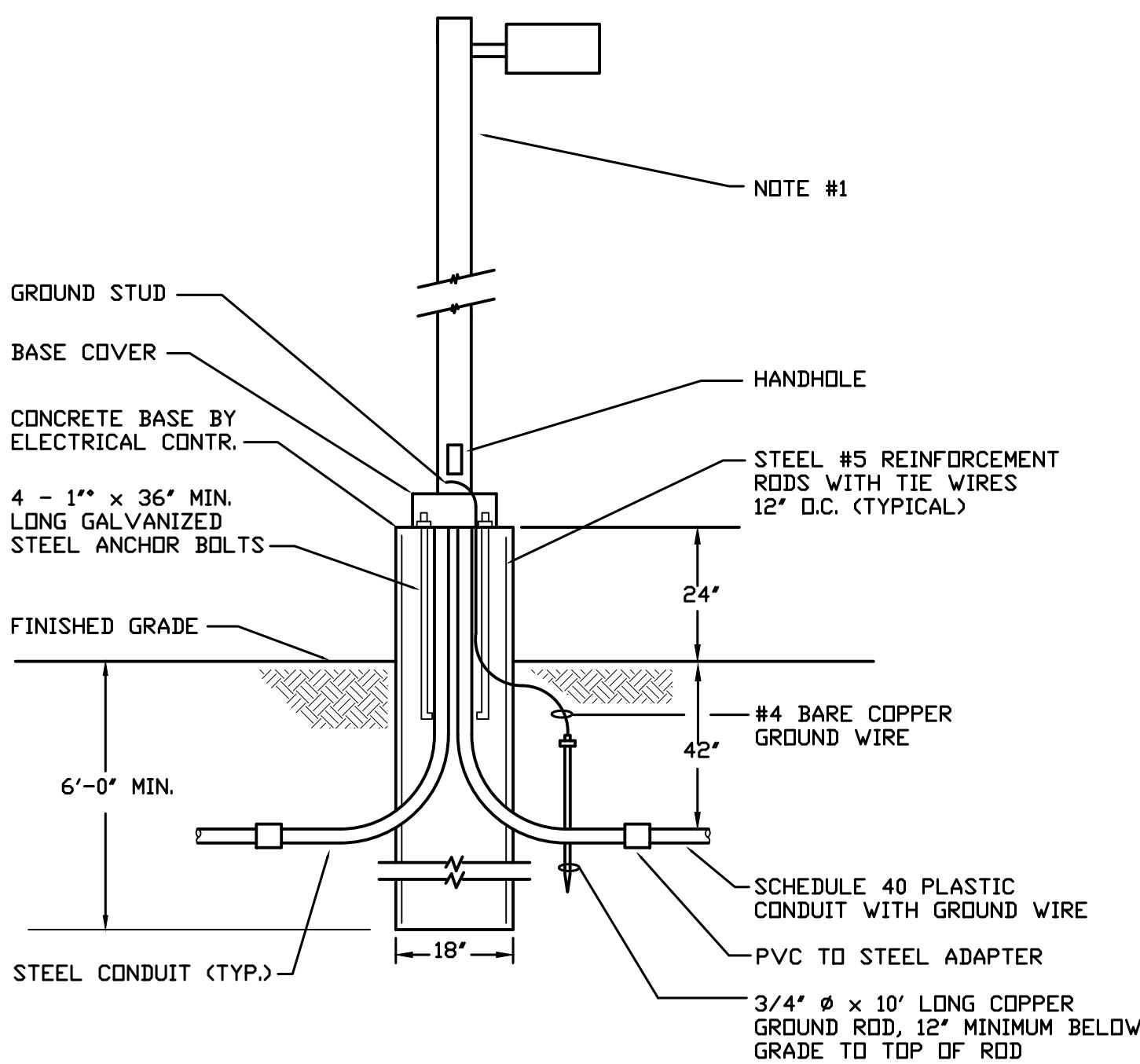
Evergreen Tree Planting Detail

SCALE: NONE



hruB Planting Detail





LIGHT POLE DETAIL

NOTE 1:
TYPE "OA", 20'H (18' POLE AND 2'-0" BASE)

D-Series Size 0 LED Area Luminaire

Specifications

Length: 26" (66 cm)
Width: 13" (33 cm)
Height: 7" (17.8 cm)
Weight (max): 16 lbs (7.2 kg)

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency.
- This luminaire is A+ Certified when ordered with DTL controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability.
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background.

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to ROAM, Link to DTL DLL

Ordering Information

EXAMPLE: DSX0 LED P6 40K T3M MVOLT SPA DDBXD

DSX0 LED	LEDs	Color temperature	Distribution	Voltage	Mounting
DSX0 LED	Forward optics P1 P4 P7 P2 P5 P3 P6 Rotated optics P10 P12 P11 P13	30K 3000K 40K 4000K 50K 5000K AMBR Amber phosphor converted	T1S Type I short T2S Type I short T2M Type I medium T3S Type II short T3M Type II medium T4M Type IV medium TFTM Forward throw TSVS Type V short	MVOLT ¹ SP4 SP8 RPA WBA SPUMBA RPUMBA KMA8 DBBXD KMA8 DBBXD U	Shipped included Square pole mounting Round pole mounting Wall bracket Square pole universal mounting adaptor ² Round pole universal mounting adaptor ³ Must arm mounting bracket adaptor (specify finish) ⁴

Control options

Shipped installed	Shipped installed
HTAR2 40W A+ generation 2 enabled ⁵	PI01FCV Bi-level motion ambient sensor, 15-30' mounting height, ambient sensor enabled at 18' H ⁶
PER NEMA twist-lock receptacle (control ordered separate) ⁷	HS Motion-activated switch ⁸
PER5 Five-wire receptacle only (control ordered separate) ¹⁰	SE Single fuse (120, 277, 347)V ⁹
PER7 Seven-wire receptacle le only (control ordered separate) ¹¹	DF Double fuse (208, 240, 480)V ⁹
DMG 0-10V dimming extend out back of housing for external control (control ordered separate)	L90 Left rotated optics ¹
PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5.5' ¹²	R90 Right rotated optics ¹
PIR5 Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5.5' ¹³	DOL Diffused drop lens ¹⁰
PIR5N Network, Bi-Level motion/ambient sensors	Shipped separately
PIR1FCV Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 18' H ⁶	BS Bird spikes ¹¹
	EGR External glare shield ¹²

Other options

Finish required
DBXO Dark bronze DBXO Black DNXO Natural aluminum DNXO White DSSXO Sandstone DDBXO Textured dark bronze DOLXO Textured black DNAXO Textured natural aluminum DWHXO Textured white DSSXO Textured sandstone

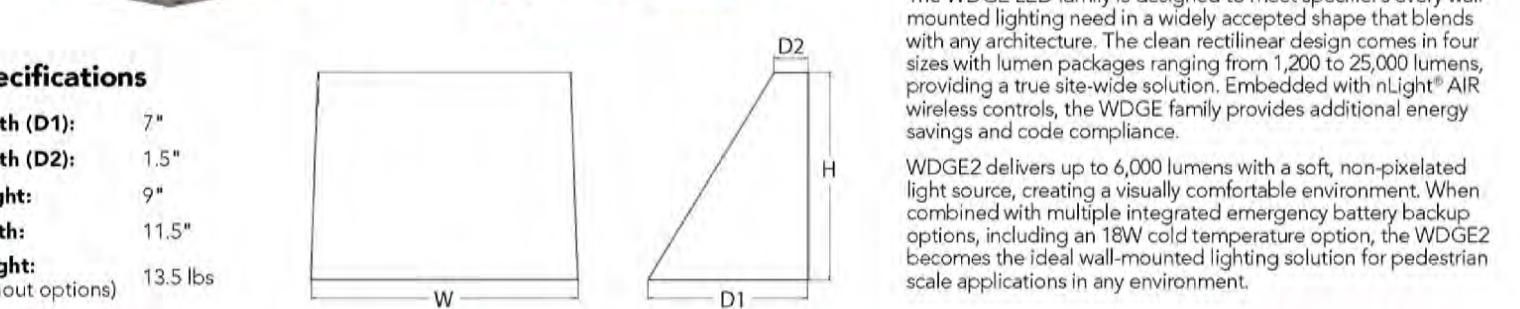
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2. See ordering tree for details.
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8. See ordering tree for details.
9. See ordering tree for details.
10. See ordering tree for details.
11. See ordering tree for details.
12. See ordering tree for details.
13. See ordering tree for details.



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DSX0-LED Rev. 000718 Page 1 of 7

LIGHTING FIXTURE TYPE: "OA" & "OB"



Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight (without options): 13.5 lbs

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect. See ordering tree for details.

WDGE LED Family Overview							
Luminaire	Optics	Standard EM, 0°C	Cold EM, -20°C	Series	Approximate Lumens (4000K, 8000K)		
WDGE LED	Visual Comfort	4W	—	—	750	1,200	2,000
WDGE LED	Visual Comfort	18W	18W	Standalone / w/ light	—	—	—
WDGE2 LED	Precision Refractive	18W	18W	Standalone / w/ light	700	1,200	2,000
WDGE2 LED	Precision Refractive	13W	18W	Standalone / w/ light	6,000	7,500	8,500
WDGE4 LED	Precision Refractive	—	—	Standalone / w/ light	—	12,000	16,000

Ordering Information						
EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD						
Series	Package	Color Temperature	CFI	Distribution	Voltage	Mounting
WDGE LED	P1 ¹ P5W	27K 30K 35K 40K 50K	90CRI 90CRI	VF Visual comfort towards throw	MVOLT	Shipped included
P2 ² P5W	480°	50K	90CRI	VW Visual comfort w/ wall	SRM Surface mounting bracket	AWS 30W Architectural wall sconce ⁴
P3 ³ P5W	347°	50K	90CRI	ICW Indoor Casing/Celling	PBBW Surface-mounted back box (top, left, right) cased entry. Use when there is no junction box available.	
P4 ⁴ P5W	347°	50K 50K	90CRI	PSM Surface mounting bracket		
P5 ⁵ P5W	347°	50K	90CRI			

Options						
E4WH Emergency battery backup, Certified in CA Title 20 (AALS95, 4W, 12V, min.)						
E1WH Emergency battery backup, Certified in CA Title 20 (AALS95, 10W, 5% min.)						
EZWH Emergency battery backup, Certified in CA Title 20 (AALS95, 10W, 5% min.)						
PE Pushbutton (type)						
PRTCW 0-10V dimming wires pulled as close to fixture as possible for 15-30' mounting height						
Networked Sensors/Controls (only available with PBBW PBBW)						
NETAR2 PBB Embedded wireless controls by itself with Passive Infrared Occupancy sensor and on/off photocell for 8-15' mounting height						
NETAR2 PIR Embedded wireless controls by itself with (U624 listed emergency operation, Passive Infrared Occupancy sensor and on/off photocell for 8-15' mounting height)						
NETAREM2 PBB Embedded wireless controls by itself with (U624 listed emergency operation, Passive Infrared Occupancy sensor and on/off photocell for 15-30' mounting height)						
NETAREM2 PIR Embedded wireless controls by itself with (U624 listed emergency operation, Passive Infrared Occupancy sensor and on/off photocell for 15-30' mounting height)						
SCE Coastal construction						
Series 1: Dark bronze, Black, Natural aluminum, White, Sandstone, Textured dark bronze, Textured black, Textured natural aluminum, Textured white, Textured sandstone						
Series 2: Dark bronze, Black, Natural aluminum, White, Sandstone, Textured dark bronze, Textured black, Textured natural aluminum, Textured white, Textured sandstone						

LIGHTING FIXTURE TYPE: "OC"



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WDGE LED

Rev. 04/02/25

DRAWING TITLE: LIGHTING CUT SHEETS
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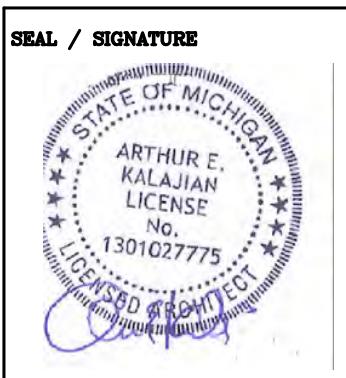
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DATE: 01/11/26
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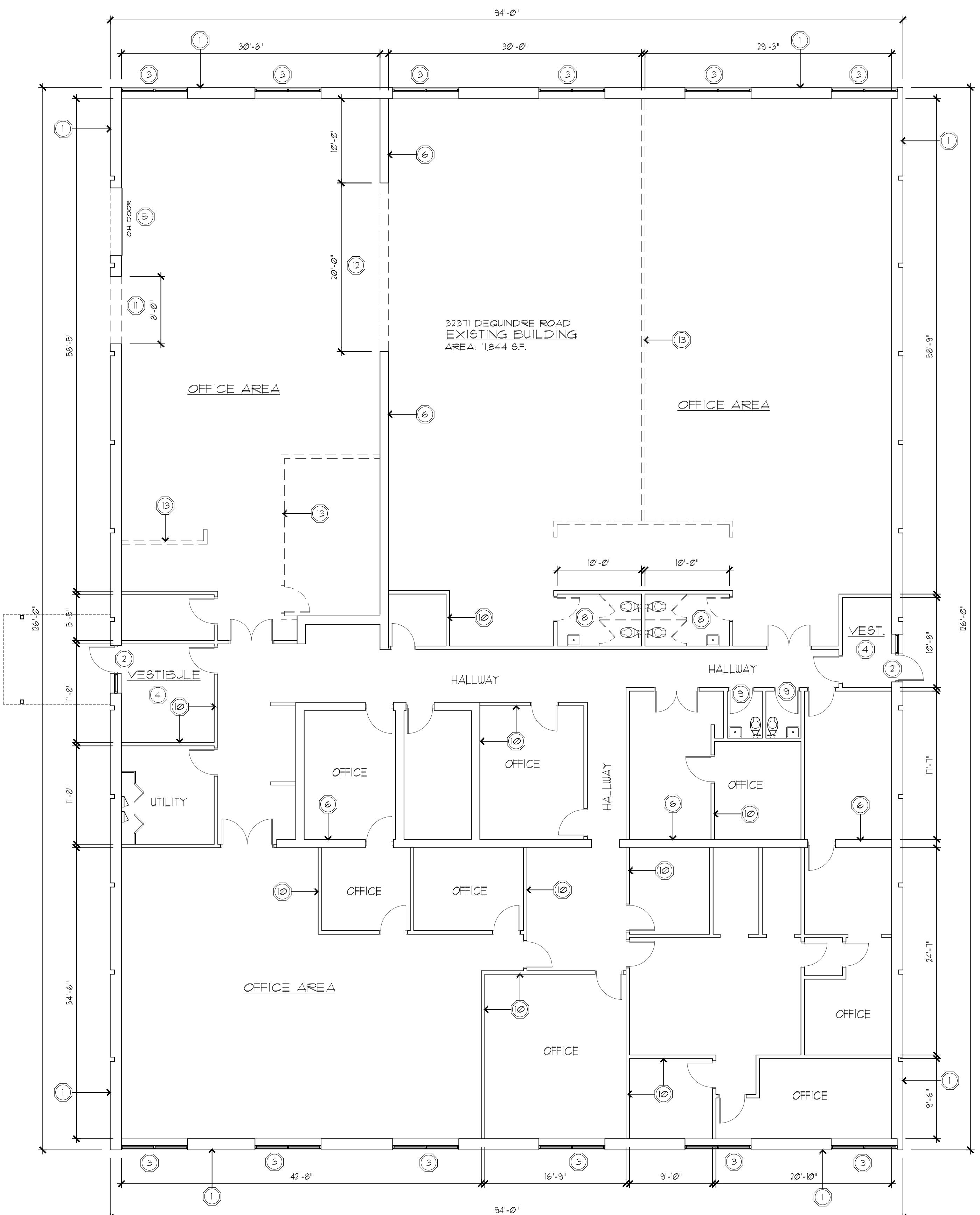
37525 HACKER DR
STERLING HEIGHTS, MI 48310
PH: (586) 399-3880
FAX: (248) 399-3882
E-mail: imadherz@gmail.com

DESIGNED BY:
Imad Potres

RIVISIONS:	
1-	SITE PLAN
2-	01/11/26
3-	
4-	
5-	
6-	
7-	



DATE



EXISTING / DEMO FLOOR PLAN

GENERAL CONSTRUCTION NOTES:

1. THE SUB CONTRACTOR SHALL VISIT THE JOB SITE PRIOR TO BIDDING AND ASSUME FULL/ SUBCONTRACTOR RESPONSIBILITY FOR VISUAL OBSERVATION OF EXISTING CONDITIONS. DURING THE VISIT THE CONTRACTOR SHALL RELATE THE PROPOSED FLOOR PLANS TO THE EXISTING SPACE CONDITIONS AND BE FAMILIAR WITH THE AREAS WHERE WORK WILL BE PERFORMED. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES, IF ANY, PRIOR TO SUBMITTING THE BID AND START OF CONSTRUCTION.
2. THE SUB CONTRACTOR SHALL ACCEPT THE SITE IN THE CONDITION IN WHICH IT EXISTS AT THE TIME OF THE CONTRACT AWARD. ALL EXCLUSIONS SHALL BE MADE ON THE BID PROPOSAL AND SUBMITTED TO THE OWNER FOR REVIEW.
3. THE SUB CONTRACTOR SHALL PROVIDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE WORK SPECIFIED ON THE DRAWINGS AND HEREINAFTER SPECIFIED.
 - LAYOUT OF THE WORK, LOCATION OF REFERENCES AND DIMENSIONS PER PLANS AND COORDINATE LOCATION OF ALL CHASES, OPENINGS, DUCTS, LINES, CONDUITS, FIXTURES AND EQUIPMENT.
 - TEMPORARY PARTITIONS, DUST PROTECTORS, ENCLOSING OF OPENINGS, RAMPS AND CAT WALKS
 - AS REQUIRED BY OSHA FOR SAFETY.

PROVIDE AND INSTALL 2x? WD DRAFT STOPPING AND FIRE STOPPING WHERE REQUIRED BY THE BUILDING INSPECTOR, NOT NECESSARILY INDICATED ON THE PLANS AND DETAILS. A 4" COMPRESSIBLE MINERAL WOOL OR GLASS FIBER PRODUCT MAY BE USED IN LIEU OF WOOD BLOCKING MATERIAL, FIRE CAULK AT ALL PENETRATIONS.
4. NO ALLOWANCE SHALL BE MADE ON BEHALF OF THE CONTRACTOR ON ACCOUNT OF AN ERROR ON HIS PART OR HIS NEGLIGENCE OF FAILURE TO ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS OF THE SPACE.
5. USE MEANS NECESSARY TO PREVENT DUST FROM BECOMING A NUISANCE TO THE PUBLIC, GUESTS, OR OTHER WORK BEING PERFORMED NEAR THE SITE.
6. THE SUB CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THE FEDERAL, STATE, AND LOCAL SAFETY REQUIREMENTS.
7. MAINTAIN SAFE CONSTRUCTION ACCESS TO THE WORK AREA AT ALL TIMES AND POST WARNING SIGNS AT ALL PEDESTRIAN TRAVEL PATHS.
8. ALL ASSOCIATED ELECTRICAL, PLUMBING, ETC. TO BE DEMOLISHED SHALL BE DISCONNECTED AND REMOVED TO THE SOURCE.
9. EACH SUBCONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE CLEANUP OF DEBRIS AND CUTTING MATERIALS DAILY.

DOOR PLAN REFERENCE NOTES:

- 1 EXISTING EXTERIOR WALL CONSTRUCTION: FACE BRICK ON C.M.U. WALL TO REMAIN.
- 2 EXISTING GLASS ALUMINUM DOOR AND SIDE WINDOW IN ANODIZED ALUMINUM FRAME TO REMAIN.
- 3 EXISTING GLASS WINDOW IN ANODIZED ALUMINUM FRAME TO REMAIN.
- 4 EXISTING VESTIBULE TO REMAIN.
- 5 EXISTING OVERHEAD DOOR AND FRAME.
- 6 EXISTING DEMISING WALL: 1 HOUR RATED C.M.U. WALL.
- 7 EXISTING DRYWALL CONSTRUCTION TO REMAIN.
- 8 EXISTING RESTROOMS AND FIXTURES TO BE MODIFIED. REMOVE EXISTING NON-COMPLIANT FIXTURES AND PARTITIONS. REMOVE EXISTING NON-COMPLIANT DOOR AND FRAME. FOR NEW RESTROOMS LAYOUT, REFER TO PROPOSED FLOOR PLAN.
- 9 EXISTING PRIVATE RESTROOMS TO REMAIN.
- 10 EXISTING DRYWALL CONSTRUCTION TO REMAIN.
- 11 SAWCUT EXISTING MASONRY WALL FOR NEW OVERHANG DOOR OPENING. INSTALL NEW OVERHANG DOOR AND FRAME TO MATCH EXISTING. PATCH AND REPAIR ADJACENT AREA AS REQUIRED. REFER TO PROPOSED FLOOR PLAN, SHEET A02.
- 12 SAWCUT EXISTING LOAD BEARING MASONRY WALL FOR NEW SERVICE AREA OPENING AS INDICATED. PATCH AND REPAIR ADJACENT WALL AREA AS REQUIRED. PROVIDE STEEL BEAM LINTEL. REFER TO PROPOSED FLOOR PLAN, SHEET A02.
- 13 DEMOLISH AND REMOVE FROM JOBSITE EXISTING DRYWALL CONSTRUCTION (SHOWN DASHED). PATCH AND REPAIR ADJACENT AREA AS REQUIRED.
- 14 FOR NEW AUTO REPAIR SHOP LAYOUT, REFER TO PROPOSED FLOOR PLAN, SHEET A02.

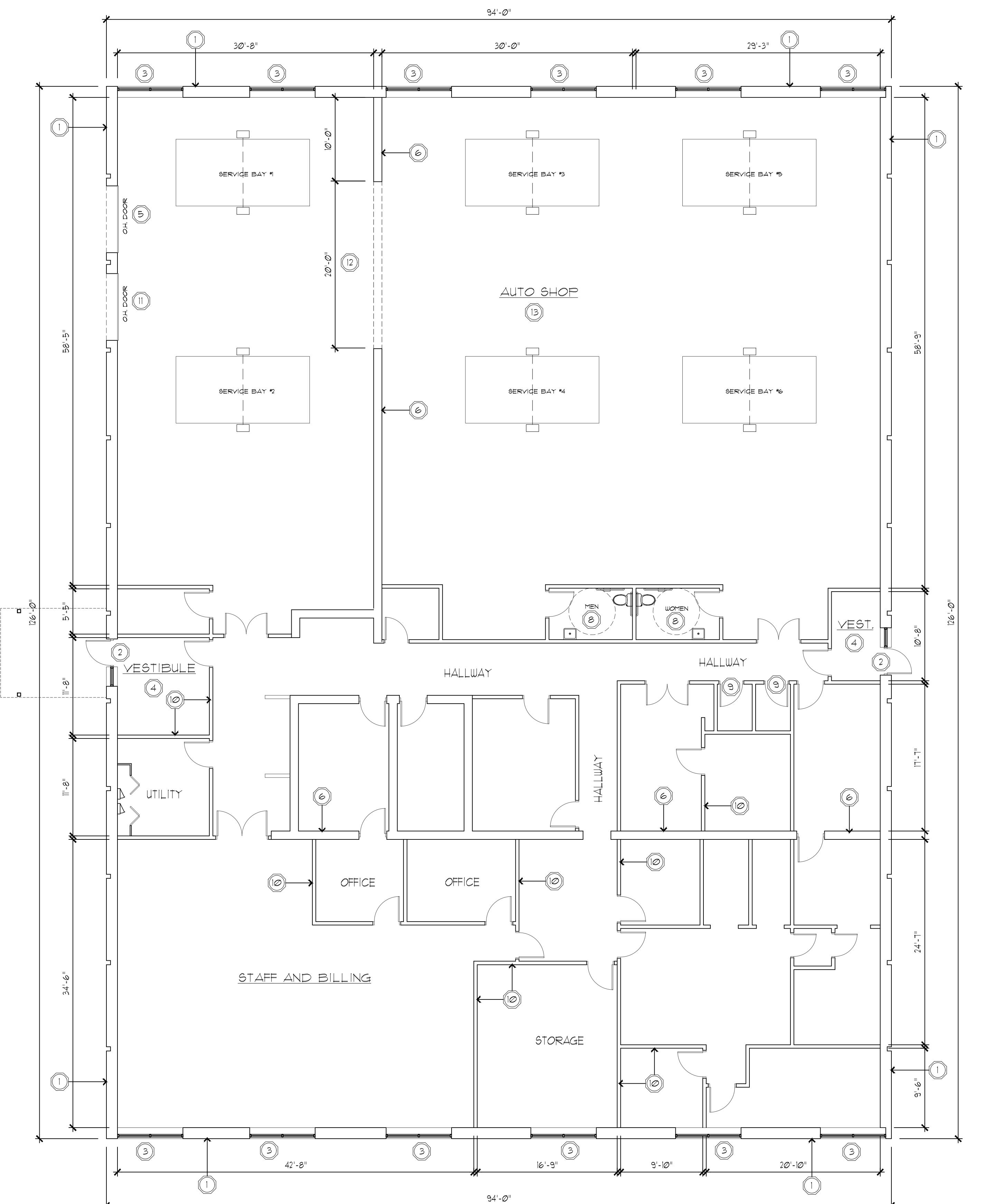
PROPOSED AUTO REPAIR
32371 DEQUINDRE ROAD
MADISON HEIGHTS, MI 48071

EXISTING FLOOR PLAN

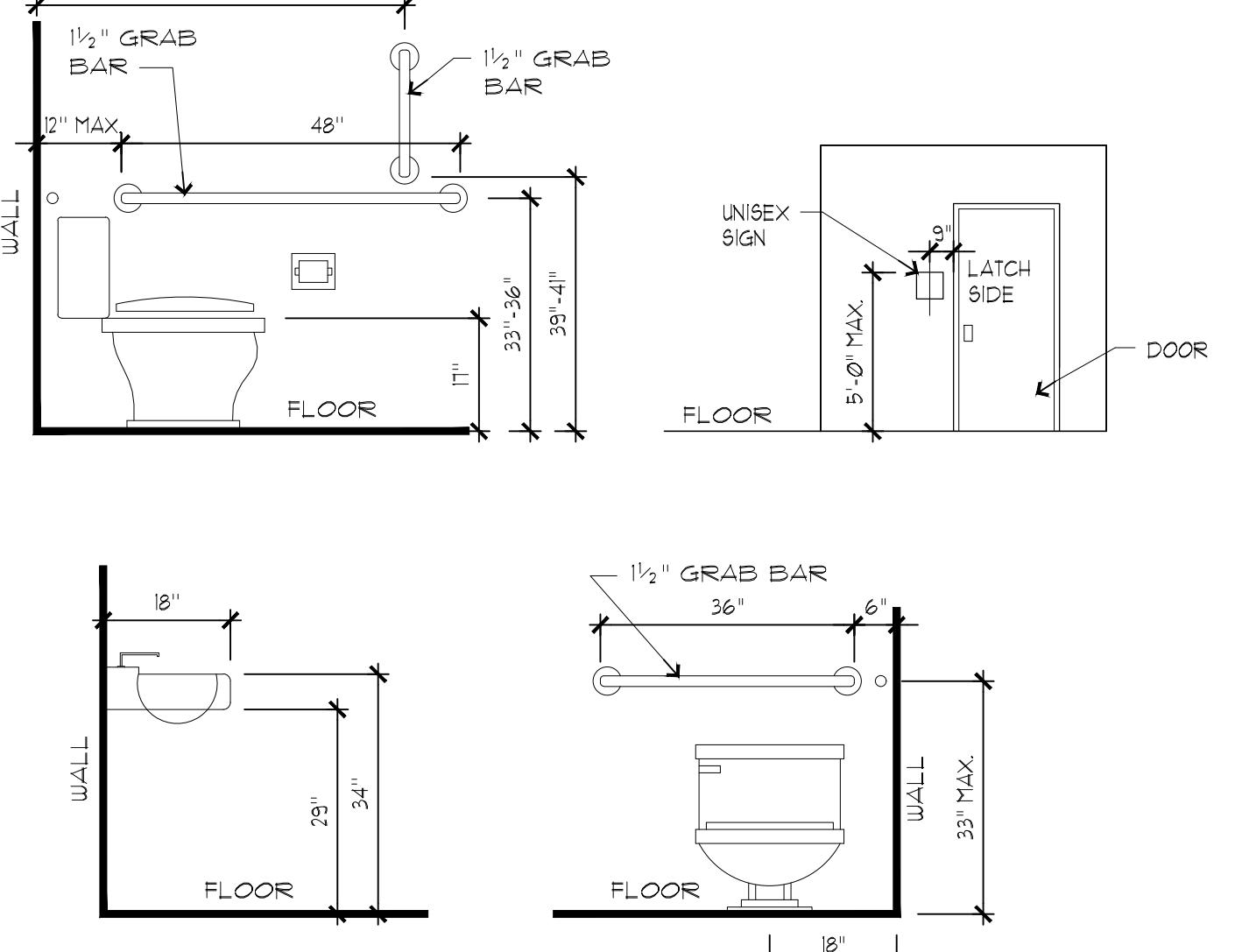
SIXTEEN

SEARCHED BY: IMAD

A01



PROPOSED FLOOR PLAN



BARRIER FREE ELEVATIONS

SCALE: $\frac{1}{4}$ " = 1'-0"

GENERAL NOTES:

- ALL INTERIOR PARTITIONS, FINISHES AND FIXTURES IN THE STORE TO COMPLY WITH THE MICHIGAN CODE 2021.
- EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. MANUALLY OPERATED FLUSH BOLTS ARE NOT PERMITTED.
- ALL REQUIRED EXITS AND EXIT ACCESS DOORS SHALL BE MARKED BY APPROVED EXIT SIGN READILY VISIBLE FROM ANY DIRECTION OF EGRESS. TRAVEL DIRECTION EXIT SIGNS SHALL BE REQUIRED WHERE THE PATH OF EGRESS IS NOT IMMEDIATELY VISIBLE TO THE OCCUPANTS. (MBC 4 IFC CHAPTER 10, MEANS OF EGRESS)
- PROVIDE PORTABLE FIRE EXTINGUISHER PER IFC AND NFPA 10, TO BE COORDINATED WITH FIRE MARSHAL.
- EMERGENCY LIGHTING SHALL BE PROVIDED FOR THE MEANS EGRESS IN ACCORDANCE WITH THE MBC 4 IFC CHAPTER 10, MEANS OF EGRESS.
- ALL COMBUSTIBLE STORAGE AND ASSOCIATED FIRE PROTECTION SHALL BE IN ACCORDANCE WITH INTERNATIONAL FIRE CODE.
- ALL INTERIOR TO COMPLY WITH THE MICHIGAN BUILDING CODE CHAPTER 8, INTERIOR FINISHES AND THE INTERNATIONAL FIRE CODE, CHAPTER 8, INTERIOR DECORATIVE MATERIAL AND FURNISHINGS.
- PROVIDE SIGNS INDICATING PUBLIC RESTROOM AS REQUIRED PER MICHIGAN BUILDING CODE 2021 AND MICHIGAN PLUMBING CODE 2021. UNISEX ACCESSIBLE SIGN SHALL BE MOUNTED ALONG SIDE THE DOOR ON THE LATCH SIDE. SIGNAGE CHARACTER MUST BE 48" MIN. AND 60" MAX. AFF.
- PROVIDE A PERMANENT, CONSPICUOUS BUILDING ADDRESS IN ACCORDANCE W/ THE CITY CODE OF ORDINANCE AND THE IFC, SECTION 505 PREMISES IDENTIFICATION. STREETS & ROADS SHALL BE IDENTIFIED W/ CLEAR SIGNS.
- RESTROOMS ARE OPEN TO PUBLIC & OPERATING DURING WORK HOURS AS INDICATED.
- DOOR SURFACES WITHIN 10" OF THE FLOOR GROUND MEASURED VERTICALLY SHALL BE SMOOTH SURFACE ON THE PUSH SIDE EXTENDING THE FULL WIDTH OF DOOR.
- AN 18"X48" CLEAR MANEUVERING SPACE IS REQD ON THE FULL-SIDE, LATCH-SIDE OF ALL DOORS.

FIRE PREVENTION NOTES

- A KNOX BOX IS REQUIRED FOR EMERGENCY ACCESS TO THE BUILDING FOR FIRE AND MEDICAL EMERGENCIES. (IFC 506.1 KNOX BOX).
- THE KNOX KEY BOX SHALL BE LOCATED WITHIN TEN (10) FEET OF THE MAIN ENTRY DOOR OF THE BUILDING AND BETWEEN FIVE (5) AND SIX (6) FEET ABOVE THE FINISHED GRADE.
- THE KNOX DECAL SHALL BE INSTALLED AT THE MAIN FRONT ENTRANCE OR AS REQUIRED BY THE FIRE CODE OFFICIAL.
- ADDRESS NUMBERS: MUST HAVE APPROVED ADDRESS NUMBERS, PLACED IN POSITION THAT IS PLAINLY LEGIBLE AND VISIBLE FROM STREET OR ROAD FRONTING THE PROPERTY. THESE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUNDS AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCHES. (IFC 505.1 ADDRESS NUMBER).
- BUILDING KEYS: THE BOX SHALL CONTAIN LABELED KEYS, INCLUDING BUT NOT LIMITED TO: KEYS FOR ACCESS INTO AND THROUGH THE PREMISES, KEYS TO ANY SECURED FIRE PROTECTION SYSTEM, AND ELEVATION KEYS.

FLOOR PLAN REFERENCE NOTES:

- EXISTING EXTERIOR WALL CONSTRUCTION: FACE BRICK ON CMU WALL TO REMAIN.
- EXISTING GLASS ALUMINUM DOOR AND SIDE WINDOW IN ANODIZED ALUMINUM FRAME TO REMAIN.
- EXISTING GLASS WINDOW IN ANODIZED ALUMINUM FRAME TO REMAIN.
- EXISTING VESTIBULE TO REMAIN.
- EXISTING OVERHEAD DOOR AND FRAME.
- EXISTING DEMISING WALL: 1 HOUR RATED CMU WALL.
- EXISTING DRYWALL CONSTRUCTION TO REMAIN.
- NEW ADA RESTROOMS AND FIXTURES. INSTALL NEW 3'X1' WOOD DOOR AND FRAME. FOR ADA REQUIREMENTS, REFER TO BARRIER FREE ELEVATIONS, THIS SHEET.
- EXISTING PRIVATE RESTROOMS TO REMAIN.
- EXISTING DRYWALL CONSTRUCTION TO REMAIN.
- INSTALL NEW 8' WIDE X 10' HIGH OVERHANG DOOR AND FRAME IN MASONRY WALL OPENING. PROVIDE STEEL BEAM LINTEL AS REQUIRED.
- SAW CUT EXISTING LOAD BEARING MASONRY WALL FOR NEW SERVICE AREA OPENING AS INDICATED. PATCH AND REPAIR ADJACENT WALL AREA AS REQUIRED. PROVIDE STEEL BEAM LINTEL.
- NEW AUTO REPAIR SERVICE BAYS AND HOSES PER OWNER.
- COORDINATE WITH OWNER FOR ALL FURNITURE, MILLWORK AND EQUIPMENT.

PROPOSED AUTO REPAIR
32371 DEQUINDRE ROAD
MADISON HEIGHTS, MI 48071

SEAL / SIGNATURE

DATE

PROPOSED FLOOR PLAN

FILE NAME: AUTO REPAIR

DRAWING TITLE:

DRAWN BY: IMAD

CHECKED BY: IMAD

DATE: 12/30/2025

SHEET NO:

A02

Section 3.17 M-1 Light Industrial District

PREAMBLE		
The M-1 Light Industrial District is designed so as to primarily accommodate wholesale activities, warehouses, and industrial operations whose external, physical effects are restricted to the area of the district and in no manner affects in a detrimental way any of the surrounding districts.		
REQUIRED CONDITIONS		
Any use established in the M-1 District shall be operated so as to comply with the performance standards set forth hereinafter in Article 9		
PERMITTED USES	SPECIAL LAND USES	ACCESSORY USES
<ul style="list-style-type: none"> Artisan Manufacturing/Makerspace Artist Studio Auto Sales (New and Used) and Rental 7.03(3) Banquet/Assembly/Meeting Halls (less than 75 persons) 7.03(5) Bars and Taprooms Business or Trade Schools Contractor's Office 7.03(9) Essential Public Utility Services Financial Institutions General Warehouse and Distribution Government Office Building/Courthouse/Public Police and Fire Services Incubator Kitchen or Catering Facility Incubator Workspaces Indoor Recreational Business 7.03(21) Industrial Tool and Equipment Sales, Rental, Service, Storage and Distribution Light Industrial, Assembly, Repair and Manufacturing Medical Marijuana and Adult Use Marijuana Safety Compliance Facility 7.03(25) Medical Marijuana Caregivers (Primary Caregiver Marijuana Grow Overlay District only) 7.03(24) Microbreweries, Wineries and Distilleries Post Office Professional Office Public Library, Museum, Art Center, Community Center Public Parks Religious Institutions, Private Clubs, and Lodges (less than 75 persons) 7.03(39) Research, Development and Testing Facilities Restaurant Temporary Buildings and Uses 7.03(43) 	<ul style="list-style-type: none"> Auto Repair and Service (Major) 7.03(2) Auto Repair and Service (Minor) 7.03(2) Auto Sales (New and Used) and Rental 7.03(3) Commercial Kennels and Boarding Facilities 7.03(8) Fleet Vehicle and Trucking Storage Yard. Commercial Storage of Boats, Trailers, Recreational Vehicles, or other Operable Vehicles or Equipment. Home Improvement Centers and Garden Centers, Small and Mid-Format (up to 30,000 sq. ft.) and Large-Format (>30,000 sq. ft.) 7.03(17) Indoor Shooting Range 7.03(22) Lumber Yard 7.03(17) Parking as a Principal Use 7.03(34) Recycling Drop Off Centers Self-Storage Facility 7.03(40) Wholesale Sales/Retail 	<ul style="list-style-type: none"> Accessory Buildings, Structures and Uses Section 8.03 Firearm Retail Sales 7.03(13) Outdoor Dining and Seating 7.03(31) Outdoor Sales and Display 7.03(33)

The above list is a summary of Principal Permitted Uses, Special Land Uses, and Accessory Uses in the district. Uses provided with a section reference indicates uses that have specific use standards. Refer to [Article 2](#) for definitions of uses.

DIMENSION REGULATIONS			
Lot Standards		Minimum Setbacks	
Min. Lot Area (sq. ft.)	--	Front Yard (ft.)	50 ft.
Min. Lot Width (ft.)	--	Side Yard (one) (ft.)	20 ft. (A)
Max. Lot Coverage	--	Side Yard (total of 2) (ft.)	40 ft. (A)
Min. Floor Area/Unit	--	Street Sides (ft.)	50 ft.
Max. Building Height (ft.)	40 ft.	Rear Yard (ft.)	25 ft.
Max. Building Height (stories)			

Footnotes: Refer to [Section 4.02](#) wherever a footnote is referenced in parentheses after one of the design regulations.

Section 7.03 Use-Specific Standards

2. AUTO REPAIR AND SERVICE FACILITIES (MINOR AND MAJOR):

- A. **Residential Separation Buffer.** A twenty (20) foot buffer shall be provided between any portion of an auto repair/service facility (e.g., buildings, access drives, parking area) and the property line of a residentially-zoned or used parcel, screened and landscaped in accordance with Section 11.04 (Transitional Landscaping).
- B. **Location of Repair and Servicing.** All repair and servicing operations shall be conducted entirely within an enclosed building. All equipment used in the servicing and repair of vehicles shall be located within an enclosed building.
- C. **Outside Storage Prohibited:**
 1. Outside storage or parking of disabled, wrecked, inoperable, or partially dismantled vehicles shall not be permitted with the exception of those areas specifically designated for said purpose on an approved site plan. Such areas shall be screened in accordance with Section 8.03(6) (Accessory Outdoor Storage).
 2. Outdoor storage of materials, such as tires, barrels, or other materials used or sold on the premises, shall not be permitted with the exception of those areas specifically designated for said purpose on an approved site plan. Such areas shall be screened in accordance with Section 8.03(6) (Accessory Outdoor Storage).
- D. **Hours of Operation.** No auto repair or maintenance services shall be performed before 7 a.m. or after 9 p.m.
- E. **Service Bays:**
 1. Service bays that are oriented toward a public street shall be screened from the right-of-way, at minimum, in accordance with perimeter parking lot screening standards, Section 11.06.
 2. Doors to repair service bays shall be closed when providing services to vehicles, except for conveyance into and out of the service bays.
- F. **Vehicular Access and Circulation:**
 1. Auto repair and service facilities, when located on a corner lot, shall provide vehicular entrances or exits (curb cuts) no less than thirty-five feet from the intersection of the property lines at the corner.
 2. A maximum of one (1) curb cut is permitted per street frontage. All curb openings shall not exceed thirty-five (35) feet in width at the property line.
 3. On corner lots, no driveway from a side street shall be less than ten (10) feet from rear property line as measured along the side street property line.
 4. A bypass lane shall be provided to allow vehicles a way to enter and exit the site without having to turn around on the site or travel through a repair or service bay.
 5. All maneuvering areas, stacking lanes, and exit driveways shall be located within the auto repair and service facility property.
- G. **Vehicles awaiting repair.** All vehicles awaiting repair or service shall be parked on site. No vehicles shall be parked on a public street, including those towed to the facility.

E. The guarantee or portion thereof, shall be promptly released upon the inspection and approval of all improvements in compliance with the approved final site plan or conditional use permit and all applicable city standards and specifications. Portions of the guarantee may be released, in not more than three installments, provided:

- (1) The project or approved phase of a project has been completed for six months and the improvements for which the release is requested have been inspected and approved in accordance with the above standards, and the remaining balance is sufficient to cover the remaining improvements, including administrative and contingency expenses.
- (2) The guarantee shall not be reduced below the minimum amount required above.

F. **Types of Completion Guarantees.** The applicant may provide a guarantee in the form of a cash deposit, certified check, surety bond or letter of credit in a form acceptable to the city. Surety bonds and letters of credit shall be valid for a period of one year past the anticipated request for the last Certificate of Occupancy for the entire project and, if required, shall be renewed by the applicant not less than 30 days prior to expiration.

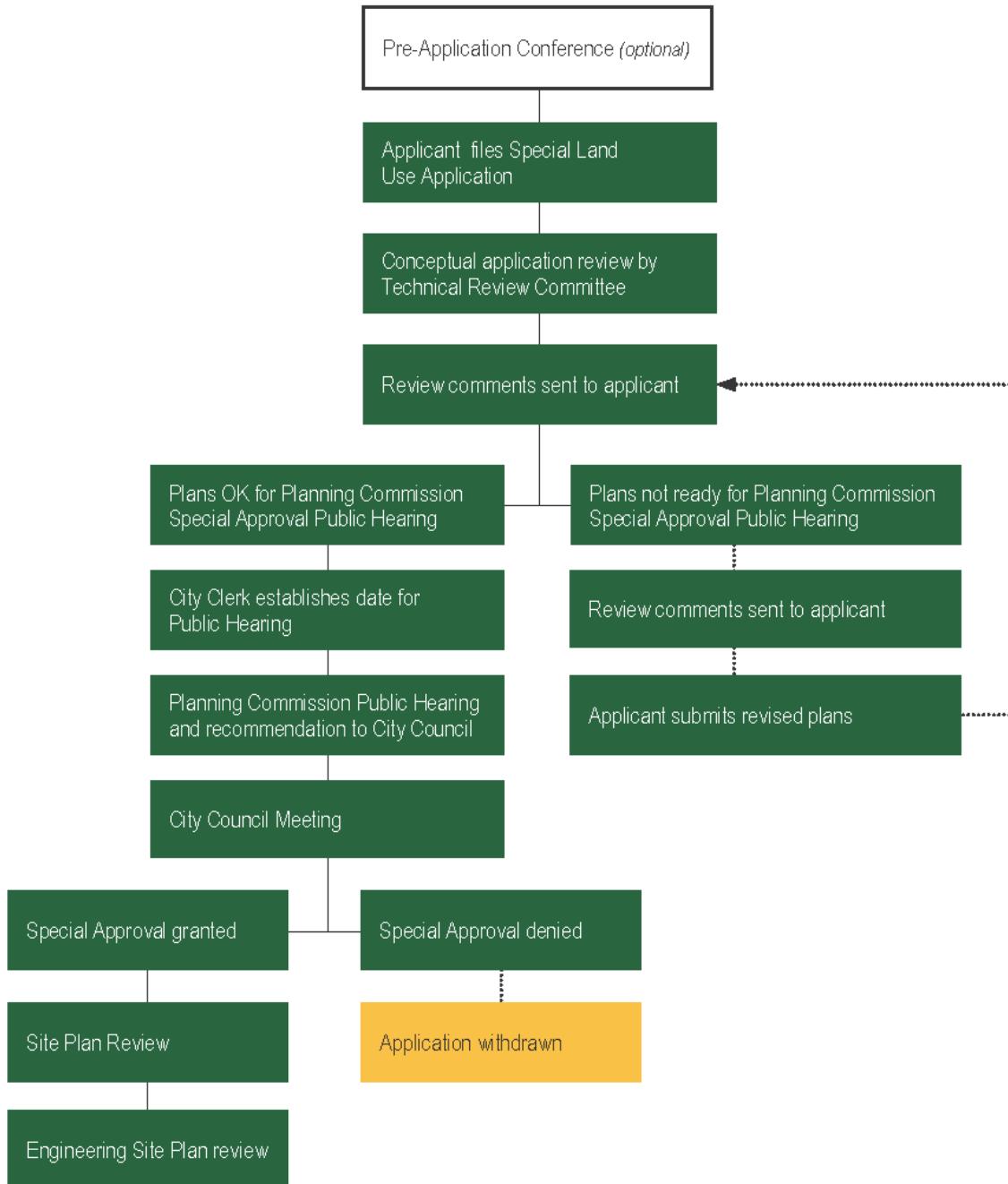
Section 15.05 Special Land Use Review

1. **Purpose.** The purpose of this section shall be to:
 - A. Require Special Land Use approval for certain uses in all zoning districts that are listed as Special Land Uses.
 - B. Establish review procedures for all Special Land Uses.
 - C. Establish review standards for all Special Land Uses.
 - D. Establish the Planning Commission as the advisory board and City Council as the final review and approval authority for Special Land Uses.
 - E. Establish authority to impose conditions upon Special Land Uses.
2. **Submission and Review Process.** All Special Land Uses in all zoning districts shall be reviewed in accordance with the following procedures:
 - A. Applicant may request a preliminary meeting with Community and Economic Development Department staff to discuss the proposal, design elements, ordinance requirements, etc. The applicant may further request a preliminary discussion at the Planning Commission for informal input. The city's comments during a pre-application conference shall be advisory in nature only.
 - B. Applicant submits application, fee, two (2) copies of the proposed conceptual site plan, and a digital version of the conceptual site plan, to the Community and Economic Development Department (site plan must be reduced to 11" x 17"). A separate site plan application is not required at the time of special land use review. A conceptual site plan shall include at a minimum:
 - (1) Location map showing the proposed site location, zoning classifications and major roads.
 - (2) Property identification number(s) and the dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties.
 - (3) Location of all existing and proposed structures, uses, number of stories, gross building area, required and proposed setback lines, and distances between structures on the subject property.
 - (4) The percentage of land area devoted to building, paved, and open space.
 - (5) All existing and proposed structures, roadways, drives, landscaping, trees, parking areas, and pedestrian paths.
 - (6) Number of parking spaces and location of loading areas and handicap parking spaces and access routes on the subject property.
 - (7) Location and height of all walls, fences, and landscaping, including a conceptual landscaping plan.
 - (8) Location and widths of all abutting streets, existing and proposed rights-of-way, easements, and pavement.

- (9) Type of existing and proposed surfacing of all drives, parking areas, loading areas and roads.
- (10) All utilities located on or serving the site, including sizes of water and sewer lines, wells, proposed hydrants, and proposed fire suppression line into building. Proposed sanitary leads and sanitary sewers must also be shown, as applicable.
- (11) Preliminary storm system layout and flow arrows demonstrating that storm flow connections and disposal methods are feasible.
- (12) Existing and proposed ground contours at intervals of two feet, or spot elevations sufficient to review the proposed grading and drainage plan, as determined by the city's consulting engineer.
- C. The Planning and Zoning Administrator may waive particular submittal items, as listed above, upon a determination that such items are not necessary for making a determination on the requested Special Land Use.
- D. The Technical Review Committee reviews the Special Land Use application for general conformance with Ordinance requirements and transmits review comments to the applicant for revision, if necessary. Applicant submits revised materials to Planning and Zoning Administrator, if necessary, for re-consideration by Technical Review Committee. Comments made by the Technical Review Committee shall be forwarded onto Planning Commission for consideration.
- E. The Planning and Zoning Administrator notifies the City Clerk when Special Land Use applications are adequate for consideration by The Planning Commission. The Planning and Zoning Administrator and City Clerk establish a public hearing date and post/send public notices in accordance with [Section 15.01](#).
- F. The Planning Commission shall hold a public hearing. Following the public hearing, the Planning Commission shall review the request and make a recommendation to the City Council in the form of a motion. The recommendation may be subject to certain conditions or changes being made.

If the Planning Commission requires additional information, the application may be postponed to a date certain until such information has been received.

- G. Following the review and recommendation of the Planning Commission, the application shall be forwarded to the City Council at its next scheduled meeting. The City Council shall consider the request, along with the Planning Commission recommendation, and approve, approve with conditions, or deny the application for special use approval. If City Council requires additional information, the application may be postponed to a date certain until such information has been received.
- H. Each action taken with reference to special land use approval shall be duly recorded in the minutes of the Planning Commission and City Council and shall state the grounds for the action taken upon each special use submitted for its approval.
- I. Special land use approval shall be obtained from the City Council before issuance of a Certificate of Occupancy for any special land use, and prior to the submittal and approval of a site plan, engineering plan, and building permit, if required.
- J. The Planning and Zoning Administrator, in coordination with the City Clerk, sends the applicant a Notice of Action and a copy of the City Council minutes from the meeting in which the case was acted upon. If Site Plan approval is required for the project, the applicant may apply for Site Plan review in accordance with [Section 15.04](#)



3. **Review Standards and Criteria.** In approving a special land use, the Planning Commission and City Council shall make a finding that the proposed Special Land Use is in compliance with all of the following standards:

- A. The use is so designed, located and proposed to be operated in a way that protects the public health, safety and welfare.
- B. The use is designed in a way that considers the natural environment and helps conserve natural resources and energy.
- C. The special land use will not involve uses, activities, processes, materials, and equipment or conditions of operation that will be detrimental to any person, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.
- D. The use shall be designed and located so that it is compatible with the surrounding properties, neighborhood, and vicinity. At a minimum, this shall include:
 - (1) Location of use(s) on site;
 - (2) Height of all improvements and structures;
 - (3) Adjacent conforming land uses;
 - (4) Conformance with the Master Plan and future land use map for the area as adopted by the planning commission; and
 - (5) Compatibility with the permitted principal uses allowed in the zoning district where the Special Land Use is requested, and consistency with the intent of the zoning district.
- E. Ingress/egress to the use shall be controlled to assure maximum vehicular, pedestrian and non-motorized safety, convenience and minimum traffic impact on adjacent roads, drives and uses including, but not limited to:
 - (1) Reduction in the number of ingress/egress points through elimination, minimization and/or consolidation of drives and/or curb cuts;
 - (2) Proximity and relation to intersections, specifically with regard to distance from drive(s) to intersection(s);
 - (3) Reduction/elimination of pedestrian/vehicular traffic conflicts;
 - (4) Adequacy of sight distances;
 - (5) Location and access of off-street parking;
 - (6) Location and/or potential use of service drives to access multiple parcels, reducing the number of access points necessary to serve the parcels.
- F. The use is consistent with the intent and purpose of the zoning district in which it is proposed.
- G. In granting Special Land Use approval, City Council may impose conditions that it deems necessary to fulfill the spirit and purpose of this Ordinance. The conditions may include those necessary to ensure that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, to protect the natural environment and conserve natural resources and energy, to ensure compatibility with adjacent uses of land, and to promote the use of land in a socially and economically desirable manner.

4. **General Stipulations.**

- A. The breach of any condition, safeguard or requirement, and the failure to correct such breach within 30 days after an order to correct is issued by the city shall be reason for immediate revocation of the Special Land Use Approval. Conditions and requirements stated as a part of special use permit authorizations shall be continuing obligations of the holders of such permits and are binding upon their heirs and assigns and upon any persons taking title to the affected property while such special use permit is in effect.
- B. The discontinuance of a special land use after a specified time may be a condition to the issuance of the permit. Renewal of a special land use permit may be granted after a review and determination by the city council that

continuing private need and public benefit will be served by such renewal. Renewal applications shall be in accord with standards and requirements in effect at the time that the renewal is requested.

- C. Application for Special Land Use Approval shall be made with the full consent of all persons having an ownership interest in the land on which the Special Land Use is requested. All persons having ownership interest in the property shall sign the application prior to its acceptance by the city.
- D. Special Land Use Approval is valid for a period of one year. When required, site plan approval and commencement of construction of approved improvements must occur within one year of the city council's Special Land Use Approval or the Special Land Use Approval shall be automatically null and void. The City Council may grant an extension for good cause for a period not to exceed six months from the date of expiration of the original approval provided for extension is made during the period of effectiveness.
- E. When an established use approved under the special land use approval procedure ceases to function or is abandoned for a period of six months, the special use approval shall lapse and shall no longer be in effect.
- F. The record of the city council shall be the approved minutes for Special Land Use cases. Said record shall be made available to the applicant whether the Special Land Use Approval request is approved, approved with conditions, or denied and shall constitute notice of the city council's decision regarding the Special Land Use Approval request.
- G. The Planning Commission shall give notice of the time and place of the required public hearing as required by state law.
- H. All construction, improvement or use of a parcel or parcels of land shall be in complete accord with the Special Land Use Approval, any conditions imposed by the city council and the approved site plan.
- I. A special land use permit may be terminated by subsequent rezoning of the affected site as a part of an appropriate zoning district, subject to any vested nonconforming use rights. Such termination may be initiated only after determination by the city council that the development status of the site is in accordance with requirements of the zoning district in which it is to be placed. There shall be no waiver of standards or procedures, including publication, hearings, planning commission and city council action, in regard to the rezoning of a site which is occupied or used under a special use permit.
- J. No reapplication, reconsideration and/or rehearing for a special use permit which has been denied by the city council shall be resubmitted until the expiration of one year from the date of such denial, except on grounds of newly discovered evidence or proof of materially changed conditions, sufficient to justify reconsideration by the city council. Each reapplication will be treated as a new application.
- K. Appeals: No decision or condition related to a special land use application shall be appealed to the Zoning Board of Appeals. An appeal of a special land use decision or condition may be taken to Circuit Court.

5. **Amendments, Expansions or Change of Special Land Use.** The following provisions apply when there is an amendment or a proposed expansion to an approved special land use, an amendment or proposed modification to a condition previously applied to a special land use, or when there is a proposed change from one special land use to another.

- A. **Amendments.** Any applicant who has been granted special land use approval shall notify the Planning and Zoning Administrator of any proposed amendment to the approved Special Land Use. The Planning and Zoning Administrator shall determine whether a proposed amendment requires new special land use approval. New special land use approval may be required when such amendment is a departure from the operation or use described in the approved application or causes external impacts such as additional traffic, hours of operation, noise, additional outdoor storage, or display. Any alteration of previously approved conditions pertaining to a special land use approval shall require resubmittal and new Special Land Use consideration by Planning Commission and City Council in the manner described in this Section.
- B. **Expansions.** An expansion of any use requiring a special use approval that results in an increase of 10% or more of the building, parking, paved areas, or site area shall require resubmittal and new Special Land Use consideration in the manner described in this Section.
- C. **Change in Use.** The applicant shall be responsible for informing the Planning and Zoning Administrator of any significant change in an approved special land use, operations, or activities prior to any such change. The Planning and Zoning Administrator shall determine if a new special land use approval is required. A significant change shall

mean any departure from the operation or use described in the approved application or any change that may cause external impacts such as additional traffic, hours of operation, noise, additional outdoor storage, or display.

Section 15.06 Variances and Appeals

1. **Administrative Appeals.** The Zoning Board of Appeals shall have the power to hear and decide appeals where it is alleged by the applicant that there is an error in any order, requirement, permit, decision, or interpretation made by the Planning and Zoning Administrator, zoning enforcement officer, or any other administrative official, board or commission in carrying out or enforcing any provision of this Ordinance, except where this Ordinance prohibits Zoning Board of Appeal Action (e.g. direct appeal to Circuit Court).
 - A. An appeal to the Zoning Board of Appeals based in whole or in part on the provisions of this Ordinance may be taken by any person, firm or corporation aggrieved or by any governmental officer, department, board or bureau affected by the decision of the building inspector aggrieved by the decision, order, requirement, or determination made by the Planning and Zoning Administrator, Technical Review Committee, Planning Commission, zoning enforcement officer, or other administrative official or board or commission tasked with administering or enforcing the provisions of this Ordinance. Such appeal shall be taken by filing a notice of appeal with the Planning and Zoning Administrator on appropriate forms provided by the Community and Economic Development Department. The Planning and Zoning Administrator shall transmit all papers constituting the records of such appeal to the board. The board may require the applicant to furnish such surveys, plans or other information as may be required for the proper consideration of the matter. Upon a hearing before the board, any person or party may appear in person, or by agent, or by attorney.
 - B. **Time for Appeal.** An appeal shall be filed to the Planning and Zoning Administrator within thirty (30) days from the date listed on the Notice of Action referring to the order, requirement, decision, or determination which is the subject of the appeal.
 - C. The Zoning Board of Appeals shall fix a reasonable time for the hearing of the appeal and give due notice thereof in accordance with the procedures set forth in the Michigan Zoning Enabling Act, PA 110 of 2006 (as amended) and Section 15.01.
 - D. The board may reverse or affirm wholly or partly or may modify the order, requirement, decision or determination as, in its opinion, ought to be made in the premises and, to that end, shall have all the powers of the officer from whom the appeal is taken. The concurring decision of a majority of the members of the board shall be necessary to reverse an order, requirement, decision or determination of an administrative officer or body, or to decide in favor of the applicant a matter upon which they are required to pass under an ordinance, or to effect a variation in an ordinance. An appeal shall stay all proceedings in furtherance of the action appealed from unless the building inspector certifies to the Zoning Board of Appeals after notice of appeal shall have been filed with him that by reason of facts stated in the certificates a stay would cause imminent peril to life and property, in which case the proceedings shall not be stayed otherwise than by a restraining order which shall be granted by the Zoning Board of Appeals or by the Circuit Court on application, on notice of the building inspector and on due cause shown.
2. **Variances.** The ZBA shall have the power to authorize, upon application, specific variances from such dimensional requirements as lot area and width regulations, building height and square foot regulations, yard width and depth regulations; such requirements as off-street parking and loading space, requirements, sign regulations and other similar requirements as specified in the Ordinance, provided such modifications will not be inconsistent with the purpose and intent of such requirements. In granting a variance, the Zoning Board of Appeals shall make findings that a "practical difficulty" has been shown by the applicant by finding that all of the following requirements have been met by the applicant's petition:
 - A. That strict compliance with area, setbacks, frontage, height, bulk, or density would unreasonably prevent the owner from using the property for a permitted purpose, and would thereby render the conformity unnecessarily burdensome for other than financial reasons; and
 - B. That a variance will provide and preserve a substantial property right similar to that possessed by other properties within the same zoning district and in the neighboring area, provided that possible increased financial return shall not of itself be deemed sufficient to warrant a variance; and

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission for the City of Madison Heights will hold a public hearing on **Tuesday, February 17th, 2026 at 5:30 p.m.** in the **Council Chambers of the Municipal Building at 300 W. 13 Mile Road, Madison Heights, Michigan 48071** to consider the following **Land Use** requests:

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26-01 – 32371 Dequindre

Item 3.

The applicant, Imad Potres on behalf of the property owner, ZAYD Holdings, LLC, requests Special Land Use approval per the procedures set forth in Section 15.05 of the Madison Heights Zoning Ordinance to operate a Minor Auto Repair and Service business at 32371 Dequindre Road (PIN 44-25-01-226-021). The property is 1.4 acres in size and is zoned M-1,Light Industrial.

The application and any supporting documents can be viewed during regular business hours at the Community & Economic Development Department. In addition, the agenda item can be viewed online at www.madison-heights.org in the Agenda Center after 4:00 p.m. on Friday before the meeting.

If you are unable to attend the meeting, you can send your comments via email to: MattLonnerstater@madison-heights.org and your comment will be read into the record at the meeting. Written comments may also be mailed prior to the meeting to 300 West Thirteen Mile Road, Madison Heights, Michigan, 48071. All comments will be heard at the meeting.

MADISON HEIGHTS COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT (248) 583-0831

Published: Madison-Park News 01/28/2026

0291-2605



MEMORANDUM

Date: February 11th, 2026
To: City of Madison Heights Planning Commission [February 217th, 2026 Meeting]
From: Matt Lonnerstater, AICP – City Planner
Subject: Continuing Education - Zoning Practice

Introduction

The Redevelopment Ready Community (RRC) program encourages Michigan municipalities to provide their boards and commissions with continuous opportunities for training and education. In this spirit, staff aims to provide the Planning Commission with topical planning or zoning-related resources (e.g. articles, publication, videos, etc.) on a periodic basis. This month, we are including a copy of *Zoning Practice*, a monthly publication put out by the American Planning Association (APA). *Zoning Practice* provides insights on current zoning issues and trends and provides guidelines and recommendations for municipalities to update their zoning codes.

This edition of *Zoning Practice* from 2023 is titled “Practice Gentle Density” and discusses how to accommodate and encourage a variety of infill housing types while simultaneously respecting existing neighborhood character. This topic will certainly come up in our Master Plan update, especially within the Housing and Neighborhood components.

ZONING PRACTICE

Unique Insights | Innovative Approaches | Practical Solutions

Practice Gentle Density



In this Issue: [The Legacy of Single-Family-Only Zoning | State and Local Responses](#) | [Gentle Density Zoning Standards](#) | [Public Involvement](#) | [Conclusion](#)

I Practice Gentle Density

By Jackie Berg, AICP, and John Houseal, FAICP

Cities, towns, and counties across the country are facing a housing availability and affordability crisis. To address the issue, many are developing plans and policies that promote housing stock diversification in both new and infill development scenarios ([Figure 1](#)). However, when such development proposals are presented for review and approval, neighbors often fiercely oppose them, citing concern over a perceived change in the character of their neighborhoods and loss in property value and quality of life.

This issue of *Zoning Practice* explores zoning strategies that balance the concerns of residents and the demands of the housing market by accommodating gentle density increases in a context-sensitive manner. From historic downtown neighborhoods to modern residential

subdivisions, the tools presented can be used by planners throughout the country to implement housing policy through regulation.

The Legacy of Single-Family-Only Zoning

Beginning in the early 20th century, zoning was introduced in American cities as a means to control booming development. Beyond land-use control, however, zoning was also motivated by special interests concerned with maintaining existing community character in the face of both cultural and physical change, especially changes in cultural and ethnic makeup resulting from immigration. As written by M. Nolan Gray in *Arbitrary Lines*, “[Zoning’s] defining contribution was to enshrine

Figure 1. A range of medium-density housing types
(Credit: [Sightline Institute, Flickr](#))



the single-family house as the urban ideal, while casting apartments as mere ‘parasites’ and corner grocers as threats to public welfare.”

After the Supreme Court ruled in favor of the constitutionality of zoning in the 1926 *Euclid v Amber* case, the federal government incentivized municipalities across the country to adopt zoning regulations—often by tying the availability of federal funding for transportation infrastructure, housing subsidies, and disaster recovery to zoning implementation. The spread of zoning, especially single-family-only zoning, throughout the country is intimately linked to the rapid suburbanization experienced after World War II. The rise of the suburbs and the segregated, low-density land uses that define them, worsened issues of economic segmentation and related racial and ethnic segregation stemming from the high cost of car and home ownership required for suburban life. This transition left many

inner-city neighborhoods in a state of disinvestment, further cementing the sentiment that high-density housing leads to crime, property devaluation, and quality-of-life decline. It also exacerbated the acute housing availability and affordability crisis since the Great Recession by limiting the amount and types of housing that can be built.

State and Local Responses

The legacy of single-family-only zoning and a severe housing affordability crisis have motivated several distinct types of state and local zoning-reform efforts. Some states and local jurisdictions have explored eliminating single-family-only zoning. Many others have taken less-drastic measures to reform regulations related to housing development in an effort to accommodate additional and affordable housing in single-family districts.

Table 1. Select State and City Actions to Eliminate Single-Family-Only Zoning

Jurisdiction	Action
California	Eliminated single-family-only zoning in cities and urbanized unincorporated areas by authorizing property owners to build two dwelling units on any single-family-zoned lot and to subdivide any single-family-zoned lot large enough to split into two lots of at least 1,200 square feet (Senate Bill 9 , 2021)
Charlotte, NC	Rezoned all previously single-family-only districts as Neighborhood 1 Zoning Districts, which permit duplexes and triplexes in addition to single-family homes (Unified Development Ordinance , 2022)
Gainesville, FL	Rezoned all previously single-family-only districts as Neighborhood Residential districts, which permit up to four dwelling units per lot (Ordinance No. 211358 , 2022)
Maine	Eliminated single-family-only zoning by authorizing between two and four dwelling units on any lot in a zoning district that permits housing, depending on whether the lot is located in a designated growth area or has an existing dwelling unit (LD 2003 , 2022)
Minneapolis, MN	Eliminated single-family-only zoning by authorizing up to three dwelling units on any lot in the lowest-intensity residential district (Table 546-1)
Oregon	Eliminated single-family-only zoning for many cities by requiring all cities with populations of at least 1,000 in metropolitan service areas and all other cities with populations of at least 10,000 to permit at least two units on each lot in areas zoned for residential use (HB 2001 , 2019)
Walla Walla, WA	Rezoned all previously single-family-only zones as Neighborhood Residential zones, which permit duplexes, triplexes, fourplexes, and cottage homes in addition to single-family homes (Ordinance 2018-53 , 2018)

Efforts to Eliminate Single-Family-Only Zoning

To combat the issues of housing availability and affordability being faced by communities across the nation, several states and local governments have taken dramatic steps toward eliminating single-family-only zoning ([Table 1](#)). Many other communities, like Seattle, have considered eliminating single-family-only zoning but have not been successful due to backlash from residents. Commonly cited concerns related to eliminating single-family-only zoning include a desire to preserve existing community character in order to protect property values, combat crime, maintain traffic conditions, not overburden schools, conserve open space, and more.

Although these concerns are understandable at an emotional level, they often do not hold water in practice. For example, according to a [study by Daniel Kuhlmann](#) published in the *Journal of the American Planning Association* in 2021, home values in Minneapolis increased three to five percent in comparison to similar homes outside of the city after local officials adopted a new comprehensive plan proposing the elimination of single-family-only zoning. The study further suggests that the increase in property value is seen most significantly in relatively inexpensive neighborhoods of Minneapolis, helping to lessen the gap between property values and to build equity for lower income homeowners.

Other Efforts to Zone for Housing Affordability

In addition to largely eliminating single-family-only zoning, California,

considered by many as a leader in housing reform, has recently passed a slew of other laws to mitigate the state's housing shortage. For example, [Senate Bill 6](#) (2019) allows for by-right multifamily housing development in all commercial and office districts; [Assembly Bill 2097](#) (2022) eliminates all parking requirements for housing within a half-mile of public transit; and [Senate Bill 478](#) (2021) requires that floor-area-ratio restrictions on multifamily housing be a minimum of 1.0 for developments with three to seven units and 1.25 for developments with eight to 10 units. This last bill also prohibits a local jurisdiction from denying a housing development proposal on the basis that the lot does not meet minimum size requirements.

Some states, such as North Carolina ([§160D-702\(b\)](#)) and Oklahoma ([SB 1713](#), 2020) have passed legislation that prohibits local governments from enacting design standards for one- and two-family housing (as defined by the building code), which includes single-family detached, duplex, and townhome development. The goal of the legislation is to reduce the costs associated with design standards, such as required building materials, roof form, façade articulation or type, glazing, and more.

A larger number of municipalities and counties are adopting incremental zoning reforms, such as allowing accessory dwelling units (ADUs) in single-family zoning districts ([Table 2](#)). Known by many names, including granny flats, in-law units, backyard cottages, secondary units, carriage houses, and more, an accessory dwelling unit is a smaller, independent dwelling unit that may be detached,

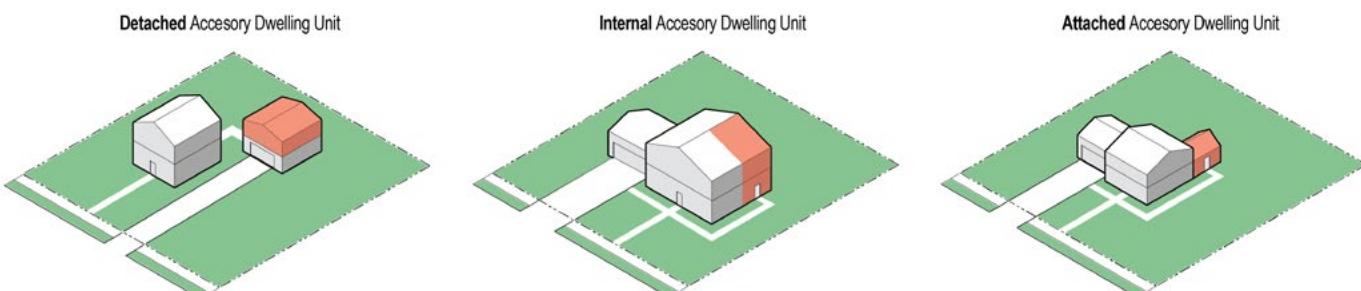


Figure 2. Examples of accessory dwelling unit types (Prepared by Houseal Lavigne)

Jurisdiction	Use Permissions
Amherst, MA	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in most residential districts (§5.011)
Apple Valley, MN	Permits one internal or attached ADU per single-family detached dwelling with a discretionary use permit, subject to use-specific standards, in its lowest-intensity residential district (§155.382)
Bloomington, IN	Permits one internal, attached, or detached ADU per single-family or duplex dwelling by right, subject to use-specific standards, in all residential districts (§20.03.030(g)(5))
Boise, ID	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in most residential districts (§11-06-03.1.A)
Chatham County, NC	Permits one internal, attached, or detached ADU per single-family detached dwelling by right in all residential districts (§10.13)
Columbia, MO	Permits up to two internal, attached, or detached ADUs per lot with a discretionary use permit, subject to use-specific standards, in its lowest-intensity residential district (§29-3.3(gg))
Decatur, GA	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in all residential districts (§6.8.3.A)
Fayetteville, AR	Permits one internal or attached and one detached ADU per single-family detached dwelling by right, subject to use-specific standards, in most residential districts (§164.19)
Hudson, OH	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards (§1206.03(a))
Jenks, OK	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in multiple residential districts (§16-5-12(B))
Madison, WI	Permits one internal, attached, or detached ADU per lot, subject to use-specific standards, in all districts (§28.151)
Murray, UT	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in all residential districts (§17.78)
Nashville, TN	Permits one internal or attached ADU per single-family detached dwelling by right and one detached ADU per single-family dwelling by right, subject to use-specific standards, in multiple residential districts (§17.16.030.G)
Olympia, WA	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in all residential districts (§18.04.060.A)
Oxford, MS	Permits one internal, attached, or detached ADU per single-family detached dwelling by right, subject to use-specific standards, in all residential districts (§3.5.6)

Table 2. Select Jurisdictions That Permit ADUs

attached, or internal to the primary dwelling on a parcel ([Figure 2](#)). Accessory dwelling units have several benefits, including affordability; providing a source of additional income for homeowners, making homeownership more realistic for moderate income households; and accommodating multigenerational living and supportive housing.

Other states and local governments are reversing bans or limitations on manufactured housing, an affordable alternative to traditional single-family detached homes. For example, California ([Government Code §65852.3](#)), Idaho ([§67-6509A](#)), Kansas ([§12-763](#)), Nevada ([§278.02095](#)), Ohio ([§519.212](#)), and Washington ([§35.21.684](#)) require local jurisdictions to allow manufactured homes in areas zoned for single-family residences; Huntsville, Texas, overturned a ban on the placement of manufactured housing throughout the community; and London, Kentucky, reversed a regulation that required manufactured housing to be located in manufactured home communities (parks) only.

Design standards that control the appearance of infill missing-middle housing are often an important tool to provide fair certainty to residents.

Shortcomings of These Efforts

Like all legislation and regulatory reforms, the approaches discussed in the previous sections have their shortcomings. For example, much of the legislation recently passed in California introduces blanket requirements across all communities, regardless of their characteristics. However, in a state as large as California, characteristics such as slope, wildfire hazard, and flood risk can significantly impact how new housing formats and additional housing units overall are best regulated in a community.

The North Carolina and Oklahoma prohibitions on design standards for one- and two-family housing have made it

difficult for some communities to introduce missing-middle housing as an allowed infill housing type in established neighborhoods. Infill missing-middle housing in existing single-family only neighborhoods is an effective approach to accommodating affordable housing throughout a community and leveraging existing infrastructure to serve a greater number of people. Design standards that control the appearance of infill missing-middle housing are often an important tool to provide fair certainty to residents. Knowing that the character of their neighborhoods will not be fundamentally altered, residents tend to not protest the allowance of diversified housing, streamlining initial regulation adoption and later development approval.

Just as design standards can make infill missing-middle housing more palatable for residents, design and use standards can make ADUs more acceptable as well. The vast majority of the communities that allow ADUs today have some design and use standards. The primary topics regulated are unit type (i.e., detached, attached, or internal); bulk and mass; location on a lot; location of unit entry; parking and access; design in relation to primary and adjacent dwellings; and requirements for the owner of the property to use either the principal or accessory dwelling as their primary residence. Although these standards can be helpful in ensuring that ADUs blend into the character of neighborhoods, maintaining the appearance of a single-family detached neighborhood at the right-of-way, they can also severely limit the number of ADUs that can be built. The most limiting regulations are often lot coverage restrictions and parking requirements.

Another significant barrier to the development of missing-middle housing in both infill and new development scenarios is the discretionary review process. Requiring special or conditional use approval, conditional district rezoning, architectural review commission approval, or the wide variety of other discretionary review procedures employed by municipalities and counties can add to the time and, therefore, the cost of development. Discretionary review requirements also run the risk of denying approval to development proposals that

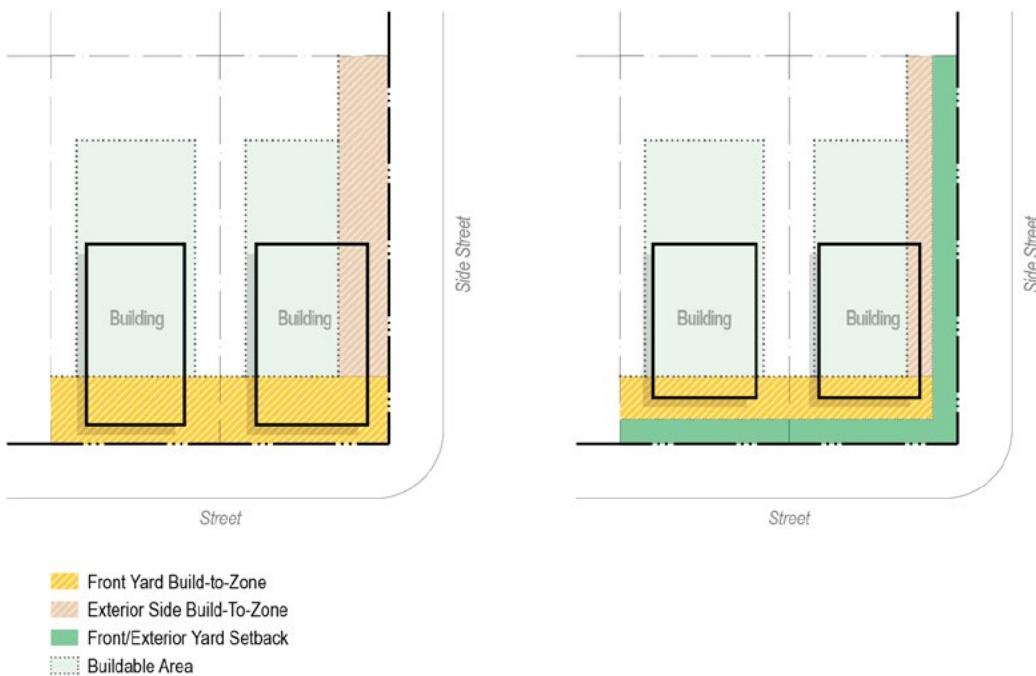


Figure 3. Build-to zone (Prepared by Houseal Lavigne)

otherwise meet the requirements of regulations, including design standards and other measures put in place to provide fair certainty to neighbors and applicants.

Gentle Density Zoning Standards

Learning from and building off of the successes and setbacks highlighted previously, the following section focuses on how local jurisdictions can accommodate and encourage the development of missing-middle housing in new development and infill development scenarios.

Bulk and Dimensional Standards

Bulk and dimensional standards, including lot area and width standards, setback requirements, and height and coverage restrictions, can play a significant role in blending missing-middle housing types into new and existing neighborhoods.

For new neighborhoods, municipalities and counties should consider controlling density through minimum lot area and minimum lot area per dwelling unit standards. As always, the minimum lot area requirement will establish the base lot size for the district. The minimum lot area per dwelling unit standard, however, will ensure that missing-middle housing types like triplexes and quadplexes have a proportional amount of open space to their

single-family detached and duplex neighbors. The minimum lot area per dwelling unit could be set at half of the minimum lot area requirement to accommodate duplexes in the same manner as single-family detached dwellings.

Additionally, municipalities and counties should consider establishing a “build-to zone” that applies to all housing types in the same manner ([Figure 3](#)). This will ensure that the rhythm of development from the right-of-way is consistent, making the blend of housing types look more seamless.

If eliminating lot area and width requirements is not realistic, municipalities can work to promote reinvestment in existing housing, especially naturally occurring affordable housing, by minimizing nonconformities. To accomplish this, communities can conduct a nonconformities analysis that compares the existing minimum lot area and width requirements established for a zoning district with existing development within that district. Using tools such as ArcGIS, the analysis should first determine the number of parcels in each district that do not conform with the existing lot area and width requirements ([Figure 4](#)). Then the analysis should determine the number of parcels in each district that would remain nonconforming if the lot area and width requirements were reduced ([Figure 5](#)).

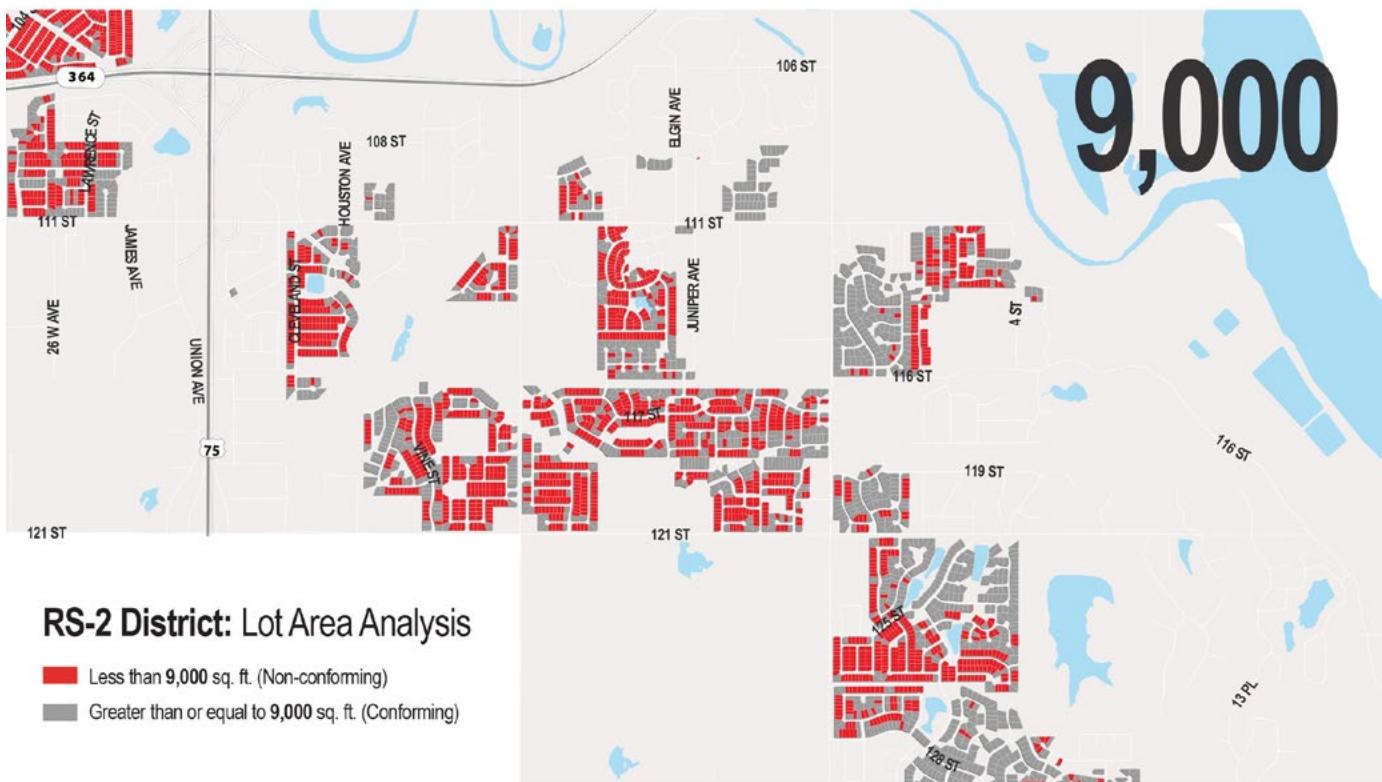


Figure 4. Nonconformities under existing lot area requirements (Prepared by Houseal Lavigne using ArcGIS Software)

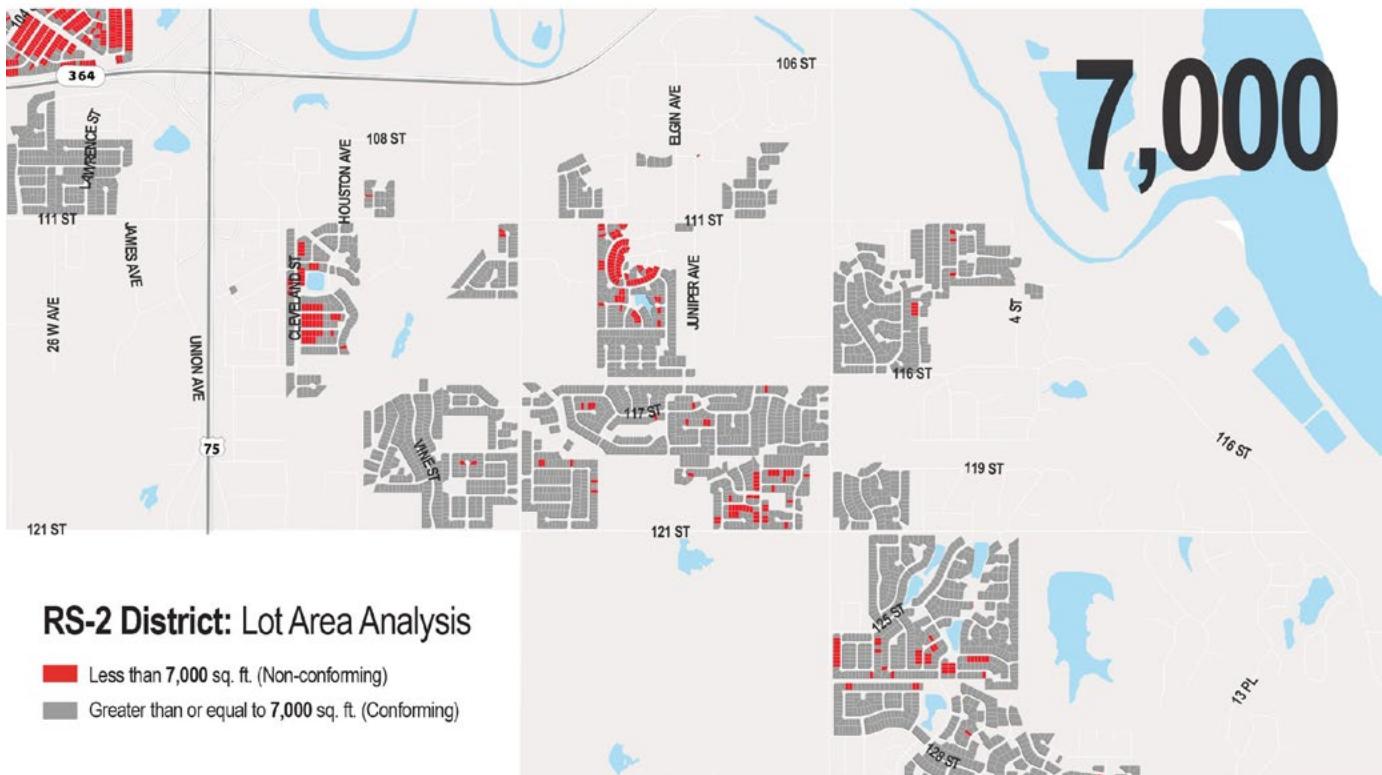


Figure 5. Nonconformities with reduced lot area requirements (Prepared by Houseal Lavigne using ArcGIS Software)

If eliminating lot area and width requirements is not realistic, municipalities can work to promote reinvestment in existing housing, especially naturally occurring affordable housing, by minimizing nonconformities.

To ensure that reducing the lot area and width minimums would not alter the character of established neighborhoods (a common argument against this type of zoning reform), alternative minimums can be tested to see if they would create new opportunities for existing lots to be subdivided. New opportunities for subdivision include lots that are at least two times greater in area and twice the width of the alternative lot area and width minimums being considered. Again, using a tool such as ArcGIS, new opportunities for subdivision can be examined to determine whether they could lead to a change in neighborhood character. For example, if there is a concentration of parcels in a neighborhood that could be subdivided due to the proposed standards changing, would such an amendment result in a shift in neighborhood character. In some instances, it may be most appropriate for these parcels to be rezoned to another zoning classification that requires larger lots, thus preventing the creation of several new lots in an established area. In other circumstances, the alternative minimums should be increased district wide to prevent opportunities for subdivision. However, if the parcels that represent new subdivision opportunities are scattered throughout neighborhoods, rather than clustered together, and surrounded by parcels that are more consistent with the alternative minimums, the new subdivision opportunities would not result in a shift in neighborhood character.

Infill development is most common in older neighborhoods where it is economically viable to tear down aging structures and build new ones. These

types of neighborhoods were often developed organically over time, in some cases before zoning regulations were put in place, and do not have consistent bulk and dimensional standards from one property to another. In these circumstances, municipalities should consider eliminating or amending minimum lot area and width requirements to encourage and accommodate reinvestment. Additionally, municipalities should consider adopting an averaging or variable approach to yard setbacks. For example, in Bloomington, Illinois' Downtown Residence District, the required front yard setback is the average of the front yard setbacks along the same side of the street and on the same block ([§44-403.B\(2\)](#)).

Use Standards

Use standards are supplementary requirements for uses regardless of whether they are allowed by-right or by discretionary approval. The use standards highlighted below are equally appropriate in both new and infill development.

Both new and existing neighborhoods can benefit from standards for higher-density missing-middle housing types that regulate the allowed location of the housing type on a block and its related siting. For example, Bentonville, Arkansas' Downtown Neighborhood (DN) districts distinguish between block-end and mid-block locations and allows higher densities at the former more liberally than the latter ([§401.07-B](#)). The DN districts also require that all residential buildings be oriented toward a public street and that all parking garages, lots, or spaces be located in the rear or interior side yard, rather than in the front yard ([Figure 6](#)).

Municipalities and counties should also consider allowing single-family homes to be converted to multifamily buildings. Converting homes, especially historic properties, can help to extend the economic life of existing structures, beneficial in both maintaining neighborhood character and minimizing environmental impacts related to development. Use standards for single-family to multifamily conversions should require that the outward appearance of the structure be maintained in substantially the same manner and that parking be accommodated on-site.



Figure 6. End of block versus mid-block townhouse parking standards (Prepared by Houseal Lavigne)

Design Standards

Objective design standards can help to provide fair certainty as to the appearance and function of new and infill development for both current residents and developers. Objective design standards can also streamline development approval since they can be reviewed for compliance by municipal staff rather than subjectively debated at discretionary review hearings.

For new neighborhoods, design standards do not need to reflect and be complementary with existing development. Therefore, a municipality should consider facilitating robust community outreach before standards are drafted to ensure they meet the preferences and expectations of the community. Communities

should consider focusing on three to five key design features that can provide streamlined, but not cookie-cutter development. Key design features could include roof type, building material mix, and porches and other entry features.

Design standards for infill development should reflect and be complementary with existing neighborhood development. However, in many infill development scenarios, there is not a consistent architectural style utilized throughout a neighborhood or even on the same block. In these circumstances a combination of objective and subjective design standards may be needed. Objective design standards, like those discussed for new development above, should regulate key design features

that are consistently seen throughout a neighborhood, such as dormers, wood siding, and front porches. Subjective design standards, such as requiring architectural features in keeping with existing neighborhood character, should allow for flexibility if the design of adjacent properties warrants such and should be an administrative approval.

Transition Standards

Ensuring an adequate transition between lower-density and higher-density housing is often the most important planning consideration when contemplating how to accommodate diverse housing within communities and neighborhoods.

When starting with a clean slate, mixed-density residential neighborhoods should integrate natural buffers, such as large stands of mature trees, creeks, and wetlands, into the site design to provide a visual and physical transition between higher- and lower-density uses as well as preserve valuable environmental features. To accomplish this, communities should consider adopting conservation design

standards that allow flexibility in bulk and dimensional standards in exchange for environmental feature preservation.

Transition standards for infill development should consider the relationship of new residences to surrounding development. For example, Morrisville, North Carolina, has transition standards that apply to buildings with a height that exceeds that of neighboring existing homes by one story or more ([§5.9.6.C.3](#)). Four transition techniques are established, and three are required to be met ([Figure 7](#)). The techniques include stepping down the structure height and mass along the shared property line; increasing the side yard setback a minimum of 10 feet beyond what is required; providing variations in side-building-wall and roof form; and utilizing dormers and sloping roofs to accommodate upper stories.

Public Involvement

Zoning ordinance reform to accommodate and encourage the development of missing-middle housing should include



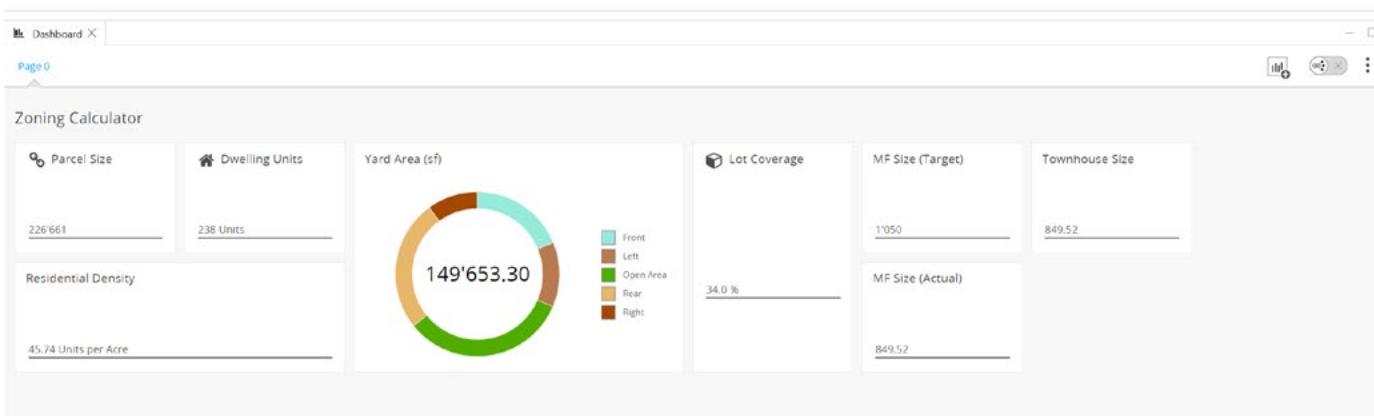
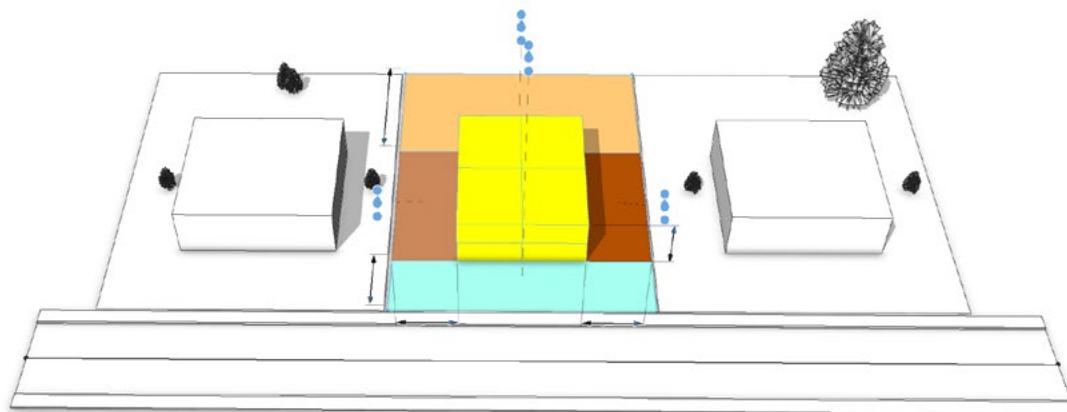


Figure 8. Procedurally modeled density calculator and dashboard (Prepared by Houseal Lavigne using ArcGIS Software)

robust public involvement. Time spent at the beginning of the reform process to build community consensus often pays dividends in project adoption and implementation. Changes in zoning that could impact the character of people's neighborhoods can be scary, and without adequate understanding as to the reasoning behind the changes and their potential impacts, residents push back, and reform fails.

Public involvement for zoning reform initiatives should focus on visualizing the potential impacts of proposed changes. Procedural modeling tools, such as ArcGIS CityEngine, can be used to test and compare building envelopes and built form for higher density infill housing in the context of existing single-family houses ([Figure 8](#)). This type of visualization can help residents understand that density can be on the inside of a building without showing evidence of such on the outside.

By utilizing procedural modeling, live testing at community meetings can allow consensus to be reached more easily.

Conclusion

To combat the housing availability and affordability crisis facing the nation, zoning reform will need to be considered by states, counties, and municipalities. Not all of the strategies presented in this article will be applicable in every community, as housing and development, resident sentiment, established neighborhood character, and so much more differ city to city. However, if the approach to zoning does not change, housing issues will likely not be addressed in a meaningful and impactful way. As a first step, jurisdictions should consider doing a chapter-by-chapter assessment of their zoning and subdivision ordinances to identify barriers

to housing development. Utilizing the results of the assessment, community conversations should then be conducted to gather feedback on the best ways to eliminate identified barriers and create new housing opportunities. Then, based on the feedback received, recommendations for ordinance amendments should be developed and presented to elected and appointed officials for consideration. Refined with elected and appointed official feedback, recommendations should be converted to text amendments, supported with graphics and illustrations, and brought through the adoption process. This process will help to ensure that amendments address the barriers to housing the community is facing and are vetted by residents and community leadership – ideally making the adoption process go more smoothly and the resulting ordinances more responsive to local needs.

About the Authors



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John Houseal, FAICP, is a Partner and Founder of Houseal Lavigne and is regarded as one of the nation's top urban planning professionals with a reputation as a leader in urban planning, contemporary development practices, and community outreach. He has worked with hundreds of communities across the country and has received multiple national and state level awards for a variety of urban planning and design related projects.

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