City of Inkster, Michigan
Comprehensive Master Plan
2025

Adopted: May 11, 2009
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2025

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May 11, 2009

Prepared by:
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RESOLUTION
TO ADOPT CITY OF INKSTER, MICHIGAN MASTER PLAN 2025

WHEREAS, The City of Inkster, Michigan, Master Plan was last adopted June 2000; and

WHEREAS, the Michigan Planning Enabling Act 33, of 2008, as amended, requires the Planning Commission to review the Master Plan at least every 5 years after adoption to amend the plan or adopt a new plan; and,

WHEREAS, a Letter of Intent to update the plan was mailed to: 1) all planning commissions located within or contiguous to the municipality; 2) the regional planning commission (SEMCOG); 3) the county planning commission (Wayne); and each registered public utility company and railroad company owning or operating a public utility or railroad within the City; and,

WHEREAS, on February 11, 2008 the Planning Commission held a kick-off meeting to review existing documents, demographics, base maps, and trends for the purpose of updating the Master Plan; and,

WHEREAS, a public workshop was held on May 22, 2008 by the Planning Commission to receive public comment; and,

WHEREAS, on December 22, 2008 and January 12, 2009 the Planning Commission reviewed a draft plan and recommended the plan to the City Council for distribution; and,

WHEREAS, the City Council reviewed the draft plan and authorized the distribution of the plan on February 2, 2009 for the required review period; and,

WHEREAS, the City Council held a workshop on March 9, 2009 to discuss the draft plan; and,

WHEREAS, the Planning Commission held a public hearing on May 11, 2009 after the required review period, to discuss and consider the proposed plan; and,

NOW, THEREFORE, BE IT RESOLVED, that the City of Inkster Planning Commission hereby adopts the Master Plan 2025 update, as amended, dated May 11, 2009 including all text, descriptive material, and maps.

FURTHER, BE IT RESOLVED, that the City of Inkster Planning Commission hereby directs the distribution of the adopted plan to the City Council and required entities in accordance with Sec. 43 of PA 33, of 2008, as amended.

Ayes: Hampton, Wells, Garrett, Milledge, Hendricks
Nays: None
Absent: Welton, Gay, Manier, Chastang

Emmeral Wells, Chairman
City of Inkster Planning Commission

Date of Adoption: May 11, 2009
ACKNOWLEDGMENTS

The participation and cooperation of community leaders, residents, and members of civic organizations in the preparation of the Inkster Comprehensive Master Plan is greatly appreciated. In particular, we acknowledge the efforts of the following individuals:

**Inkster City Council**

Hilliard L. Hampton II, Mayor
Patrick Wimberly, Mayor Pro-Tem
Timothy Williams
Marcus L. Hendricks
Courtney J. Owens
Michael A. Canty
Michael A. Greene

City Manager, Ann K. Capela

**Inkster Planning Commission**

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Marcus L. Hendricks
Hilliard L. Hampton II
Lawrence Chastang
Emmanuel Wells
James Garrett
Janet Gay
Carlene Milledge
Edward Manier

Patrick Depa, Planning & Economic Development Director
Jeannie Fields, Planning & Economic Development Manager
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I. INTRODUCTION

Considered a suburb of Detroit, the City of Inkster lies 8 miles west of Detroit in Wayne County. Inkster is mostly developed, with some significant open space remaining along the Lower Rouge River. Michigan Avenue, a major east/west highway, bisects the City into a northern half and a southern half.
Historically, the area was part of Bucklin Township, a 143 square mile area later divided into Inkster, Dearborn, Livonia, Redford and Nankin, (now Westland). The City is named for Robert Inkster, a Scottish immigrant who operated a steam sawmill on present-day Inkster Road near Michigan Avenue. Prior to European settlement, Native Americans from the Ottawa, Potowatami, Wyandotte and Huron tribes occupied the area.

Inkster’s history with the automobile industry has had a significant impact on its economy and population. During the 1920’s people were drawn to Inkster for its proximity to the Ford manufacturing plant in Dearborn, and Henry Ford’s five-dollar workday. The Township grew and prospered until the Great Depression hit. In 1931, the Township went bankrupt and was without electricity and water until Henry Ford provided assistance. The 1940’s again brought prosperity - wartime production meant increased employment and housing development. This trend continued in the post-war decades of the 1950’s and 1960’s, as residential housing, supplemented by a series of public housing projects, were developed to support the community’s burgeoning population.

Inkster is known for being the hometown of the Marvellettes: Gladys Horton, Georgia Dobbins, Georgeanna Tillman, Juanita Cowart, and Katherine Anderson. While attending Inkster High, the five seventeen year olds entered the school’s talent show where the first three prizes were auditions at Detroit’s Motown Records. The female vocal group went on to record Motown’s first US #1 pop hit in 1961, “Please Mr. Postman”, and for setting the precedent for later Motown girl groups such as Martha and the Vandellas and the Supremes.

The former portion of Bucklin Township became a City in 1968. In the 1970’s, rising oil prices sent the national economy into a downturn. Inkster with its long tradition of manufacturing employment, was hard hit with long periods of unemployment, outward migration, and neglect. Inkster’s population has steadily declined since the 1970’s, and has recently leveled-out to just over 30,000 (2000 U.S. Census).

Today, Inkster’s economy is more diverse and less tied to a single industry. Service-based jobs, transportation industry and retail trade are all significant areas of employment for Inkster residents. The recent completion of the Downtown Development Authority master plan and MDOT study of Michigan Avenue may foster redevelopment opportunities along the City’s major business corridor: Michigan Ave. (US 12).

At the same time, new residential development is expected to bring new residents. Several infill housing development projects have been started or completed in recent years. These are the result of recent efforts to improve vitality and quality of life in Inkster.

Now, the City faces the challenge of enhancing public facilities (e.g. police station, court house, library, recreation center and senior center) and programs while planning for future needs, on a limited budget.
II. INVENTORY AND ANALYSIS

A. Community Description

Demographic & Socio-economic Overview

The demographic analysis of a community can aid in the determination of future land use decisions. Understanding how many people live in the community, where populations are the most dense and where special needs may exist leads to better long range planning. The following section analyzes population trends, residential characteristics, mobility limitations of residents, income and age distribution.

Population Characteristics

The City (formerly part of Bucklin Township) experienced its largest increase, 133.7 percent, during the decade between 1950 and 1960. Over the past forty years, however, the population has been steadily declining based upon figures provided by the Southeast Michigan Council of Governments (SEMCOG) and the 2000 U.S. Census.

The median age in Inkster will increase from 31.8 in 2000 to an estimate of 35.0 in 2012 based upon population projections from Environmental Systems Research Institute, Inc. (ESRI). Population projections are based on several factors including job projections, household numbers, land use, and community ties among other factors.

ERSI forecast population estimate for 2007 is 29,071 and projects a population of 28,445 for the year 2012, which represents an annual decrease of 0.43% between 2007 - 2012.

Age Profile

The population of the City parallels the national trend of an aging population. As “Baby Boomers” mature, the bulk of the population slowly moves from middle age groups to older. As the table illustrates, the highest percentage of the population is the category of Adult Age Group (35-64 years of age), making up 37.2% of the population (2007 estimate); with School-Agers (5-19 years) making up the second largest age category. However, when looking at future population trends, these age categories are projected to decline in numbers, while the Senior population increases from 11% of the population to 19% through 2030.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-School (0-4 Yrs)</td>
<td>2,983 (10%)</td>
<td>2,423 (8%)</td>
<td>2,325 (8%)</td>
<td>2,326 (8.2%)</td>
<td>2,070 (8%)</td>
</tr>
<tr>
<td>School-Agers (5-17 Yrs)*</td>
<td>5,904 (19%)</td>
<td>6,563 (22%)</td>
<td>7,018 (24.1%)</td>
<td>6,577 (23.1%)</td>
<td>5,644 (22%)</td>
</tr>
<tr>
<td>Young Adults (18-34 Yrs)</td>
<td>8,594 (28%)</td>
<td>7,542 (25%)</td>
<td>5,797 (19.9%)</td>
<td>5,330 (18.7%)</td>
<td>5,849 (22%)</td>
</tr>
<tr>
<td>Adults (35-64 Yrs)</td>
<td>9,805 (32%)</td>
<td>10,336 (34%)</td>
<td>10,824 (37.2%)</td>
<td>11,127 (39.1%)</td>
<td>7,614 (29%)</td>
</tr>
<tr>
<td>Seniors (65+ Yrs)</td>
<td>3,486 (11%)</td>
<td>3,251 (11%)</td>
<td>3,107 (10.7%)</td>
<td>3,085 (10.8%)</td>
<td>5,026 (19%)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>30,772</strong></td>
<td><strong>30,115</strong></td>
<td><strong>29,071</strong></td>
<td><strong>28,445</strong></td>
<td><strong>30,116</strong></td>
</tr>
</tbody>
</table>

*2007 & 2012 ESRI Estimate (5-19 yrs.)
These numbers indicate that a greater emphasis may be needed on programs and services (e.g. health care facilities, assisted living, etc.) directed at older adults and seniors.

Another useful method of understanding household population and density is to analyze population distribution geographically. The City of Inkster is divided into eight census tracks, each with populations ranging from 2500-6000. Census tracks are delineated by the U.S. Census Bureau using existing physical features. This analysis shows that the largest percentage of seniors reside in Census Tract 5709 in the southeast quadrant of the City, which may influence senior services in the future. It also illustrates that the highest percentage of school-age children exist in Census Tracts, 5705, 5704, 5708 and 5706, roughly the western ½ of the City.

**Mobility and Self-Care Limitations**

In order to be a more inclusive and accessible community, it is important to understand how many in the community have mobility and self-care limitations. Mobility and self-care limitations are defined as physical impairments sufficient enough to reduce an individual’s accessibility without mechanical or personal assistance. Moreover, an understanding of the type of disability is essential to providing targeted service. Therefore, the table below identified the type of limitation, distributed by population age.

<table>
<thead>
<tr>
<th>Limitation</th>
<th>Under 16</th>
<th>% of base</th>
<th>Ages 16 to 64</th>
<th>% of base</th>
<th>65 or older</th>
<th>% of base</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sensory Disability (blindness, deafness, vision or hearing)</td>
<td>60</td>
<td>1%</td>
<td>525</td>
<td>3%</td>
<td>370</td>
<td>12%</td>
<td>955</td>
</tr>
<tr>
<td>Physical Disability</td>
<td>70</td>
<td>1%</td>
<td>1,935</td>
<td>10%</td>
<td>1,129</td>
<td>36%</td>
<td>3,134</td>
</tr>
<tr>
<td>Mental Disability</td>
<td>347</td>
<td>6%</td>
<td>1,316</td>
<td>7%</td>
<td>472</td>
<td>15%</td>
<td>2,135</td>
</tr>
<tr>
<td>Self-care Disability</td>
<td>24</td>
<td>0%</td>
<td>629</td>
<td>3%</td>
<td>443</td>
<td>14%</td>
<td>1,096</td>
</tr>
<tr>
<td>Go-outside-home disability</td>
<td>-</td>
<td>-</td>
<td>1,909</td>
<td>10%</td>
<td>819</td>
<td>26%</td>
<td>2,728</td>
</tr>
<tr>
<td>Employment Disability</td>
<td>-</td>
<td>-</td>
<td>2,851</td>
<td>15%</td>
<td>-</td>
<td>-</td>
<td>2,851</td>
</tr>
<tr>
<td>Number of Persons with Disability</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>27,602</td>
</tr>
</tbody>
</table>

The age, type, and number of residents with mobility and self-care limitations should be considered when planning for and providing services and facilities in Inkster.

**Gender, Race, and Country of Origin**

An understanding of characteristics such as gender, race, ethnicity, and country of origin can provide a more detailed picture of the community. While it is important not to make assumptions, demographics and cultural history can be taken into consideration when planning for future programs and facilities. The following gives a snapshot of Inkster’s residential characteristics between 2000-2007.
Table 2.3: Racial Distribution

<table>
<thead>
<tr>
<th>Racial/Ethnic Distribution</th>
<th>% Inkster</th>
<th>% Wayne County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black</td>
<td>68%</td>
<td>42%</td>
</tr>
<tr>
<td>White</td>
<td>25%</td>
<td>52%</td>
</tr>
<tr>
<td>Asian</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>American Indian</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other Race</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td>Multi-Racial</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>Hispanic Origin</td>
<td>4%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: 2000 U.S. Census

Place of Origin: 94.6% of people living in Inkster were born in the United States. Of those born outside the United States, most come from Asia (63% of “Foreign Born” population), others come from Europe (10.5%), Latin America (12.6%) and Africa (7.9%).

Gender Makeup: In 2000, women made up a greater percent of the City’s population than do men: 52.3% female as compared to 47.7% male.

Household by Income

Current median household income is $45,019 in the market area, compared to $53,154 for all U.S. households. Median household income is projected to be $51,433 in five years. In 2000, median household income was $35,985, compared to $25,198 in 1990.

Current average household income is $54,690 in this market area, compared to $73,126 for all U.S. households. Average household income is projected to be $64,548 in five years. In 2000, average household income was $44,833, compared to $29,214 in 1990.

Current per capita income is $20,427 in the market area, compared to the U.S. per capita income of $27,916. The per capita income is projected to be $24,114 in five years. In 2000, the per capita income was $16,711, compared to $10,723 in 1990.

(Note: define market area, add sources to tables)

Table 2.4: Household Income

<table>
<thead>
<tr>
<th>Income Distribution</th>
<th>1990 Census</th>
<th>%</th>
<th>2000 Census</th>
<th>%</th>
<th>2007 Estimate</th>
<th>%</th>
<th>2012 Estimate</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $14,999</td>
<td>3,805</td>
<td>34%</td>
<td>2,402</td>
<td>21%</td>
<td>2,144</td>
<td>19.9%</td>
<td>1,564</td>
<td>14.8%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>1,791</td>
<td>16%</td>
<td>1,610</td>
<td>14%</td>
<td>1,718</td>
<td>15.9%</td>
<td>1,131</td>
<td>10.7%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>1,676</td>
<td>15%</td>
<td>1,433</td>
<td>13%</td>
<td>1,552</td>
<td>14.4%</td>
<td>1,099</td>
<td>10.4%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>2,012</td>
<td>18%</td>
<td>1,904</td>
<td>16%</td>
<td>2,060</td>
<td>19.1%</td>
<td>1,332</td>
<td>12.6%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>1,497</td>
<td>13%</td>
<td>2,097</td>
<td>19%</td>
<td>2,101</td>
<td>19.5%</td>
<td>2,103</td>
<td>19.9%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>320</td>
<td>3%</td>
<td>1,027</td>
<td>9%</td>
<td>757</td>
<td>7.0%</td>
<td>1,438</td>
<td>13.6%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>151</td>
<td>1%</td>
<td>533</td>
<td>5%</td>
<td>353</td>
<td>3.3%</td>
<td>1,342</td>
<td>12.7%</td>
</tr>
<tr>
<td>$150,000 or more</td>
<td>12</td>
<td>0%</td>
<td>160</td>
<td>1%</td>
<td>104</td>
<td>1.0%</td>
<td>550</td>
<td>5.2%</td>
</tr>
</tbody>
</table>

Total Households 11,196 11,169 10,799 10,570

**Housing**
Currently, 52.7 percent of the 12,052 housing units in the market area are owner occupied; 36.9 percent, renter occupied; and 10.4 percent are vacant. In 2000, there were 12,013 housing units — 53.9 percent owner occupied, 39.1 percent renter occupied and 7.0 percent vacant. The rate of change in housing units since 2000 is 0.04 percent. Median home value in the market area is $74,077 compared to a median home value of $192,285 for the U.S. In five years, median home value is projected to change by 1.1 percent annually to $78,224. From 2000 to the current year, median home value changed by 1.32 percent annually.

**Population by Education**
In 2000, the educational attainment of the population aged 25 years or older in the market area was distributed as follows:

- 25.7 percent had not earned a high school diploma (19.6 percent in the U.S.)
- 33.0 percent were high school graduates only (28.6 percent in the U.S.)
- 5.6 percent had completed an Associate degree (6.3 percent in the U.S.)
- 7.4 percent had a Bachelor’s degree (15.5 percent in the U.S.)
- 4.7 percent had earned a Master’s/Professional/Doctorate Degree (8.9 percent in the U.S.)

**Employment & Income**

**Income Characteristics**
Income characteristics provide an indication of a community’s economic strengths or weaknesses and also show the potential tax base for municipal services. Data on income characteristics is presented on an income per household basis as opposed to an individual basis.

During the period from 1990 to 2000 income rose and poverty decreased in Inkster. Median household income increased from $33,768 to $35,950 (measured in 1999 dollars). The number of families living below the poverty line decreased from 23% to 19%. Such statistics show a brighter picture for Inkster’s economic health.

When compared with the rest of Wayne County, however, Inkster’s median household income is lower and poverty is higher. In 2000, the median household income for all of Wayne County was $40,776 as compared to $35,950 for Inkster; and 16% of the Wayne County population lived in poverty, as compared to 19% of Inkster’s population.

**Employment Type**
Occupations for Inkster residents have shifted from mostly manufacturing to an emphasis on office-related and transportation occupations. In 2000, over a quarter of the population was employed in sales and office jobs, while nearly that number (24%) were employed in production and transportation jobs. SEMCOG has projected an overall increase from the year 2000 to 2020 in employment, with gains in retail trade, manufacturing and real estate.
Table 2.5: Occupation

<table>
<thead>
<tr>
<th>Industry Classification</th>
<th>Number Employed</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sales and Office</td>
<td>2,988</td>
<td>25.20%</td>
</tr>
<tr>
<td>Production, Transportation and Material Moving</td>
<td>2,989</td>
<td>24.40%</td>
</tr>
<tr>
<td>Management and Professional</td>
<td>2,556</td>
<td>21.60%</td>
</tr>
<tr>
<td>Service</td>
<td>2,375</td>
<td>20%</td>
</tr>
<tr>
<td>Construction, Extraction and Maintenance</td>
<td>1,036</td>
<td>8.70%</td>
</tr>
<tr>
<td>Farming, Fishing, Forestry</td>
<td>6</td>
<td>0.10%</td>
</tr>
</tbody>
</table>

*Source: 2000 U.S. Census STF3-A*

Population by Employment

Based on 2007 ESRI forecasts, 81.9 percent of the civilian labor force in the identified market area was employed and 18.1 percent were unemployed. In comparison, 93.4 percent of the U.S. civilian labor force was employed, and 6.6 percent were unemployed. In 2012, the rate of employment in the market area is projected to be 81.9 percent of the civilian labor force, and unemployment will be as high as 18.1 percent. The percentage of the U.S. civilian labor force that will be employed in 2012 is 93.9 percent and 6.1 percent will be unemployed. In 2000, 60.3 percent of the population aged 16 years or older in the market area participated in the labor force (Employed 54%; Unemployed 6.2%, and 0.1 % were in the Armed Forces).

In 2007, the occupational distribution of the employed population is:

- 46.5 percent in white collar jobs (compared to 60.2 percent of U.S. employment)
- 22.7 percent in service jobs (compared to 16.5 percent of U.S. employment)
- 30.8 percent in blue collar jobs (compared to 23.3 percent of U.S. employment)

The 2007 trend shows an increase in management, professional, and service industries.
B. PHYSICAL DESCRIPTION

Natural Features

Natural features include rivers, wetlands, woodlands and topography. They help "shape the community". In some instances discouraging development, in others, accommodating a particular land use. Understanding these features is necessary to provide a basis for determining areas most amenable to development and to identify land rendered unsuitable for development because of prohibitive infrastructure and environmental costs.

**Rouge River and Lower Rouge Parkway**

The Rouge River is not only an important natural resource for the Inkster community, but it plays a significant role within the Rouge River watershed, thus affecting all of southeast Michigan. Historically, the Rouge was tied to Henry Ford and the industrial villages of the early 1900's. Today, the Rouge corridor is host to a variety of occupants and facilities: University of Michigan - Dearborn; Greenfield Village; the Ford Rouge plant; County Parks; and many municipal parks. As part of a National Wet Weather Demonstration Project, the Inkster Wetlands Project scope works towards the reduction of non-point source pollution and the elimination of combined sewer overflows and polluted storm water runoff.

The Rouge River and the Wayne County Lower Rouge Parkway traverses the City just north of Michigan Avenue. East of Middlebelt, the Lower Rouge Parkway has been maintained predominantly as a natural park. Amenities within the Parkway include a ball diamond, picnic shelter and play structures. Incorporating over four hundred acres within the Parkway, the Inkster Valley Golf Course stretches both east and west of Middlebelt Road.

**Topography**

U.S. Geological Survey maps show that the topography of the city is generally flat. The terrain gently slopes down from the northerly and southerly corporate limits to the lower branch of the Rouge River. Ground elevations vary from approximately 650 feet above sea level at the southwest corner and 625 feet at the northeast corner of Inkster to roughly 595 feet at the point where the Lower Rouge River crosses the east City limits.

**Woodlands and Wetlands**

The U.S. Geological Survey data for the City of Inkster shows that woodlands are primarily confined to the banks of the lower Rouge River and along the Perrin Drain. The Perrin Drain begins at the Eastern Ave.-Cherry Hill intersection and travels southeast, crossing Inkster Road at Avondale, and ending at the Rouge River. Other major stands of natural tree growth are distributed throughout the City in open areas, parks or near school sites. Woodlands can be found west of Harrison School, east of Hicks School, and north of the Crosswinds residential area. Major woodlots are also located near Cherry Hill and Beech Daly Roads, north of Westwood Park.
Wetlands, as identified by the U.S. Department of the Interior National Wetlands Inventory, are located along the lower branch of the Rouge River. Water resources other than the River Rouge include the Perrin, Carver, Butler and Ready Drains. Surface drainage is accomplished by a system of storm or combined sewer systems and natural drainage-ways.

The City’s drains are prone to flooding during heavy precipitation. Development within these areas must be carefully managed and involves balancing economic gain against the resulting increase in flood hazard. The Federal Emergency Management Administration has prepared Flood Hazard Boundary Maps for the City of Inkster, which are confined to the parkway adjacent to the lower Rouge River.

The National Flood Insurance Program uses the concept of a floodway as a tool to assist communities in floodplain management. Under this concept, the area of the 100-year flood is divided into a floodway and floodway fringe. The floodway is the channel of a stream plus any adjacent flood plain areas that must be kept free of encroachment so that a 100-year flood may be carried out without substantial increases in water height.

C. Existing Land Use

An existing land use inventory is one of the most important building blocks of a master plan. The physical configuration gives it its unique character and a record of how land areas are used. This map helps to evaluate strengths, needs and future patterns. A field survey of Inkster was conducted in April 2008 to provide current land use data (see Map 2 and Table 2.6). Information from this survey was used for decisions on future land uses and development potential.

The city is generally square and bisected by a wide corridor of non-residential land uses. This corridor supports railroad tracks, a state highway (Michigan Avenue), commercial, industrial, and large scale manufacturing development and the Rouge River Parkway's natural greenspace. Traditional neighborhoods are broadly divided into distinct north and south areas by Michigan Avenue, the rail corridor, and Lower Rouge Parkway.

Table 2.6: Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area (Acres)</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>1,743.0</td>
<td>43.54%</td>
</tr>
<tr>
<td>Two-Family</td>
<td>12.8</td>
<td>0.32%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>189.8</td>
<td>4.74%</td>
</tr>
<tr>
<td>MFG Housing</td>
<td>6.2</td>
<td>0.16%</td>
</tr>
<tr>
<td>Industrial</td>
<td>117.3</td>
<td>2.93%</td>
</tr>
<tr>
<td>Public &amp; Semi-Public</td>
<td>145.3</td>
<td>3.63%</td>
</tr>
<tr>
<td>Parks &amp; Open Space</td>
<td>512.1</td>
<td>12.79%</td>
</tr>
<tr>
<td>Convenience Retail</td>
<td>188.4</td>
<td>4.71%</td>
</tr>
<tr>
<td>Office</td>
<td>3.2</td>
<td>0.08%</td>
</tr>
<tr>
<td>Vacant Land (Large Parcels)</td>
<td>117.7</td>
<td>2.94%</td>
</tr>
<tr>
<td>Public Rights-of-Way</td>
<td>841.9</td>
<td>21.03%</td>
</tr>
<tr>
<td>Schools</td>
<td>125.0</td>
<td>3.12%</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>4,002.7</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Source: McKenna Associates
Residential land uses capture 48.76% of the City’s land area. Neighborhoods are well defined and bordered by neighborhood commercial strip centers on the borders, adjacent to major streets. The City is generally divided into six large functional neighborhoods, bisected east and west by Inkster and Middlebelt Roads and north and south by the Michigan Avenue corridor.

**Single Family Residential:** Single family homes make up the greatest majority of the City’s housing stock (43.54%). Most of these homes are modest bungalows and ranches built before 1960. The potential for infill development exists in many areas, especially in the southern portions of the City.

**Two Family Residential:** A small enclave (0.32%) of two family residential units exist east of Middlebelt, between Cherry St. and Beech Ave.

**Multiple Family Residential:** The City has several multiple-family developments (4.74%), including two high-rise developments (10-story Thompson Towers & The Twin Towers). The greatest proportion of multiple family is located in the south and southwest portions of the City. Most of this stock is comprised of public housing projects.

**Manufactured Housing Park:** Inkster has two older manufactured housing communities (0.16%): Michigan Avenue located northeast of Harrison and the east side of Henry Ruff in the Lower Rouge Parkway.

**Convenience Retail:** Convenience (Neighborhood) retail centers (4.71%) are located along major streets. Retail activities can be further divided into convenience and general use categories. Convenience businesses are important to neighborhood residents by providing day to day personal services and goods: small food stores, hardware, dry cleaners, etc. General retail stores include: supermarkets, home improvement centers, auto-related services and sales, and similar uses. A number of older motels are located on the south side of Michigan Avenue.

**Office:** Office uses (0.08%) include stand alone professional office land uses.
Map 2
Existing Land Use
Draft
City of Inkster, Michigan

Legend
- Single Family Residential
- Two Family Residential
- Multiple Family Residential
- Manufactured Housing Park
- Convenience Retail
- Office
- Industrial
- Parks and Open Space
- Public/Semi-Public
- Schools
- Vacant Land (Large Parcels)

Data Source: McKenna Associates, Windshield Survey, 4/15/2008
& 4/23/2008

City of Westland
City of Dearborn Heights
City of Dearborn
City of Inkster, Michigan

Scale 1:4,000
0 1,000 2,000 Feet

10/17/2008
Industrial: This category includes manufacturing, warehousing, assembly and fabrication facilities, and other non-manufacturing industrial uses. Industrial uses encompass approximately 117 acres or 2.93%. Most of these land uses are located on the south side of the Michigan Ave. corridor and adjacent to the railroad tracks.

Parks and Open Space: Active and passive parks and open space (512.1 acres) are captured in this land use category (12.79%). For a detailed inventory and specific information on parks and recreation facilities within the City, please refer to the Parks and Recreation master plan. The River Rouge parkway, a Wayne County park, represents approximately 90% of the current open space.

Public and Semi-Public: Public and semi-public uses represent approximately 3.63% of the land uses in the City. Generally public uses include City, county, state and federal facilities. Specifically, public uses in the City include: the new City Hall on Trowbridge, the former City Hall building, the Library, Police Station, Court House, Fire House, Dozier Recreation Center (part of Parks and Open Space), DPS yard; State of Michigan Social Service and Unemployment offices, and US Post Office. A military reserve center is located on S. Beech-Daly, south of Yale.

Semi-public uses include churches, private schools, and fraternal organizations.

Schools: Four school districts: Inkster, Wayne-Westland, Westwood, and Taylor have facilities within the City, representing approximately 125 acres of 3.12% of the land uses. (see Rec Plan)

Vacant Land (Large Parcels): Vacant land is classified as large parcels (117.7 total acres) of undeveloped or vacant land for redevelopment. This category includes the undeveloped industrial park located on S. Henry Ruff Rd., south of the railroad tracks and some large lots located in residential areas in the southern portion of the City.

Public Rights-of-way: Public Rights-of-way including street, roads, alleys, railroads, thoroughfares and collectors, represent 841.9 acres or 21.03% of all land uses in the City.

The City is generally divided by a grid system of streets that separate it into quadrants and segments on the north and south of the Michigan Avenue (US-12)/Railway Corridor. While most of the City is based on a traditional grid pattern, the northeast corner of the City has a curvilinear street pattern that follows the contours of the Rouge River. Inkster and Middlebelt Roads provide regional north-south connections.

1. Community Facilities

One purpose of a master plan is to understand community facilities and services so as to assist with future development projections. For instance, the City has seven combined sewer service areas. Developers in these areas must provide separate storm and sanitary hookups to the nearest public system, which could be financially difficult for small and modest sized projects. Reinvestment in Public Safety facilities, Parks and Recreation, and a new Library complex are discussed. In addition, a redevelopment plan for the Civic Campus or Community Core area is found later in the plan.
City Hall and Administrative Offices
In April 2007, City Hall was relocated to 26215 Trowbridge after extensive renovations to a former industrial building. The new City Hall includes a modern council chamber with adequate seating for public hearings, additional meeting rooms, professional offices and a main receptionist area. The former City Hall may be renovated for expanded library services. The new City Hall houses the administrative offices of the City Manager, City Clerk, Treasurer, Community and Economic Development Department, Building Department personnel and City Assessor.

The Department of Public Service (DPS) is located at 26900 Princeton. The DPS is responsible for maintaining water mains, sanitary and storm lines, pump stations and fire hydrants, major and local streets, alleys and public rights-of way. Other duties include street sweeping, snow removal, garbage pick up, recycling, ditch, septic tank and catch basin maintenance, tree removal, trimming and planting and weed cutting. The DPS garage is also responsible for the city's fleet, which consists of approximately one hundred vehicles. Maintenance of parks, buildings, grounds and sidewalks are also DPS duties. To better meet the needs of the community and to provide an efficient working environment for the DPS employees, an expansion and renovation of the current DPS building and yard is needed. Covered storage areas and buildings are needed for construction materials, supplies, and equipment.

City Services and Utilities
Public water and sanitary sewers are able to serve the entire city. The system is owned and operated by Inkster under control of the Department of Public Service. Water is supplied and treated by the City of Detroit. Natural gas is supplied by Michcon and electricity by Detroit Edison. Ameritech provides phone service.

At present, DPS does not have a comprehensive Capital Improvements Plan outlining future projects. The DPS recognizes the difficulty in preparing adequately for the future needs without the direction of a plan and are in discussions to develop a ten-year master plan. It would encompass the coordination of streets, water mains, separated and combined storm and sanitary lines, sidewalks, trees in the public ROW and any other public scope of work.

A Water Master Plan was prepared in 1992. Phase 1 is complete and has resulted in much-needed loops and enlargements along the City’s periphery. Water flow and pressures have shown an improvement and meet fire code requirements.

Much of Inkster is still serviced by a combined storm-water/sewer system. Combined sewers contain both sanitary waste and storm drainage, which can be unsafe for the environment. For example, during heavy rainstorms the storm-water collected will suddenly increase and exceed the design capacity of the sewer system's collection network. Excess storm-water combined with untreated sewage in the system escapes from the system and is discharged into the Rouge River. Current policy directs all new development to provide and connect to the nearest separated system.
Existing combined sewer overflow districts, generally bounded by:

1. Middlebelt to Henry Ruff, Hively and the Rouge Parkway
2. Eastern Ave. to Middlebelt, Rosewood to Cherry Hill
3. Inkster to Harrison, Avondale to the Rouge Parkway
4. Inkster and Blackstone, Avondale to the Rouge Parkway
5. Sylvia to Bayman, Michigan to the Railroad
6. Henry Ruff to Middlebelt, Andover to Pine
7. Crosswinds neighborhood
8. Bayman to Beech Daly, Princeton to Yale
9. John Daly and Beech Daly, Dartmouth to Lehigh

As part of the Rouge River National Wet Weather Demonstration Project a demonstration treatment facility was constructed at Inkster Road, north of Michigan Avenue. The Inkster Combined Sewer Overflow (CSO) Retention Basin project controls CSO discharges to protect the water quality for public health. Construction was started in 1994 and operations commenced in 1997. The retention basin currently serves an area of 833 acres. Although the project eliminates ten CSO outfalls, Inkster has remaining areas that are being studied under the CSO Phase 2 project.

Also within the scope of the Rouge River National Wet Weather Demonstration Project is the Inkster Wetlands Project, located north of Michigan Avenue between Inkster and Henry Ruff Roads. The intent of the project is to determine the effectiveness of, and develop guidelines for, the use of existing and created freshwater wetlands for treating non-point source pollution. The evaluation will include identification of pollutants removed by the wetlands, the efficiency of the removal processes, and the effects of sediment on removal efficiency.

Public Safety

The Inkster Fire Department provides fire, rescue, and paramedic services and is responsible for the Code Enforcement Division. These services were combined to improve the delivery of services. The station is located on the south side of Michigan Avenue, west of Inkster Road. This central location allows for quick response and easy access for emergency vehicles to all parts of the community. Recent improvements to the department include the addition of a new computer system for data recovery, investigation and medical records, increased inspection and code enforcement and the development of a "Fire Investigation Unit" to investigate all fires and prosecute as needed.

The Inkster Police Department is responsible for crime prevention, traffic accidents, animal control, and school safety programs. It is located on the northeast corner of Michigan Avenue and Inkster Road.

The current building lacks in floor space at only 11,500 sq. ft. and significant updating of mechanical equipment is needed. According to police department estimates, the current facility is approximately 40,000 square feet smaller than other police departments in similar sized cities. Specific expansion needs include a cellblock area, locker rooms, storage space, dispatch room and office space. The current facility is more than 50 years
old, with original heating and air conditioning systems, which are inadequate and require frequent maintenance. Currently, there is no secured parking to accommodate department vehicles as well as having adequate employee and visitor parking. Amenities common in modern police facilities but lacking in Inkster include; gun ranges, large multi-bay garages, secure line-up rooms, dispatch room and space for computer and video equipment.

Ideally, the Police Department should continue to be attached to the court building to ensure secure transferring of subjects from the cellblock area to the court and back. The department desires to build a new combined police and court facility at one of the following potential locations:

- East side of Inkster Road, just north of the railroad tracks
- West side of Inkster Road, south of the railroad tracks
- Northeast corner of Michigan and Henry Ruff
- McNair School
- Old Allen Lumber site
- Corner of Inkster and Hamlin Roads

**Police and Court Facility**
Existing Sq. Ft.: 11,500 sq. ft.
Expansion: 43,000 sq. ft.
Parking Need: 50 spaces (15,000 sq. ft.)

Satellite facilities are desired to provide improved surveillance and community connection. Potential sites include:

- 401 Biltmore
- 4310 Middlebelt

A new animal shelter, approximately 3,000 to 4,000 square feet is also desired. The building should include a suitable garage to house the animal control vehicle and have modern HV AC systems and food and storage facilities. The building should be secured, fenced, and separated from residential areas.

**Civic Campus**

The previous civic campus was located on the northeast corner of Inkster Road and Michigan Ave., south of the Rouge River, containing the library, police station, court house and former city hall. Each of these facilities has outgrown the site and are hampering business expansion and reinvestment in the prime area of Inkster Road and Michigan Avenue.

Now that City Hall has relocated, it is time to consider redevelopment of the site and relocation of the police station and court house. The Library is considering expansion of its current building, relocating to the old city hall, or construction of a new building on the former city hall site.
The City has secured the services of an architect to prepare a feasibility study on the current and future needs of the police station and court facilities. The City is considering relocating these facilities to another site to allow private reinvestment at the current location, which is a prime location for commercial development.

Several areas are currently under consideration for the new public safety buildings: 1) the former Allen lumber site on the north side of Michigan Ave, west of Inkster; 2) the former Comerica site on the west side of Inkster, south of Michigan Ave.; and 3) on Trowbridge Ave., north of the new City Hall.

**Parks and Recreation**

The City of Inkster offers many recreational opportunities. These facilities include parks owned and operated by the City as well as abundant natural recreation areas and buildings for indoor recreation that are both public and privately owned. Nearly all residents are within a ½ mile of a greenspace.

The Booker T. Dozier Recreational Complex operates as the citywide community center and hosts many civic meetings, as well as private rentals. The Recreation Complex has been the beneficiary of several equipment and facility upgrades. Recent improvements include a new sound system, weight training equipment and playground. A wide range of programs is available for all age groups. Dance classes, swimming lessons, karate, and court sports are a small sample of the variety of programs offered at this diverse facility. Schools and charter academies provide additional recreation opportunities for residents. The action plan encourages the City to enter into maintenance agreements for use of school facilities.

<table>
<thead>
<tr>
<th>Park &amp; Recreation Facilities</th>
<th>Acres</th>
<th>Description/Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kennedy Memorial Park</td>
<td>5.3</td>
<td>Ball diamonds, basketball, tennis, play equipment, picnic facilities</td>
</tr>
<tr>
<td>Parkwood Park</td>
<td>2.5</td>
<td>Ball diamond, play equipment</td>
</tr>
<tr>
<td>Bel-Aire Park</td>
<td>2.3</td>
<td>Volleyball court, play equipment</td>
</tr>
<tr>
<td>Manor Park</td>
<td>1.2</td>
<td>Multi-purpose sports field, play equipment, picnic facilities</td>
</tr>
<tr>
<td>Dozier Recreation Complex</td>
<td>14.3</td>
<td>Basketball, tennis, swimming pool, community center</td>
</tr>
<tr>
<td>Inkster Civic Arena</td>
<td>1.3</td>
<td>Indoor ice rink</td>
</tr>
<tr>
<td>Inkster CSO Basin</td>
<td>3.9</td>
<td>Basketball, play equipment, restroom</td>
</tr>
<tr>
<td>Colonial Park (Lower Rouge Parkway)</td>
<td>26.9</td>
<td>Ball diamond, play equipment, picnic facilities</td>
</tr>
<tr>
<td>Demby Park</td>
<td>2.0</td>
<td>Basketball, community center, play equipment</td>
</tr>
<tr>
<td>Westwood Park</td>
<td>9.9</td>
<td>Ball diamonds, paved trail, play equipment, picnic facilities, restrooms</td>
</tr>
<tr>
<td>Lemoyne Park</td>
<td>5.1</td>
<td>Ball diamonds, basketball, tennis, play equipment, picnic facilities</td>
</tr>
<tr>
<td>King Park</td>
<td>4.2</td>
<td>Ball diamonds, basketball, play equipment, picnic facilities</td>
</tr>
</tbody>
</table>
Brookside Park   12.3  Ball diamond, basketball, play equipment, picnic facilities
Moore Street Mini Park  0.3  Play equipment, picnic facilities
Wellington Park  0.5  Play equipment, picnic facilities
Wheatley Park  8.4  Ball diamond, basketball, paved trail, play equipment, picnic facilities, restroom

A unique recreation opportunity exists in the Rouge River and the Lower Rouge Parkway for non-motorized pathway development, with links to businesses to the south along Michigan Avenue Corridor and residential neighborhoods to the north. The Parkway, located north of and parallel to Michigan Avenue, combined with the Inkster Valley Golf Course, encompasses approximately four hundred acres of land within the heart of Inkster. Aside from the Inkster Valley Golf Course, Colonial Park and the Inkster CSO Basin are the only developed areas within the Lower Rouge Parkway. The Inkster Valley Golf Course and Colonial Park are the responsibility of Wayne County, while the CSO Basin is City property.

For more detailed information, goals and objectives, and future projects, please refer to the 2009 Parks and Recreation Master Plan.

Library
Inkster has an active public library (Leanna Hicks Public Library), located in the former civic center complex at 2005 Inkster Rd., overlooking the Rouge River. Designed by Kael Nelson, it was dedicated in 1960 by New York Governor Nelson Rockefeller. The library has a diverse collection of books, periodicals, audiobooks and videos, and has an on-line computer catalog and public Internet access. Inkster is a member of the Wayne-Oakland Library Federation and The Library Network. This allows residents to borrow materials from many of the other public libraries in Wayne and Oakland counties, and allows the library to participate in the on-line interlibrary loan service.

To meet anticipated future needs, the size of the existing library should be increased from 5,876 square feet to approximately 12,000 square feet, based on the Michigan Library Statistical Report, 1999 Edition. This expansion would allow the library to function as a modern public library of the 21st century, with sufficient space for library materials, computer activities, readers, researchers, library programs, staff work space and storage.

Opportunities exist for the Library to expand into the former City Hall building (12,000 sq. ft.) and convert the existing Library building into a nature center.

Library
Existing sq. ft.: 5,900 sq. ft.
Expansion: 12,000 sq. ft.
Parking Need: 20 spaces (6,000 sq. ft.)

Education
Inkster is served by four school districts: Inkster City School District (IC), Westwood School District (W) and Wayne-Westland School District (WW). The Taylor School District (T) serves students in southeastern Inkster. Education facilities within the city
II. Inventory and Analysis – Adopted May 11, 2009

City of Inkster    McKenna Associates, Inc.
Comprehensive Master Plan 2025

include six active elementary schools - Baylor-Woodson (IC), Blanchette Center (IC), Meek-Milton (IC), Hicks (WW), Daly (W) and Tomlinson (W). The Inkster Middle and High School are combined in a shared facility located on Middlebelt Road. The administration offices for the Inkster City School District are housed in a recently built facility shared with Baylor-Woodson Elementary.

Eight non-public educational facilities are located in Inkster. The Peterson-Warren S.D.A. Academy is located in the former Warren Peterson School, Beth Temple of Inkster operates out of the former McKersky School, and the former Cherry Hill High School houses the Academy of Detroit. Other private educational facilities include Parkwood Elementary, Thomas Gist Academy, the CVC Educational Center, Gaudior Elementary and Sts. Kevin and Norbert Academy.

Since the 1980's, several schools have been consolidated, closed or demolished. The Meek-Milton Elementary School was created when Meek Elementary School students were moved to the former Milton Vocational High School. Woodson Elementary was amalgamated with Carver Elementary to form Baylor-Woodson. As a result, Meek Elementary and Woodson Elementary are currently vacant. Douglas, Lincoln and McNair Elementary schools have also been closed and are now vacant.

The vacated school sites throughout the City provide opportunities for redevelopment.

D. Transportation and Circulation

The thoroughfare and local street network is generally a grid network similar to most of the mature suburbs surrounding Detroit. Middlebelt, Inkster, Beech Daly, Cherry Hill and Annapolis are part of the regional square mile network. Henry Ruff, Harrison, John Daly, Avondale and Carlyle make up the interim 1/2 mile pattern which functions to move vehicles to the major one-mile street system. This system divides the City into functional neighborhoods; defined limits whereby residents have convenient access to daily shopping, schools, parks and playgrounds.

Michigan Avenue (US 12) traverses Inkster east-west on a slight angle to the grid pattern. Originally a military route, it is one of five historic radial streets emanating from Downtown Detroit. It was the original connection to Chicago prior to the 1-94 expressway. Although on an angle, Michigan completes the mile grid network.

On June 9, 2004, the entire length of Michigan Avenue (US-12) from New Buffalo on the Lake Michigan shore to the eastern terminus of US-12 in Downtown Detroit was designated as a Historic Heritage Route.

The local street network connects into the larger street network. It follows both traditional and modified grid patterns. The use of courts and cul-de-sacs is not prevalent.

State Act 51 road classification provides a guide for fund allocation and is important as a revenue source. It indicates that there are 15.9 miles of major streets and 79.40 miles of local streets within Inkster. Major streets include Avondale, Carlyle, Annapolis, Henry Ruff, Beech Daly, John Daly, Harrison, and Cherry Hill.
County primary roads, as classified by State Act 51, include Inkster and Middlebelt roads and portions of Cherry Hill. County local roads include the Lower Rouge Parkway Drive and Elm Circle Drive located within the Lower Rouge Parkway. Major streets include all or portions of Cherry Hill, Beech-Daly, Annapolis, Henry Ruff, John Daly, Harrison, Avondale, Trowbridge, Princeton, Norfolk, Cherry, Carlysle, River Park Drive, Oakland, Andover and Norfolk.

The National Functional Classification System, developed by the Federal Highway Administration, is used by transportation agencies to classify all streets, roads and highways according to their function. Principal arterial roads provide the greatest mobility, carrying long distance, through traffic movement. Michigan Avenue is a principal arterial. Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators. Middlebelt Road is classified as a minor arterial. Urban collectors provide both mobility and access to property as well as funneling traffic from residential areas to arterials. Beech-Daly, Inkster and Cherry Hill are urban collectors.

Interstate 94 (I-94) is a vital regional and interstate link from Detroit to Chicago. Nearest access is provided at the Middlebelt and Ecorse/Inkster interchanges, 1 1/2 - 2 miles south of the city. Interstate 96 (I-96) is north of the City. It provides linkage from Detroit to Lansing and Grand Rapids. Interchanges are at Middlebelt and Inkster Roads. Finally, Metropolitan Airport is minutes away on Middlebelt and Merriman Road.

Traffic Volumes
Current traffic volume data, generated by SEMCOG, was collected to identify the most heavily used roadway sections within the City. As expected, Michigan Avenue traffic volumes are highest. It experiences an average of 33,000 vehicles within a twenty-four hour period.

Inkster Road carries between 18,770 and 20,200 vehicles and Middlebelt carries between 16,330 and 20,650 on an average weekday. National retailers desire commercial frontage with traffic volumes averaging at least 20,000 vehicles daily.

Though operating conditions of the roadways are at a desirable level, a comprehensive street master plan needs to be developed.

Current Issues
Dialogue with community stakeholders and Inkster staff indicated several transportation concerns throughout the city.

High-speed traffic in neighborhoods is clearly a concern of Inkster residents. Areas identified as having high-speed traffic include:

- Blackstone and Sunningdale;
- Moore and Beech;
- Middlebelt and Parkwood;
- Avondale from Inkster to Beech Daly; Cherry Hill and Inkster;
- Norfolk between John Daly and Bayham Streets;
- Center and Glenwood; and,
• Irene between Carlyle & Annapolis

Cut-through traffic is often cited as a bothersome and hazardous issue and usually coincides with high-speed areas. Areas identified as high accident areas include Middlebelt & Cherry Hill, Notre Dame & John Daly, and Cherry Hill & Inkster. Finally, truck traffic was identified as having a high impact in the area of Middlebelt and' Annapolis, Avondale and Inkster, Inkster and Colgate, John Daly and Monticello, Princess and Trowbridge John Daly and Michigan, and Avondale between Middlebelt and Inkster. Access management and traffic calming measures, as described in the following pages, can improve these situations.

**Improvements and Maintenance**

The Department of Public Services (DPS) currently repairs damaged roads on an as-needed basis. DPS wishes to implement a ten-year street and sidewalk master plan with a continuous maintenance schedule.

The Southeast Michigan Council of Governments (SEMCOG) is responsible for developing a long-range Regional Transportation Plan (RTP) for Southeast Michigan. The plan is intended to assist decision makers in determining regional or state funding distribution or allocation.

The Transportation Improvement Plan (TIP) is the RTP's action component. It is a listing of proposed projects to improve the overall transportation system in Southeast Michigan. The TIP is also a compilation of the strategies of regional transportation agencies and local communities to address the needs of the regional transportation system.

**Access Management**

Access Management is the planning, design and implementation of land use and transportation strategies that dictate traffic flow between streets and adjacent land. By utilizing access management strategies, significant benefits can be realized by the community, which include:

- Improving safety conditions reducing congestion and delays
- Providing property owners with safe access
- Promoting desirable land use patterns
- Increase pedestrian and cyclist safety

**Land Use Strategies**

*Define appropriate land uses.* Isolated projects can create safety and congestion problems along otherwise smoothly functioning arterial roads. Use the master plan and zoning ordinance when making land use decisions.

*Define standards for development (lot size, density and setbacks).* In existing commercial centers, buildings should be set close to each other and to main streets to encourage walking and shared parking.

*Define land subdivision standards for lot layout, streets, driveways and location of buildings.* The land division (subdivision control) ordinance will provide regulations.
Close excessive curb cuts. Look for opportunities to share access among properties. The zoning ordinance can provide regulations.

Limit the number of curb cuts permitted per parcel or per linear feet of corridor. Restrict the number of curb cuts per parcel to one or none if alternative access exists through a secondary road or a shared driveway. A need to implement exists on Michigan Avenue, and parts of Middlebelt and Inkster Roads.

Separate curb cuts and intersections. Establish minimum distances between curb cuts and public street intersections.

Align driveways. Align new or relocated driveways opposite each other or offset at least 125 feet from each other. This recommendation is most relevant on Inkster and Middlebelt Roads.

Require shared access and parking for new development, expansion or redevelopment. Consolidate parking lots and driveways to minimize paved areas. Develop shared parking standards to reduce the amount of parking required for individual developments. Michigan Avenue can functionally and aesthetically benefit from this approach.

Require pedestrian and bicycle connections. Require sidewalks and other connections along roads where uses are concentrated and between buildings and parking areas. Provide for pedestrian crosswalks at regular intervals. This direction is a prime consideration for the Town Center area. It also ties into the strategy for locating convenience shopping centers throughout the city. Walkability is stressed throughout the plan.

Traffic Calming
Traffic calming is a method of slowing, but not stopping traffic. It is an important consideration in residential and active pedestrian areas. Measures are intended to achieve one or more of the following objectives:

Improve the neighborhood environment. Speeding, through traffic and conflicts all impact the livability of a neighborhood. Traffic calming measures can be used to address these concerns and provide opportunities to aesthetically enhance the neighborhood environment with landscaping and design features.

Reduce vehicular speeds. Most traffic calming measures are used to increase motorist awareness of the street's function and thus reduce vehicular speeds. Excessive speeds are a major safety concern due to the increased risk for pedestrians and cyclists.

Discourage through traffic. Some traffic-calming methods are used to discourage non-local traffic from traveling through a neighborhood on local and collector streets, thereby reducing traffic volumes. High traffic volumes increase the potential for conflicts within a neighborhood as well as cause delays for pedestrians and cyclists, and reduce the attraction for local and collector streets for walking and cycling.

Minimize conflicts between street users. Traffic calming measures are used to reduce conflicts between various street users, including motorists, cyclists, pedestrians and others. Reducing
vehicle speeds and volumes, correcting geometric deficiencies and improving sight lines can all help to reduce conflicts without the need to separate street users.

Traffic calming measures traditionally fall within four headings - vertical deflections, horizontal deflections, obstructions and signing.

**Vertical Deflection**
Vertical deflections generally direct motorists to slow and avoid unpleasant sensations when traveling over a raised road feature. Secondary effects of speed reduction include traffic volume reduction, vehicular conflict reduction and an enhanced neighborhood environment. Vertical deflection measures include raised crosswalks, raised intersections, rumble strips, sidewalk extensions, speed humps and textured crosswalks.

A *raised crosswalk* is a marked pedestrian crosswalk at an intersection or mid-block location constructed at a higher elevation than the roadway. *Raised intersections* are (including crosswalks) constructed at a higher elevation than the roadway. Both measures are intended to produce an uncomfortable sensation for motorists traveling at higher speeds and improve the visual identification of the crosswalk area. Pedestrian priority is also emphasized. Raised crosswalks and intersections are appropriate at school and park access points such as Avondale and Harrison Streets (Academy of Detroit) and Carlisle (Tyronne Wheatley Park). This method is appropriate on local streets and not thoroughfares whose purpose is to move vehicles.

A *textured crosswalk* incorporates textured and/or patterned surface to contrast with the roadway. This better defines the crossing location for pedestrians and reduces pedestrian-vehicle conflicts. Variations can be incorporated on all types of streets.

A *sidewalk extension* is a walk continued across a local street intersection. For a “raised” extension, it is continued at its original elevation, with the local roadway raised to the level of the sidewalk. For an “unraised” sidewalk extension, the sidewalk is lowered to the level of the roadway. The purpose of the sidewalk extension is to indicate to motorists on approach to an intersection to yield to traffic and pedestrians on other approaches.

*Speed humps* are a raised area of the roadway, which deflects the crossing vehicle producing uncomfortable sensations for motorists traveling at speeds higher than the design speed. The intent is to reduce vehicle speeds. Speed humps can be utilized throughout residential neighborhoods in Inkster. They would be most appropriate along streets experiencing high-speed and cut-through traffic such as Irene, Moore, Avondale and Parkwood.

**Horizontal Deflection**
Horizontal deflection measures primarily discourage short cutting or through-traffic. Some measures may also reduce vehicle speeds, reduce conflicts or enhance the neighborhood environment. Some examples of horizontal deflection measures include chicanes, curb extensions, curb radius reductions, on-street parking, raised median islands and traffic circles.

*Chicanes* are a series of curb extensions on alternating sides of a roadway, which narrow the roadway and require motorists to steer from one side of the roadway to the other to travel through the chicane. The intent is to discourage through traffic and to reduce vehicle speeds.
Through traffic is discouraged when a one-lane chicane on a two-way roadway incorporates a narrowing to less than the width of two vehicles, so that when vehicles traveling in the opposite directions meet at the chicane, one vehicle must yield. Chicanes can be used along local collectors such as Harrison, Avondale, Parkwood and John Daly. A curb extension or “bump-out” occurs when the curb is extended on one or both sides of the roadway resulting in a narrower section of the roadway. The purpose of a curb extension is to reduce vehicle speeds, reduce crossing distance for pedestrians, increase pedestrian visibility and prevent parking close to an intersection. This method is appropriate in many areas, such as Michigan Avenue at the Town Center.

A raised median island is an elevated median constructed on the centerline of a two-way roadway to reduce the overall width of the adjacent travel lanes. The general intent of a raised median island is to reduce vehicle speeds as well as pedestrian-vehicle conflicts. Islands may be used along arterial roads at locations of high pedestrian traffic, such as Middlebelt (at the Dozier Recreation Center and Inkster High School).

Traffic circles are raised islands located in the center of an intersection, requiring vehicles to travel through the intersection in a counter-clockwise direction around the island. Motorists need only consider traffic approaching in one direction, rather than two or more directions as at conventional intersections. Landscaping placed in the center of the traffic circle reduces visibility beyond the circle and encourages motorists to slow as they approach the circle. Traffic circles are primarily intended to reduce vehicle speeds and to reduce vehicle-vehicle conflicts at intersections. Traffic circles are appropriate at intersections of collector streets such as Avondale Avenue and Harrison Avenue.

Obstructions
These measures, which physically obstruct specific vehicle movements are typically applied at intersections but may also be used at mid-block locations. They are intended to reduce vehicular shortcutting or through traffic. Some measures may also reduce pedestrian-vehicle conflicts and may enhance the neighborhood environment where landscaping is utilized.

A directional closure is a curb extension or barrier extending to the centerline of the roadway, obstructing one direction of traffic. When combined with other measures, directional closures deter shortcutting and through-traffic routes. This measure is appropriate for local streets.

A diverter is a raised barrier placed diagonally across an intersection, forcing traffic from proceeding straight through an intersection. Diversers can incorporate gaps for pedestrians, wheelchairs and bicycles and can be mountable by emergency vehicles. This measure is appropriate for local streets.

A full closure refers to a barrier extending the width of a roadway, which obstructs all motor vehicle traffic movements from continuing along the roadway. A closure can change a four-way intersection to a three-way intersection, or a three-way intersection to a non-intersection. Gaps can be provided for cyclists and pedestrians. Closures are typically passable by emergency vehicles. Appropriate closure techniques should be explored for Lemoyne Gardens and Demby Terrace public housing sites.
**Intersection channelization** is the use of raised islands located in an intersection to obstruct specific traffic movements and physically direct traffic through an intersection. They can improve pedestrian crossing safety by reducing crossing distances and providing rest areas. Bicycles are typically permitted to make all movements, including those which motor vehicles are prevented from making. Inkster does not have an appropriate location for this method at the present time. However, development of a large area may necessitate its use.

A **raised median through an intersection** is an elevated median located on the centerline of a two-way roadway through an intersection, which prevents left turns and through movements to and from the intersecting roadways. It can create a refuge for pedestrians and cyclists, enabling them to cross one direction of travel at a time, thereby reducing waiting time for gaps when crossing a roadway. This method is currently practiced on Michigan Avenue.

**Other Methods**
Traffic calming can also be simply accomplished through the use of on street parking and street trees. These help to physically and visually minimize street width, thus, slowing traffic. Ordinances and private road standards can be modified to allow less road width in many instances.
III. ACTION PLAN

The goals, policies and actions make a statement of the desires, values and direction of the community. They reflect the city’s social and aesthetic values as stated by the community.

These statements are divided into Residential Neighborhood, Business and Shopping, Industrial Job Centers, Transportation, Non-motorized pathways, Community Recreation, Environment, and Planning and Development Process categories. Each category is then started with objective observations, followed by an overall goal with supporting policies and implementation actions. Actions are then separated into higher priorities and lower priorities.

A. Public Input

The preparation of the Comprehensive Master Plan was developed through assistance from McKenna Associates, Inc. (planning consultant), City Staff, and input from members of the Planning Commission.

Several workshops were held with the Planning Commission to review previous documents, existing and future projects, and to get feedback on draft documents.

The City’s Comprehensive Master Plan was updated concurrently with the Parks and Recreation Master Plan to provide integrated community planning. A public workshop was held on May 22, 2008 to receive public comment on the Comprehensive Land Use plan. Approximately, 235 invitation letters were sent out to key stakeholders, community leaders, board and commission members, and city staff. The workshop notice was printed in The Telegram, posted on the City’s website and at the Dozier Recreation Center. There were 41 participants at the workshop.

Participants were asked to list “prouds” and “sorries” or likes and dislikes of their community at the beginning of the session as a warm-up exercise. Then the group developed an “Inkster Wish List” of things that they would like to see in the City in the future. Afterwards, the audience was broken into small groups to discuss “brainstorming” ideas for the City based upon four topical areas: 1) Land Use and Economic Development; 2) Recreation and Environment; 3) Housing and Neighborhoods; and 4) Transportation (see Appendix).

After the brainstorming sessions, all the results of each group were posted around the room and participants were given colored dots to vote on their priorities. The votes were tabulated and the following tables below summarize the results of the workshop:
Table 3.1: Summary of Top Priorities

**Priorities**

1. Expand & Improve Recreation/Civic Center (with indoor aquatics).
2. Attract Train Station
3. Offer business incentives
4. Construct new Senior Center
5. Improve Public Transit and bus stops
6. Improve Code Enforcement and Policies
7. Create downtown destination
8. Install electronic message boards on Michigan Ave. to promote community events.
9. Attract diverse shopping and restaurants in community
10. Increase police patrols / community policing
11. Install/improve non-motorized pathways
12. Expand networking and marketing with adjacent communities

Table 3.2: Proud’s & Sorrries

<table>
<thead>
<tr>
<th>PROUDS</th>
<th>SORRIES</th>
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<tbody>
<tr>
<td>- Strong Sense of Community</td>
<td>- Lack of restaurants – (e.g. sit down)</td>
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<tr>
<td>- New City Hall</td>
<td>- Motels on Michigan Avenue</td>
</tr>
<tr>
<td>- NE and NW Housing Stock</td>
<td>- Lack of downtown</td>
</tr>
<tr>
<td>- New Housing – Middlebelt and Anna</td>
<td>- Lack of grocery stores</td>
</tr>
<tr>
<td>- Public schools</td>
<td>- Boarded up housing</td>
</tr>
<tr>
<td>- Michigan Avenue Median</td>
<td>- Lack of awareness – Health Center</td>
</tr>
<tr>
<td>- Senior programs – computer</td>
<td>- Lack of Senior Center</td>
</tr>
<tr>
<td>- Rec Center</td>
<td>- Michigan Avenue Commercial Corridor</td>
</tr>
<tr>
<td>- Parks</td>
<td>- Demby and Lemoyne Court – Housing</td>
</tr>
<tr>
<td>- Family Service</td>
<td>- Dust from Industrial businesses SW side of Michigan Ave.</td>
</tr>
<tr>
<td>- Community Health Centers</td>
<td>- Location of City Hall</td>
</tr>
<tr>
<td>- YWCA – services</td>
<td>- Quality of Michigan Avenue corridor</td>
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<tr>
<td>- Inkster Valley Golf Course</td>
<td>- Mixture of commercial along Michigan Avenue</td>
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<tr>
<td>- Adult uses</td>
<td></td>
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<tr>
<td>- Park maintenance – Lack of pathways</td>
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<tr>
<td>- Lack of communication</td>
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<tr>
<td>- Local media – negative view</td>
<td></td>
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<tr>
<td>- Lack of day care services</td>
<td></td>
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<tr>
<td>- Commercial services</td>
<td></td>
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<tr>
<td>- Higher speed limits</td>
<td></td>
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<tr>
<td>- Lack of medical, entertainment, dining, upscale retail</td>
<td></td>
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</tbody>
</table>
Table 3.3: “INKSTER WISH LIST”

1. Construct new Senior Center
2. Upgrade and Improve Dozier Recreation Complex
3. Establish vibrant Commercial Core
4. Provide service-oriented business throughout City
5. Attract dine-in restaurants
6. Establish Harrison Street Historic District
7. Develop Inkster Museum
8. Encourage development in Industrial Parks
9. Construct Rail station adjacent to new City Hall
10. Attract entertainment venues: (e.g. recreation & theater)
11. Establish Arts and Culture District; promote Inkster culture
12. Upgrade/build new Civic Buildings – (e.g. court, police, & library)
13. Construct non–motorized Pathway system.
14. Create public venue for civic events
15. Offer community daycare for working and student parents
16. Attract national Chain Hotel/Convention Center

B. Goals and Objectives

**Economic Development**
Economic Development should be a priority throughout the City; however, the City should concentrate its efforts along the Michigan Avenue corridor to take advantage of traffic counts and proximity to the River Rouge greenway and railroad corridor.

**Goal: Continue Economic Development Activities**

**Objective:** Develop and initiate a business recruitment and retention plan.

**Higher Priority Actions:**
- Create an on going booklet of vacant properties, offered for rent or purchase that lets prospective businesses owners know what is available in our City.
- Contact owners of strategic empty or vacant commercial sites and assist in marketing.
- Identify City owned commercially zoned property adjacent to privately owned vacant commercial property and market properties together thus making much larger and more marketable sites.
- Approach existing property owners whose property is adjacent to City owned property and offer to sell to them property to assist in improving and growing existing sites.
- Continue to tear down blighted sites or encourage owners to clean them up through Code enforcement.
- Identify sites with poor visibility and look for solutions that create easier access to the site and entranceways.
- Implement a re-occupancy procedure that systematically cleans up sites when units or vacant buildings are filled.
- Cooperate with established businesses
Lower Priority Actions:
- Protect historic properties where applicable.
- Offer advice on marketing businesses and improving images as well as the benefits of a clean, attractive and manicured site. Establish design guidelines.
- Create shared parking opportunities and promote access management principles.
- Use landscaping and hardscaping to enhance all commercial and industrial sites.
- Clean up sites through ordinance enforcement to show prospective business owners that the City of Inkster is willing to protect their investment.

Objective: Obtain a railway station in the City.
- Gain the support of our local state representative to assist in pushing our City’s plan for a future stop.
- Support a rail station with a plan for transit oriented design (TOD) with future mixed-use commercial/office and high density upscale housing in close proximity.
- Acquire the area adjacent to City Hall in preparation of the City getting a new Rail Station.

Objective: Develop land acquisition and re-development plan.

Higher Priority Actions:
- Create a list of properties that would be beneficial to obtain for future development in both the DDA and TIFA Districts and rate the properties from most strategic to least strategic as far as development.
- Commit in each budget year to purchase land identified within the DDA and TIFA districts using applicable funding.
- Purchase, rehabilitate, or demolish as many homes in strategic areas of the City with applicable state and federal programs.
- Through the Master Plan and DDA development plan updates, create concept plans/sub area plans of preferred development areas.

Lower Priority Actions:
- Expand the City Library by converting and/or connecting to old City Hall.
- Create a nature center to be part of the Commercial Core Area north of Michigan Ave., adjacent to the Lower Rouge Parkway in Inkster.
- Create some pathway connections through the Lower Rouge Park system across all of Inkster.
- Promote Inkster as a place to have a healthy lifestyle.

Objective: Promote business friendliness initiatives.

Higher Priority Actions:
- Streamline application procedures and combine fees for easier understanding and process schedule.
• Put most common applications on line.
• Create pamphlets with a flow chart of how our procedures work and also put them on line.
• Train staff to assist citizens in most commonly asked planning questions and procedures.
• Continue to be the commercial businesses liaison to Wayne County programs that help their business grow and take advantage of available programs.
• Put our Zoning Map on line with link to Municicode to help citizens understand what their property zoning means.

Objective: Emphasize Michigan Avenue Development

Higher Priority Actions:
• Create a conceptual design of a municipal campus or civic area including bringing a new Court House and Police Station closer to the City Hall area.
• Create a redevelopment plan for the motel area at Michigan Avenue and Beech Daly to build a new mixed-use commercial development with gateway features.
• Create a design manual and new over-lay district ordinance that focuses on design to establish a architectural theme or brand that the City wants to be identified with.
• Continue the DDA’s façade program and look for alternative funding sources to eliminate blight and create attractive & vibrant storefronts on Michigan Ave.
• Continue to work with MDOT in an on going process as well as our State Representative to implement the findings in the study that will lead to the reduction of travel lanes and speed limits along Michigan Avenue to increase business exposure and customer catch.
• Put emphasis on uniformity in signage and lighting.
• Look into “Form Based Zoning” as a DDA development tool.

Lower Priority Actions:
• Build a new court house and police station to show that there is a willingness in the City to invest in itself.
• Relocate the old Court House, Police Station and Ice arena to let the existing commercial businesses breath, expand and grow and allow for new commercial businesses.
• Implement strategies brought up by MDOT Study along Michigan Avenue to promote safety and assist in traffic calming techniques.

Residential Neighborhoods
Inkster is a residential community that places great importance in family living and community pride. Neighborhoods north of Michigan Avenue have solid housing stock and quality living environment with minor blight evident in only small pockets. South of Michigan Avenue there is significant pockets of abandoned and blighted housing amid larger areas of solid housing stock.

Goal:
Protect and strengthen the physical and social fabric of residential neighborhoods in an effort to maintain and enhance the overall quality of life.
Objective: Support improvements to the Inkster, Taylor, Westwood, and Wayne-Westland school districts, making the city a more attractive residential environment for families with children.

Higher Priority Actions:
• Encourage City Council to enter into maintenance arrangements with all schools to increase the amount of recreation land.

Lower Priority Actions:
• Encourage and support amending the Inkster City School District boundaries to align with the city limits.

Objective: Promote home ownership (existing housing and new construction) throughout the City.

Higher Priority Actions:
• Target and improve surface infrastructure (roads, parks, and neighborhood amenities), thus providing an incentive for housing investment north of Lower Rouge Parkway.
• Remove blighted influences.
• Replace combined sewer systems with separated systems south of Michigan Avenue.

Lower Priority Actions:
• Develop strong partnerships with for profit developers, community-based organizations, and non-profit groups to develop programs dedicated to home ownership and improvement assistance.
• Promote the virtues of residing in Inkster through an aggressive marketing campaign.
• Replace combined sewer system with separated system north of Michigan Avenue.
• Improve public services.

Objective: Maintain and upgrade current housing stock throughout the City.

Higher Priority Actions:
• Enforce building codes.
• Work with Wayne County, Federal government (e.g. NSP & EECBG programs), local financial institutions and non-profit organizations to develop financial-assistance and incentive programs for home rehabilitation.
• Continue to properly board abandoned homes as an immediate safety solution.

Lower Priority Actions:
• Create system to monitor the numbers of owner occupied single-family homes and rental properties.
• Create system to monitor the number and type of variances requested and granted.
• Create green buffers between low density single family residential and other higher intensity uses.
Objective: Encourage the development of cohesive neighborhoods by facilitating rehabilitation of existing homes, encouraging the construction of new homes and promoting the development of public improvements and open space.

Higher Priority Actions:
- Develop comprehensive infrastructure plans for functional neighborhoods addressing needed public improvements (street lights, open space, sidewalks, and schools), homes in need of improvements, and vacant lots for new housing construction.
- Work with the Housing Commission to lessen the density of Demby Terrace and Lemoyne Gardens and create a smooth integration into the surrounding single-family neighborhoods.
- Develop a street and sidewalk maintenance program.

Lower Priority Actions:
- Encourage a diversity of housing types such as walk-up apartments, townhouses, attached and detached single and multi-family housing.
- Prepare and promote sub-area plans for small districts or neighborhoods detailing residential/commercial location and mix, streetscape design and development guidelines.
- Develop centrally located neighborhood parks and community centers.

Objective: Ensure new residential projects preserve the contextual character of the neighborhood.

Higher Priority Actions:
- Review and amend the zoning ordinance to incorporate regulations to assure compatibility.

Lower Priority Action
- Encourage new in-fill homes to respect and reinforce the existing pedestrian friendly feel with dominant front porches, similar rooflines and scale, and attention to architectural features and detailing.
- Encourage large-scale redevelopment areas, (e.g. Carver Homes neighborhood near Middlebelt and Annapolis, to be integrated and complementary with adjacent neighborhoods.

Objective: Apply the full range of incentives available to assist in the development of additional housing including public improvements, land assembly, and financial assistance.

Higher Priority Actions:
- Solicit grant funding from private, public and governmental sources for public improvements, land assembly, and neighborhood level plans.
- Actively pursue the range of financial possibilities including TEA-21 grants for roads, MDNR grants for street trees and recreation needs, U.S. Justice Department monies for crime prevention planning and other opportunities.
Lower Priority Actions:

- Develop an active partnership with the DDA and TIFA to solicit development.
- Combine efforts and resources with the housing commission, tax increment finance authority, and Downtown Development Authority.

**Business and Shopping**

Michigan, Inkster and Middlebelt Roads provide the majority of commercial business frontage. However, much of it has indiscriminately evolved over the years into a collective mix of party stores, general retail uses, specialized commercial such as motels and adult entertainment, industry and residences. Most of the frontage suffers from blight, deteriorated structures, poor parking design, sign clutter, older street lights, and lack of trees and landscape amenities. Newer or renovated shopping centers include developments at Michigan and Inkster, Cherry Hill and Henry Ruff, and Cherry Hill and Inkster.

The Inkster Downtown Development Authority is established on Michigan Avenue between John Daly and Harrison. It has facilitated a new shopping center, post office and townhouse community near Michigan and Inkster. The library, police station, courthouse, fire station and housing commission residential towers surround the Michigan and Inkster intersection and are within the DDA (“Community Core”) boundaries.

**Goal:**

*Enhance downtown Inkster as a viable mixed-use district that further serves as the cultural and civic center for the community.*

**Objective:** Improve the physical environment of the town center area.

Higher Priority Actions:

- Create design and development guidelines, to further define the downtown as a distinct, cohesive entity. The guidelines should encourage quality design principles in both new construction and renovation, addressing building façades, signs, lighting, landscaping and site layout.
- Integrate the Rouge River greenway with the downtown area, by increasing access and visibility, to promote economic tourism.
- Coordinate with the Downtown Development Authority and their efforts to revitalize the district.
- Coordinate with the Michigan Department of Transportation to lessen the divisive impact of Michigan Avenue within the town center, thus supporting a more balanced pedestrian environment.

Lower Priority Actions:

- Adopt a pedestrian-oriented streetscape plan that outlines enhancements and recommends funding sources/methods.
- Purchase blighted properties to create large redevelopment opportunities.
Objective: Promote a variety of complimentary land uses in the town center area.

Higher Priority Actions:

- Encourage the development of downtown as a residential-commercial mixed-use district understanding that a residential presence will ensure managed development and activity in the district.
- Implement zoning regulations that attain long-range vision.
- Promote redevelopment and in-fill development within the existing boundaries of the DDA district.
- Develop a sub-area plan for the downtown area that integrates the city administrative offices while making them highly visible.
- Promote mid-high density (7.2-30 du/acre) residential uses in the city center.

Lower Priority Actions:

- Develop a marketing strategy for downtown Inkster that outlines the future for the district, with respect to potential merchants, types of uses and location.

Goal:

*Develop a quality shopping experience for residents.*

Objective: Evaluate the commercial land use structure of Inkster in relation to resident and city needs.

Higher Priority Actions:

- Gradually eliminate industrial, motel, adult entertainment and similar uses that do not contribute to a cohesive shopping and business community.
- Phase-out redundant or non-convenience stores within neighborhoods through zoning regulations and code enforcement.
- Zoning district amendments, site plan review, and Zoning Board of Appeal applications for variances should be closely scrutinized for compliance to development goals and policies and future land use plans within the master plan, and zoning ordinance requirements.
- Develop and implement a general commercial strategy for the entire City concentrating on the Michigan, Inkster, and Middlebelt frontages.
- Remove blighting influences and abandoned structures.

Lower Priority Actions:

- Locate businesses that serve daily needs within comfortable walking distances of residents.

Objective: Promote a positive visual image of all major road frontages.

Higher Priority Actions:

- Provide incentives for non-conforming uses to comply with zoning, or to relocate to other parts of the City where they are compatible.
- Intensify code enforcement.
• Develop design guidelines for uses fronting on major roads.
• Selectively remove blighted and abandoned structures.
• Reexamine and strengthen the regulated use ordinance.
• Review and enforce a sign ordinance to eliminate visual clutter.
• Provide attractive pedestrian lighting that enhances safety.

**Lower Priority Actions:**
• Work with merchants and business associations to educate them on the positive aspects of improving image to passerby traffic.
• Develop strategies and regulations to appropriately locate beer, wine and liquor outlets.

**Objective:** Eliminate nuisances from Commercial/Industrial zoned property that negatively impact residential neighborhoods.

**Higher Priority Actions:**
• Adopt and enforce screening and landscape requirements of the zoning ordinance.
• Adopt and enforce off-street parking requirements that direct developers to provide functional and well-designed facilities.
• Enforce trash storage and removal regulations.

**Lower Priority Actions:**
• Implement streetscape improvement programs along transition streets such as Princeton.

**Industrial Job Centers:**
Inkster currently has one primary industrial and manufacturing district that is generally situated adjacent to the rail line and Princeton Street from Inkster to Beech-Daly. This area is within both the Downtown Development Authority and Tax Increment Finance Authority boundaries. Industrial uses are also scattered along Michigan Avenue and Inkster Road. A predominantly vacant industrial park fronts Henry Ruff adjacent to the south side of rail corridor.

**Goal:**
*Develop an industrial base of quality businesses that contributes to Inkster's overall well being.*

**Objective:** Develop a realistic economic strategy to determine expected demand and location of potential new manufacturing and warehouse job centers.

**Higher Priority Actions:**
• Strategize with Wayne County, SEMCOG, and Lansing to provide business opportunities to Inkster.
• Monitor the Department of Jobs and Economic Development to determine applicable development and economic stimulus programs
• Coordinate and implement development efforts with the Downtown Development Authority and Tax Increment Finance Authority.
Lower Priority Actions:
- Retain an economic development consultant to recommend a marketing strategy.
- Encourage high-tech and research/office businesses through marketing efforts and zoning regulations.

Objective: Retain businesses that currently provide tax base and job opportunity.

Higher Priority Actions:
- Develop a partnership with businesses to understand their needs and foster viability.
- Provide cooperative assistance when needed.

Lower Priority Actions:
- Interview existing industrial and manufacturing businesses within the city to proactively determine future expansion needs and address current functional needs.

Objective: Eliminate nuisances to adjacent residences.

Higher Priority Actions:
- Encourage well-designed parking lots and enforce maintenance standards to eliminate ill-kept lots and their visual pollution.
- Encourage businesses to present preliminary plans to city officials prior to applying for site plan approval to proactively address transition issues.
- Enforce screening and outdoor storage regulations.
- Scrutinize exterior light, overhead door locations, traffic patterns, loading zones, scale, landscaping and similar design components at site plan review stage.

Lower Priority Actions:
- Evaluate existing employee and truck traffic patterns of businesses.

Transportation System:
The City's grid system provides good access and distribution through a network of regional arterials, thoroughfares, collector streets, and local avenues. This circulation system has been an integral component of the city's character and contributes to the definition of neighborhoods throughout the community. Arterial streets provide convenient access to Metro Airport, Dearborn, Detroit, and the Ann Arbor area.

Goal:
Maintain a safe, quality street network which operates at an acceptable level of service, is aesthetically pleasing, is considerate of pedestrians and bicyclists and ensures traffic on residential streets harmonize with the neighborhood.

Objective: Improve the image along major streets and at entry points.

Higher Priority Actions:
- Solicit grants from Michigan Department of Transportation (MDOT), for funding of streetscape improvement plans for Michigan, Inkster and Middlebelt.
Higher Priority Actions:
- Solicit Michigan Department of Natural Resources street tree grants.
- Provide useful and aesthetic transit stops along major bus routes based upon transit propensity.
- Remove illegal signs and advertising clutter (on concrete benches) along major streets.

Objective: Maintain an efficient transportation system throughout Inkster that balances the needs of both the business and residential community.

Higher Priority Actions:
- Monitor occurrences of traffic accidents and traffic citations to identify problem locations and to determine potential improvements.
- Encourage residents to report commercial or non-neighborhood traffic that use local residential streets as a cut-through between major streets.
- Coordinate with the Michigan Department of Transportation to lessen the divisive impact of Michigan Avenue within the town center, thus supporting a more balanced pedestrian environment.

Lower Priority Actions:
- Utilize Michigan Department of Transportation access management standards such as aligned driveways, shared access and parking and limited curb cuts, along commercial corridors.
- Identify areas where traffic calming is necessary and determine the appropriate and desirable implementation mechanism to slow traffic speeds and improve the pedestrian environment.
- Improve mass transit access within the City.

Objective: Eliminate street designs that hinder responsive emergency access.

Higher Priority Actions:
- All new development should adhere to the existing grid pattern.

Lower Priority Actions:
- Restudy street barricade in the public housing communities using Crime Prevention Through Environmental Design (CPTED) techniques.

Non-Motorized Pathways
The pedestrian sidewalk and pathway system within the city is highly used and very important to the residential character and quality of life within the community.
Goal:
Develop a comprehensive non-motorized system of sidewalks, bike lanes and pathways throughout the community which is safe, well maintained, allows access to the various landmarks within the community, and provides a recreational and social amenity for residents.

Objective: Link all schools and recreation areas through the non-motorized pathway system.

Higher Priority Actions:
- Seek funding to construct the River Rouge Greenway non-motorized pathway system.
- Develop trial head linkages from the Michigan Ave. business corridor to the greenway system.
- Provide bike lanes, where appropriate, throughout the City.

Lower Priority Actions:
- Study the use of dedicated bicycle paths or wider pathways.
- Investigate additional grant funding sources; both private and public, to further develop a pathway plan for Inkster.

Objective: Make all paths pedestrian and bicycle safe and friendly.

Higher Priority Actions:
- Construct all intersections to be compliant with the Americans with Disabilities Act.
- Create prominent pedestrian crosswalks at major street crossings with pavement markings or pavement treatments for a safer pedestrian environment.
- Incorporate “Complete Streets” into all new transportation projects. Complete Streets make our communities safer, healthier and accessible for people of all ages and mobility.
  In addition, Complete Streets:
  1. Provide safe travel options that incorporate physical activity including walking, bicycling, or riding transit in communities across the country.
  2. Allow the one-third of Americans who do not drive, including many elderly and low income residents, safe access to get to work, school, shops and medical visits, and to take part in social, civic and volunteer activities.
  3. Reduce greenhouse gas emissions, traffic congestion and costly road repairs by reducing our dependency on cars.
  4. Calm traffic, revitalize local businesses and improve public health by encouraging walking and biking while reducing the use of gasoline.

Lower Priority Actions:
- Increase typical sidewalk widths to seven or more feet, where practical, especially around schools and along the highest pedestrian usage areas. These improvements must be done in a manner that is sensitive to the natural environment including existing street trees.
- Utilize sidewalk extensions at wide high traffic streets to allow quicker pedestrian crossing.
**Community Recreation**

The Recreation Master Plan adopted in January 2009 details programs in the City and outlines the vision through 2014.

**Goal:**
*To acquire, develop, maintain, and preserve sufficient open-space and the development of recreation facilities to adequately serve the needs of the City’s present and anticipated population.*

**Objective:** Initiate open space acquisition and preservation for active and passive recreation opportunities.

**Higher Priority Actions:**
- Support the development of county and regional park systems.
- Implement pathway plan for River Rouge Greenway.

**Lower Priority Actions:**
- Seek out Wayne County, State (e.g., Michigan Department of Natural Resources) and federal grants for park improvements.
- Develop public venues large enough to allow for multiple-use recreation services throughout the year.
- Improve neighborhood parks throughout the City.

**Objective:** Develop safe and secure recreation facilities and programs that meet the needs of citizens in the community.

**Higher Priority Actions:**
- Use quality materials and equipment when improving or developing recreation areas to reduce long-term maintenance costs.
- Seek out public and private funding for new Senior Center based on recent feasibility study.

**Lower Priority Actions:**
- Design and develop parklands and facilities through the application of recognized Crime Prevention Through Environmental Design (CPTED) standards.
- Relocate senior center to Dozier Recreation Center.

**Objective:** Provide development policies that are consistent with the community recreation agenda.

**Higher Priority Actions:**
- Plan for convenient and ample recreation areas throughout the community.

**Lower Priority Actions:**
- Develop recreation facilities in partnership with private sources, nonprofit organizations, clubs, schools, and developers.
Environment
The City of Inkster is an integral part of a greater regional environment and must do its share of preserving and enhancing natural features. The Lower Branch of the Rouge River crosses the city and needs protection from both point and non-point pollution sources. The City relies upon other agencies such as Wayne County, Michigan Department of Environmental Quality, Environmental Protection Agency and others to monitor and enforce standards for environmental protection and enforcement.

Goal:
*Promote and facilitate efforts to maintain or improve the environment and subsequently the quality of life for Inkster's residents and business community.*

Objective: Enhance the natural environment.

Higher Priority Actions:
- Enforce parking standards both as a maximum and minimum to eliminate excess paving and increase the land area for trees and vegetation.
- Develop a tree and landscape ordinance stipulating requirements and regulations for all new developments and enforce landscape standards to increase the amount and effectiveness of vegetated areas.

Lower Priority Actions:
- Encourage the replacement of street trees in existing neighborhoods and business districts through an educational campaign describing the benefits of providing pedestrian safety and creating cooler micro-climates.
- Preserve view corridors of the Rouge River to visually celebrate this unique environment and treasure that the city is fortunate to have.


Higher Priority Actions:
- Secure technical consultant services to assist in the development of such a strategy.
- Perform residential and commercial building energy audits.
- Provide financial incentive programs and mechanisms for energy efficiency improvements such as energy savings performance contracting, on-bill financing, and revolving loan funds.
- Provide grants to nonprofit organizations and government agencies for the purpose of performing energy efficiency retrofits.
- Create energy efficiency and conservation programs for government buildings and facilities. Install renewable energy technologies on government buildings.
- Develop and Implement transportation programs to conserve energy.
- Create building codes and conduct inspections to promote building energy efficiency.
- Promote and encourage material conservation programs including source reduction, recycling, and recycled content procurement programs that lead to increases in energy efficiency.
- Install energy efficiency traffic signals and street lighting.
Objective: Build strong partnerships with regulating agencies.

Higher Priority Actions:
- Promote and encourage measures to protect and enhance the Rouge River and adjacent environment.
- Continue to build strong relationships with governmental agencies and environmental organizations to pursue a unified approach to protection of the natural environs.

Objective: Reduce storm-water pollution.

Higher Priority Actions:
- Support strategies to control stormwater run-off from entering the natural system.
- Pursue grant opportunities and other funding sources to assist in funding for separation of sanitary and stormwater systems.
- Encourage shared parking wherever possible to minimize the amount of hard surface and its run-off into the stormwater system. Resulting savings in land area can be designed as greenspace that can act as a groundwater filtration system and snow storage.

Lower Priority Actions:
- Support passive methods of filtering stormwater run-off, wherever possible, through the inclusion of vegetated open channels; bio-retention basins; bio-filter strips; or, other practices that provide landscape and pervious surface solutions.

Objective: Provide adequate trash removal.

Higher Priority Actions:
- Provide recycling service as part of its standard garbage pick-up and maintain a hazardous waste drop-off station for household items.
- Continue periodic illegal dump clean-up throughout the City.

Planning and Development Process
City administration, associated hierarchy and departments are improving coordination efforts improving service delivery.

Goal:
Continue to improve City policies and planning processes with input from appropriate stakeholders.

Objective: Coordinate efforts with supporting agencies and organizations.

Higher Priority Actions:
- Continue upgrading materials and training for Planning Commission, City Council and Zoning Board of Appeals members.
- Continually coordinate with the Downtown Development Authority, Tax Increment Finance Authority, and Housing Commission on issues, opportunities, and grant applications.
Lower Priority Actions:
- Prepare sub-area plans for prime development areas. Use these plans to provide a guide and marketing incentive tool for potential developers.
- Utilize electronic media such as cable TV and web-sites.

Objective: Evaluate planning documents for current relevance.

Higher Priority Actions:
- Adopt a revised and up-to-date zoning ordinance and zoning map consistent with the Master Plan recommendations.
- Update the Master Plan and other supportive documents such as the Recreation Master Plan and Capital Improvement Program on a regular basis.
- Prepare five-year capital improvements program and initial capital budget as encouraged by the State Planning Act.
- Monitor and explore all Federal and State grant programs for relevance to Inkster.
- Use the Master Plan when considering development proposals and major capital improvements.
- Zoning Board of Appeals should grant variances for only true hardships.
- Establish specific planned development districts or overlay options in its zoning ordinance to regulate elements such as density transfer, rooflines, architectural features, and usable open space and landscape amenities.

Objective: Implement an understandable planning process.

Higher Priority Actions:
- Publish a development handbook outlining various city-planning processes.
- Encourage community participation throughout all planning processes.
- Install flow charts explaining the planning process on the City’s website.

Objective: Develop a plan for sale of city-owned property in concert with strategies found in the master plan and zoning ordinance and conditioned upon following future design guidelines.

Objective: Protect historic properties that have cultural significance and/or adaptive reuse potential.
C. Future Land Use Plan

The future land use recommendations are based upon existing land use patterns, demographic and market trends, traditional planning principles, redevelopment strategies and public input received during workshops and via the website and other public forums. It is the product of much public input, detailed data gathering and analysis, professional observation, City staff direction and feedback and Planning Commission work sessions. Moreover, the Future Land Use map sets forth recommendations for continued land uses, new development, and reuse of land in the City over the next two decades. The Future Land Use map is a link between what exists and the “vision” of what City leaders and citizens would like to strive towards.

It must be noted that the future land use plan is a guide or “blueprint” to show generalized land uses. It is not intended to precisely show the size, shape or dimensions of specific parcels of land to be used for the purposes indicated. The plan provides long-range recommendations and does not necessarily imply short-range zoning amendments. Each future zoning amendment must be considered in relationship to existing and future land uses, market trends, impacts on adjacent uses and public services, and the changing economic climate.

While periodic updates to the plan are needed to reflect the changing demographics and economy of the community, the master plan provides a consistent vision for the future.

The Process
Drafts of the map successfully built upon studies of existing conditions, review of complementary planning documents, and input from public meetings, land use patterns and City staff. A draft future land use map was presented to the community at public hearings, the Downtown Development Authority, Tax Increment Finance Authority, Housing Commission and City Staff for review and discussion. Subsequently, the Planning Commission reviewed the land use descriptions and map and directed revisions prior to holding the public hearing.

The future land use pattern incorporates three significant refinements to the existing land use pattern (see Map 3). The first is the inclusion of a higher density mixed-use area anchored at the Michigan Avenue and Inkster Road Intersection, the Community Core Area. Secondly, the Trowbridge Corridor was reexamined in light of the City Hall Relocation. Finally, Michigan Avenue (US-12) was reviewed by MDOT with a set of policy recommendations made for road and pedestrian improvements and the DDA adopted Design Guidelines in 2008 for the corridor.
Table 3.4: Future Land Use Allocation

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Future Acres</th>
<th>Future Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential</td>
<td>1,687.8</td>
<td>42.2%</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>175.3</td>
<td>4.4%</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>42.5</td>
<td>1.1%</td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td>4.5</td>
<td>0.1%</td>
</tr>
<tr>
<td>Brownstone Residential</td>
<td>18.7</td>
<td>0.5%</td>
</tr>
<tr>
<td>Neighborhood Commercial</td>
<td>73.5</td>
<td>1.8%</td>
</tr>
<tr>
<td>Mixed-Use Commercial</td>
<td>176.6</td>
<td>4.4%</td>
</tr>
<tr>
<td>Mixed-use Convenience Retail</td>
<td>26.5</td>
<td>0.7%</td>
</tr>
<tr>
<td>Town Center</td>
<td>122.3</td>
<td>3.0%</td>
</tr>
<tr>
<td>Research and Technology</td>
<td>9.5</td>
<td>0.2%</td>
</tr>
<tr>
<td>Industrial</td>
<td>139.7</td>
<td>3.5%</td>
</tr>
<tr>
<td>Park and Open Space</td>
<td>512.5</td>
<td>12.8%</td>
</tr>
<tr>
<td>Public/Semi-Public</td>
<td>55.3</td>
<td>1.4%</td>
</tr>
<tr>
<td>Schools</td>
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<td>3.1%</td>
</tr>
<tr>
<td>Public Rights of Way</td>
<td>833.6</td>
<td>20.8%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,002.7</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

*Source: McKenna Associates*

**Future Land Use Allocation**

The following land use categories are displayed on the Future Land Use map:

*Low Density Residential (1,687.8 acres or 42.2%)*

Low density residential uses principally include detached, single family houses in subdivisions or platted neighborhoods. Typically, low density residential represents typically 4.5 – 7.25 dwelling units per acre (du/a). At approximately forty-two (42.2%) percent of the total, Inkster will continue to be a community of lower-density single-family neighborhoods.

Overall, neighborhoods are strengthened through a comprehensive approach of infrastructure, park maintenance and improvements, sidewalk and pathway system, and elimination of blighting influences.

*Medium Density Residential (175 acres or 4.4%)*

The plan designates 165 acres (4.4%) of Inkster's land mass to Medium-Density Residential. Medium density residential units include duplexes, town-homes, garden apartments and similar housing types up to three stores in addition to public housing complexes and housing units with a density of greater than 7.25 to 24 du/a.

The Inkster Housing Commission is initiating an effort to redesign existing medium-density public housing community as low-density residential. This will allow for a smooth integration with surrounding low-density neighborhoods.
An increase in medium-density residential land use acreage is recommended due to several reasons:

- Townhomes, brownstones, and duplexes can visually complement the character of single family neighborhoods when strategically placed and sensitively designed. The relationship to the neighborhood sidewalk system is vitally important;

- Difficult sites can be developed. For example, the south side of the rail corridor is an opportunity. Recent experience shows that town homes are being constructed next to rail lines, large utility easements, on main streets and similar difficult sites that, in the past, were considered inappropriate. In addition, they can be built on individual blocks without the need for significant street improvements;

- Population can be increased through higher densities.

**High Density Residential (42.5 acres or 1.1%)**

- High density residential units are located in the northeastern portion of the City and typically contain units with a density of 24-48 du/a. Other high density residential structures, four stories and taller with a density exceeding 24 units per acre are located in the Town Center district.

Higher-density housing, found most often in developments with three or more floors, are most appropriate within the Town Center. Thompson Towers, Hamlin Place apartments and the two towers on Inkster Road are variations of the character. Ideally, these complexes should be set in a mixed-used setting with daily shopping and service needs conveniently available.

**Mobile Home Park (4.5 acres or 0.1%)**

One existing mobile home park is planned to exist in the future, which is located on the east side of S. Henry Ruff Rd., south of Spring Arbor Drive. The Mobile Home Park category represents 4.5 acres (0.1%) percent of Inkster's land mass. This plan recognizes the location of the existing mobile home park but does not encourage expansion or new communities.

**Brownstones Residential (18.7 acres or 0.5%)**

This category of housing is limited to the Trowbridge Corridor within walking distance of City Hall, mixed-use retail, and a future railroad transit station. The plan designates 18.7 acres (0.5%) percent of Inkster's land mass to Brownstone Residential. See Trowbridge Corridor Sub Area plan.

**Neighborhood Commercial (73.5 acres or 1.8%)**

The Neighborhood Commercial designation represents retail businesses that provide day-to-day services to adjacent neighborhoods and to the local community within a one mile radius. Uses in this category include convenience stores, gas stations, drug stores, sit down restaurants, banks, specialty shops and similar retail sales and services.
Neighborhood commercial businesses are concentrated on Inkster, Middlebelt and Cherry Hill Roads and located at specific intersections in the southern portion of the City. Currently, Cherry Hill accommodates additional shopping centers in the city. One goal of the plan is to maintain high quality retail environments.

*Mixed-Use Commercial (176.6 acres or 4.4%)*

These general retail, office, and residential land uses are permitted in mixed developments and are targeted to vehicular traffic customers along the Michigan Ave. corridor leading up to the Town Center district.

Larger retailers consider traffic volumes of 20,000 vehicles and higher when making decisions on where to locate. Traffic counts along Michigan consistently exceed those volumes. Residents currently shop outside of the City for goods provided by supermarkets and other large retailers. Strict screening and buffer requirements should be adopted and enforced to protect those residences adjacent to this use, especially east of John Daly.

Mixed-Use Commercial is classified as uses that generally cater to goods and services that are needed less frequently than convenience needs. General retail accommodates large-scale shopping center developments and high activity uses, which provide day-to-day services to local consumers, transient and freeway shoppers, and adjacent communities within a two mile service radius. Examples include supermarkets, home improvement centers, wholesale operations, larger retailers, restaurants, appliance stores, department stores, automotive sales, service and parts businesses, large-scale business offices and similar uses.

*Mixed-Use Convenience Retail (26.5 acres or 0.7%)*

Convenience retail uses are very important to the functioning of neighborhoods. They should be spaced to be within 1/2 mile or an 10-minute walking distances from any resident. Convenience shopping permits daily services and goods to be readily available for nearby residents. Permitted uses include retail and office uses on the first floor and office and residential on the second floors and above. Design guidelines and strict site plan scrutiny should be applied.

Examples include modest size food stores, hardware, drug stores, dry cleaners, banks, professional offices, and similar uses. This land use category is primarily located on Inkster Road, south of the railroad corridor.

*Town Center (122.3 acres or 3.0%)*

The intent of the Town Center District is to provide a "city identity", indicating to residents and visitors that they are in Inkster. This can be accomplished through visual cues such as prominent public buildings, lively street venues, and changes in scale. Signage should not be the sole indicator. This district builds upon recent commercial and residential development, as well as its proximity to civic buildings and the Lower Rouge Parkway.
A cohesive mix of low-, medium- and high-density residential, convenience retail, office and public uses will add a visual richness. Special design features including a pedestrian friendly environment with sidewalks and pathways, public gathering spaces, large street trees, abundant hardy landscaping, well-designed off-street parking areas, and compatible land uses should be implemented. Walking and biking should be balanced with motorized traffic to create a lively interactive feeling.

Public facilities, convenience retail, offices and low-, medium- and high-density housing interrelated in a cohesive setting can be found in the Town Center district. Special design standards and requirements to improved architectural appearance, enhance and encourage pedestrian activity, landscaping, and lessen motor vehicle dominance is encouraged.

The Town Center presently offers prime housing opportunities for new medium and high-density housing on the former greenhouse site on the south side of Michigan east of Harrison; the northwest corner of Michigan and Inkster; and, the southeast corner of Michigan and Inkster. The greenhouse site is cleared and is a contiguous 18.6-acre parcel with direct access to Michigan Avenue. It can accommodate 134 units using 7.2 units per acre, the low end of the medium-density range.

The northwest corner of Michigan and Inkster is a strong focal point at the center of the city. It contains 3-acres and will permit at least 22 units. However, acquisition of businesses and homes and street vacations is required. Access is provided by Michigan and Inkster Roads. The final site is another strong focal point on the southeast corner of Michigan and Inkster. It is 21-acres, which permits at least 154 units. This area has a large vacant parcel abutting the rail line and vacant parcels on Phillip Street but also requires acquisition of businesses and homes. Access is provided by Michigan and Inkster Roads. As stated, unit counts are based on the lowest medium-density number, thus, greater unit densities can be easily realized. (Note: see also the Community Core sub area plan).

Specific actions are desired to achieve results:

- Housing development is primarily medium to higher density. Higher density development is ideally clustered near the Michigan and Inkster intersection.
- Single-family homes are continued where feasible. This use facilitates the visual richness of a community. However, code enforcement needs to be diligent to prevent blighting conditions in this showcase district. Medium-density town-homes can be utilized as infill provided single-family attributes are recreated.
- New residential proposals include commercial and office uses as part of a comprehensive mixed-use community.
- High traffic and heavy commercial uses such as fast food drive-through, vehicle repair, parts and sales and similar uses are located outside of the Town Center.
- Minimum and maximum off-street parking requirements are utilized to ensure parking lots do not visually dominate the Town Center district.
- Shared parking should be strongly encouraged.
- Pedestrian linkages are reestablished through interconnected public streetscapes, private pathways and social gathering spaces. Passive crime prevention techniques are addressed. This pedestrian friendly objective coincides with residential goals, policies and actions.
• Industrial and commercial uses with outdoor storage are phased out.
• Development and design guidelines are created and aggressively enforced.

These features provide the optimum prescription for development. However, flexibility is necessary due to the long-range nature of the plan. Specific design issues such as pedestrian use, parking, traffic, landscaping, screening and architectural scale and character are primary ingredients for a vibrant interplay of uses.

**Research and Technology (9.5 acres or 0.2%)**

The Research and Technology designation represents larger office developments and research facilities that are typically found in the Trowbridge Corridor located adjacent to the railroad.

Office uses in retail sites are appropriate for the Town Center, general retail, and mixed-use areas. Large-scale office development is welcome provided cohesive mixed-use districts are not subdivided into smaller pieces.

**Industrial (139.7 acres or 3.5%)**

Industry is situated in much of the same existing locations except for an initiative to locate research and office businesses on the south side of Michigan west of Middlebelt. Typical uses include: manufacturing, assembly, warehousing, salvage facilities research/office and similar uses.

Industrial uses are continued in many of the same areas. A major addition includes allowing research/office and very light industrial facilities on the south side of Michigan Avenue west of Middlebelt. Shared access, landscape treatments, no outdoor storage and street facing office functions are needed to accomplish the objectives of the plan.

Expansion is shown on Dunning between John Daly and Beech-Daly abutting existing industry. It consolidates parcels to provide adequate buffering space to adjacent residences. Dunning can be vacated to add developable land. The existing industrial uses at Henry Ruff at the rail corridor will be encouraged in the future.

Screening and transition between industry and residences is not effective today. The action plan chapter describes policies and actions intended to minimize land use and traffic conflicts where industry abuts homes.

**Park and Open Space (512.5 acres or 12.8%)**

This designation represents large open spaces, public and private parks, passive areas, greenways and golf courses. Private parks and open spaces include neighborhood parks and recreation facilities, greenbelts, and retention areas maintained by homeowners’ associations. The River Rouge greenway corridor should be further developed to construct the proposed the non-motorized pathway and to connect to public facilities, open spaces, residential areas, and business centers.
The city is well served with park, playground and open space locations. The majority of residents are within 1/2 mile or a ten-minute walking distance. However, many of the sites are on private school or academy property, which are not included in the acreage total. The City should execute agreements to keep these areas open to the public. The City should also upgrade and maintain its current inventory of sites and equipment. The Parks and Recreation master plan is adopted every five years and describes future actions, capital improvements and policies in greater detail.

Public/Semi-Public (55.3 acres or 1.4%)

The Public/Semi-Public category includes not-for profit agencies, public facilities such as the U.S. Armory and Dozier Community Center, fire stations, large religious establishments and private schools, fraternal organizations, and hospitals.

Schools (124.4 acres or 3.1%)

This land use category represents public school sites from the four school districts located within the City of Inkster.

Redevelopment Potential

Designated areas with “redevelopment potential” include large vacant tracts of land and former school sites. These sites should be redeveloped as Planned Unit Developments to give flexibility with development regulations and to achieve a higher quality project than would otherwise be permitted with conventional zoning.

Rights-Of-Way (833.6 acres or 20.8%)

Rights-of-way are classified as public roads, sidewalks, medians and landscape strips as well as the rail corridor and utility easements.

This land use category includes streets, alleys, railroads, thoroughfares and collector streets, as described in the existing land use section. Changes are not expected unless they are designed in conjunction with a future large-scale development proposal.

Summary

The plan strengthens the physical land use assets of Inkster such as strong residential neighborhood history and urban environment. Subsequent preparation and adoption of ordinances, capital improvement programs and development guidelines must be created and implemented to achieve the City's vision for 2025.
Map 3
Future Land Use

Draft

City of Inkster, Michigan

Legend
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Park
- Brownstones Residential
- Neighborhood Commercial
- Mixed-Use Commercial
- Mixed Use Convenience Retail
- Town Center
- Research and Technology
- Industrial
- Park and Open Space
- Public Semi-Public
- Schools
- Redevelopment Potential
- Proposed Bike Trail

Data Source: McKenna Associates, 12/11/2008
III. Action Plan – Adopted May 11, 2009

SUB AREA PLANS

1. MDOT US-12 (Michigan Avenue) Conceptual Corridor Study

Michigan Avenue (US-12), originally a military route, is one of five historical streets that led directly to Downtown Detroit and was the primary route connecting the City of Detroit to the City of Chicago until Interstate 94 was constructed. On June 9, 2004, the entire length of Michigan Avenue (US-12) from New Buffalo on the Lake Michigan shore to the eastern terminus of US-12 in downtown Detroit was designated as a Historic Heritage Route.

Today, Michigan Avenue (US-12) is a major arterial passing through the City of Inkster with an average annual daily traffic of approximately 33,000 vehicles. During public hearings held for the City of Inkster’s master plan update and Michigan Department of Transportation’s (MDOT) US-12 (Michigan Avenue US-12) Conceptual Corridor Study several public meetings were held to determine the future of Michigan Avenue (US-12) within city limits. In summary, the consensus from the public was a desire for a pedestrian friendly environment with on-street parking, bicycle facilities, improved pedestrian crossings and updated streetscape elements. On the land use side, citizens are looking for mixed-use retail and office with restaurants, public spaces and entertainment venues supported by higher density residential.

![Diagram of proposed changes to Michigan Avenue (US-12)](Image)

Specific recommendations for Michigan Avenue (US-12) right-of-way from the MDOT study include:

- One lane reduction (with three through lanes) in each direction.
- Signal timing optimization.
- Speed reduction from 40 mph to 35 mph.
- Addition of 6-foot bicycle lanes in each direction.
- Addition of 9-foot on-street parking bays at commercial frontages.
- Updated pedestrian crossings and markings.
- Updated pedestrian countdown signals.

Source: MDOT (Michigan Avenue US-12) Conceptual Corridor Study
• Improved streetscape amenities (landscaping and low level lighting)
• Addition of a southbound right turn lane at Middlebelt Road & Michigan Ave.

2. Trowbridge Corridor

“Location matters: The average family spends roughly 19 percent of their household budget on transportation. Households with good access to transit spent just 9 percent.” (Center for Transit-Oriented Development)

It is the City’s goal to develop a passenger rail station at the site of their new City Hall to provide transit options to their citizens for greater and more affordable access to education, recreation, and employment opportunities.

The key to success in the Trowbridge Corridor, is that it must be mixed-use, pedestrian-friendly, and location-efficient development that balances the need for sufficient density to support convenient transit service with the scale of the community. Today, the sub-prime mortgage crises and $4 plus a gallon gasoline prices are making many people rethink where they are living and is increasing demand for urban living. If developed right, the Trowbridge Corridor can provide residents with the opportunity to take fewer automobile trips, own fewer cars, breathe cleaner air, enjoy more greenspace, and live a healthier lifestyle.

Basically, there are six performance criteria (source: Transit Oriented Development: Moving from Rhetoric to Reality: by Dena Belzer and Gerald Autler, Strategic Economics, June 2002), which should be used in measuring success of the Trowbridge Corridor.

1. Location Efficiency: Location efficiency requires neighborhoods that provide high-quality transit, a mix of uses, and pedestrian friendly design. Proximity to transit, net residential density, transit frequency and quality, access to public facilities, and a pedestrian friendly environment are key variables that determine location efficiency.

Location-efficient neighborhoods can provide the following types of outcomes:

• Increased mobility choices (walking and bicycling as well as transit)
• Increased transit ridership
• Good transit connections to the rest of the city and region
• Reduced auto use and reduced auto ownership
• Reduced transportation costs to individuals and households
• Sufficient retail development (quantity, quality and diversity) to satisfy the basic daily needs of residents and employees working in the area
• Ability to live, work, and shop within the same neighborhood

2. Value Recapture: It has been demonstrated that residents of denser, transit oriented neighborhoods spend less on transportation than people in auto-dependent areas.
Map 4: Trowbridge Corridor
Measurable outcomes associated with value recapture include:

- Reduced individual and community spending on transportation and therefore greater discretionary individual and community spending. This can include spending a portion of the collective savings on enhanced public amenities such as streetscaping, parks, or better transit.

- Increased homeownership rates or more adequate housing, especially among borderline income groups. This can be accomplished through:
  - Increased use of location efficient mortgages
  - Creation of housing units with lower-than-average parking ratios where the cost savings from parking reductions are passed on to consumers

3. Livability: Livability for many people means accessibility to work, education, recreation and housing choices. Well designed, pedestrian friendly neighborhoods with good transit would improve mobility, and access to not only local retail, entertainment, and work opportunities but to regional destinations as well.

Measures of livability that relate directly to transit-oriented development include the following:

- Improved air quality and reduced gasoline consumption
- Increased mobility choices (pedestrian friendliness, access to public transportation)
- Decreased congestion/commute burden
- Improved access to retail, services, recreation, and cultural opportunities (including opportunities for youth to get involved in extra-curricular activities within the neighborhood)
- Improved access to public spaces, including parks and open spaces
- Better health and public safety (pollution-related illnesses, traffic accidents)
- Better economic health (income and employment)

4. Financial Return: Planning for Transit Oriented Developments (TOD) projects requires understanding what type of return each of the public and private participants expects and ensuring that certain return thresholds can be met. While, TOD projects require more complex financing strategies, the potential exists for increased return, particularly if projects are designed to take advantage of the benefits provided by location efficiency. Higher potential return can be used as an incentive for developers and it can be captured for public benefit in various ways, either by requiring that developers spend a portion on place-making amenities or through tax improvements.
Financial outcomes should include:

- For local governments: higher tax revenues from increased retail sales and property values.
- For transit agencies: increased fare box revenues and potential ground lease and other joint development revenues. It is possible in some cases that increases in land value could cover a significant portion of the cost of transit investments.
- For developers: higher return on investment
- For employees: shorter and more predictable commute times, easier employee access.
- A balance between financial return and other goals of TOD so that projects are not judged purely on their monetary return.

5. **Choice**: In many cases, particularly in the Trowbridge Corridor, residents have few options in terms of housing types, places to shop, and modes of transportation. Apartments, townhouses, and single family residences should all be considered in the mix for redevelopment in this corridor.

Lower income families with less money to spend on transportation, first-time homeowners, and others inadequately served by housing/transportation options may particularly value the location efficiency offered by TOD in general, and the Trowbridge Corridor in particular. Thus, the City should pursue the development of a passenger rail station at the City Hall site and connect the existing bus system along Michigan Ave to City Hall as an inter-modal station. Non-motorized pathways, including bicycle pathways and pedestrian sidewalks, should be expanded and linked within the corridor to provide more transportation choices to residents.

Housing affordability can be enhanced through density bonuses that allow developers to build at higher densities in exchange for public improvements or lower costs to renters/owners. Removing or reducing parking from the cost of housing, by increasing transportation options, can also make market rate projects more affordable. Finally, the use of location-efficient mortgages can expand homeownership opportunities.

Enhanced choice may include:

- A diversity of housing types that reflects the community mix of incomes and family structures
- A greater range of affordable housing options
- A diversity of retail types. Diversity will necessarily be limited by the market area and the particular desires of the residents; however, this outcome could be measured in terms of how well the retail mix meets the needs and desires of the residents as they themselves define them
• A balance of transportation options (train, bus, automobile, bike, and walk)

6. **Efficient Regional Land-use Patterns**: As frustration with sprawl and its consequences (increase commute times, air pollution, congestion, etc.) grows, more and more regions will look to a coordinated set of land-use policies and transportation investments to alleviate some of the problems. Transit-oriented developments can create healthier and more livable neighborhoods, cities and regions.

Benefits of efficient land-use patterns:

• Less loss of farmland and open space
• More suitable regional and sub-regional balance between jobs and housing
• Shorter commutes
• Less traffic and air pollution
• Station areas as that can serve as destinations as well as origins

**Recommendations**

Based upon the discussion of Transit Oriented Development above, the following recommendations should be implemented in the Trowbridge Corridor:

*Establish a transit-oriented development plan around transit stations (e.g. Trowbridge Corridor).*

• Develop a conceptual land-use plan
• Identify key opportunity sites
• Develop design guidelines and a streetscape plan
• Designate investment priorities for infrastructure and place-making amenities
• Formulate a public/private financing strategy
• Set high design standards, ensure careful design review at all stages of the process, and enforce standards strictly.
• Create strict guidelines around parking design and vehicular circulation so that cars do not interfere with pedestrian and bicyclist access to the station
• Take a comprehensive view of mobility
• Formulate an anti-gentrification strategy where appropriate
• Incorporate essential services such as day care facilities into transit-oriented development
• Tie federal/state/local funds for the provision of key infrastructure (transit facilities, bridges, etc.) to requirements for transit-supportive design (plan implementation)
Develop a process for interagency coordination with transit operators

- Work closely with SEMCOG on regional transportation issues
- Coordinate with SMART and DDOT to link existing bus routes to future transit stations
- Provide a high level of accessibility to transportation options for residents
- Create an attractive transit center that will generate high levels of ridership, reduce congestion and commute times, and provide viable transportation options for area residents, students, and workers
- Coordinate with City departments and agencies to provide a unified plan for development, enforcement, and maintenance

Create a comprehensive parking strategy for the Trowbridge and Michigan Ave corridors

- Create an area parking management plan for the Trowbridge Corridor
- Link parking requirements to actual parking utilization and vehicle ownership levels
- Set parking ratios that reflect the area’s transit service that enable people to live or work in the corridor without owning a car, or by owning fewer cars per household than would be feasible in another location
- Encourage and facilitate car sharing and local shuttle service to employment centers, educational institutions, and neighborhood shopping centers
- “Unbundle” parking from other land uses like housing and provide communal parking lots, which charge a parking fee

Provide financial and land assembly assistance to transit agencies and/or developers as an incentive for creating optimal TOD projects

- Invest City resources to ensure that TOD projects get implemented properly
- Assemble critical parcels of land in the Trowbridge Corridor for redevelopment
- Conduct a market study to determine feasibility of development

Establish explicit policies for incorporating mixed-income housing

- Provide for an appropriate mix of affordable housing
- Accommodate a range of income groups in redevelopment plans
- Subsidize market-rate housing as appropriate
- Provide density bonuses
- Reduce overall parking requirements
3. **Community Core Concept Plan**

**Community Core: Inkster/Michigan Avenue (US-12) Intersection:**
This area reflects the community core and previous civic center. Mixed-use retail and office development is proposed for the northwestern, northeastern, and southeastern corners. Since the existing shopping center is located at the southwestern corner, out buildings will be installed to break up the sea of asphalt parking lot. A gateway feature and pedestrian plaza is planned for this corner as well.

New mixed-use development will be minimum 2 stories and will front Inkster Road and Michigan Avenue (US-12) with zero front yard setbacks. Corner buildings should be more prominent and contain 3 or more stories or an architectural feature (e.g. clock tower). Parking will be located to the rear and side lots. All parking visible from the public viewshed will be screened by a combination of brick piers, ornamental fencing and landscaping.

The existing library will be converted into a nature center to take advantage of its proximity to the Rouge River greenway. The old city hall will be converted into the new Library and a new police station/public safety administrative offices and court facilities may be constructed along Inkster Road. The existing fountain will be restored and upgraded and a promenade will be installed to provide a “village green” and areas for pedestrian gatherings and special events. The exterior of the Ice Rink may be renovated or a new outdoor venue will be constructed in its place. A trailhead with parking and pedestrian pathways will be added to the River Rouge greenway.

On street parallel parking will be permitted in commercial areas along Michigan Avenue (US-12). Streetscape furnishings, such as ornamental light poles with banners, trash receptacles, benches, flower pots, pedestrian crossings and signage will be installed in the community core area. The commercial and office development will be supported by higher density housing including: row housing, loft apartments, and multi-family dwellings.
Figure 1: Former JMB Country Bar, located at the southeast corner of Inkster Rd. and Michigan Ave.
Great Streets (Source: Adopted from Great Streets by Allan B. Jacobs)

There are certain universal truths that can be found in the great streets found in cities throughout the world. These include accessibility, public venues, safety, pedestrian comfort, energy, and livability. Michigan Ave. (US 12) has the potential of being a great street within the City of Inkster. The City should strive to enhance Michigan Ave. by building, supporting, and improving upon the following physical qualities:

1. Pedestrian Pathways: It is by foot and bike that we observe people and places that we typically miss by car or bus. When we walk, we have the best opportunity to be engaged with our environment: with other people, places (public and private), and the natural environment.

2. Pedestrian Comfort: The best streets provide pedestrian comfort: warmth or sunlight when it is cool and shade when it is hot. They offer reasonable protection from the elements: wind, rain, and snow.

3. Urban Definition: Great streets have urban definition—they have boundaries (e.g. facades, walls, fences, hedges, etc.) that separate public from private spaces. Further, great streets separate pedestrian and vehicular realms from one another.

4. Urban Space: Urban space can be defined either vertically (e.g. height of buildings, walls, and trees) or horizontally (e.g. length of and spacing between). The wider a street becomes the more mass or height it takes to define it. Traditionally, streets had a two (street width) to three (height to the cornice line) proportion. Today, many streets exist with 1:2, 1:3 and 1:4 width to height ratio. Thus, the City should consider increasing the minimum heights of buildings along Michigan Ave.

5. Visual Movement: Great streets require distinct physical characteristics: separate buildings, complex building facades, surface changes, varying heights, different textures and movement. Thus, the City should consider adopting design guidelines along major corridors.

6. Transparency: The best streets have a quality of transparency: windows, doors, entranceways, and gateways that invite you from the public realm to the semi-public and private realms.

7. Gateways and Focal Points: Great streets have beginnings and ends. Corner buildings may have more massing, height or architectural significance. Historic buildings, municipal buildings, structures, and focal points (e.g. water features, art, statues, and monuments) are found along termini along great streets. All buildings may not be the same, but they respect each other in form, style, or mass.

8. Good Maintenance: Streets, buildings, public spaces, and store fronts all need to be clean and maintained in good order to be inviting and welcoming to visitors and passer-bys.
9. **Quality of Construction and Design**: The average person should be impressed with the quality of construction, design, workmanship and materials of the majority of buildings found along great streets.

The City of Inkster should establish public/private partnerships to implement the following amenities and physical features through funding, development, or regulations:

- **Trees**: For many people trees are the most important single characteristic of a good street. Trees can do many things for a street and city, not the least of which is the provision of oxygen and of shade for comfort. Green is psychologically restful and agreeable color.
- **Gateways**: Every street should start and end somewhere. (e.g. piazza, statues, monuments, municipal buildings, public markets, columns, fountains, gateways, churches, obelisk, etc).
- **Diversity**: Generally, more buildings along a given length of street contribute more than do fewer buildings. Contrast in design also helps to set one street apart from another.
- **Special Design Features**: Details contribute to the best streets: gates, fountains, benches, kiosks, paving, street lights, signs, and canopies can all be important. Benches help to make community- benches help people stay on the street; they invite our presence by permitting rest, encouraging conversation, waiting for a friend, allowing for observation, or just for passing the time.
- **Pedestrian Nodes**: Pedestrian nodes are small plazas or parks, widenings, or open spaces; they provide stopping places, pauses, reference points along the path - places to sit, eat, meet, and talk.
- **Public Spaces**: Public spaces can benefit cities economically and have many real and measurable economic benefits. Parks, greenways, and urban plazas can contribute significantly to land values in cities.
- **Accessibility**: What sets great streets apart is that they take people along their ways, from one part of the city to another, whether on foot or in a vehicle, with grace and at a reasonable pace. Also, people must also be able to get to and from the street with ease. Thus, streets and pathways must be accessible and barrier-free. Parking should be visually close to destinations.
- **Residential Density**: Allowing for many people to live along or close proximity to major streets helps to encourage people to these streets.
- **Diversity**: Permitting and encouraging mixed-uses will enliven the corridor and the street by inviting different people for different purposes. The result is variety, activity and liveliness of place.

When people describe a place they enjoy, words like “safe,” “fun,” “charming,” and “welcoming” tend to come up repeatedly. Revitalizing streets for walking, gathering, and shopping is perhaps the most direct example of how place-making can benefit a city or town economically. When cities and neighborhoods have thriving public spaces, residents have a strong sense of community; conversely, when they are lacking, they may feel less connected to each other.

1. **Places give identity to cities**: Without great public places, there would be no great cities.

2. **Places benefit cities economically**: Public spaces have many real and measurable economic benefits. Parks can contribute significantly to land values in cities. Markets and pedestrian pathways are also examples of how place-making can benefit a city economically.
3. **Places help the environment:** Public spaces also have environmental benefits because they give relief to urban living. "Green" public spaces, such as waterfronts and wildlife areas, increase people's appreciation for and stewardship over the natural environment, and also provide habitats for animals.

4. **Places provide settings for cultural activities:** Often, public places offer **free, open forums for people to encounter art and to participate in other cultural activities.** . . good places foster and enhance a city’s cultural life.

   **Four key qualities of successful public spaces**

1. **Access:** A successful public spaces is **easy to get to and visible.** People can easily circulate within it, making it convenient to use different parts of the space.

2. **Comfort and Image:** Perceptions about safety and cleanliness, the scale of adjacent buildings, and a place’s character or charm are often foremost in people’s minds in deciding whether or not to use a place. The importance of **giving people a place to sit** where they want is generally underestimated.

3. **Uses and Activities:** **Activities are the basic building blocks of a place.** They are reasons people come the first time and why they return. They can also make a place special or unique.

4. **Sociability:** When people see friends, meet and greet their neighbors, and feel comfortable interacting with strangers, they tend to feel a stronger sense of place or attachment to their community - and to the place that fosters these types of social activities.

   **Why many public spaces fail!**

   - Lack of good places to sit.
   - Lack of gathering points.
   - Poor entrances and visually inaccessible spaces.
   - Dysfunctional features.
   - Paths that don’t go where people want to go.
   - Domination of a place by vehicles.
   - Blank walls of dead zones around edges of a place.
   - Inconveniently located transit stops.
   - Nothing going on.

* Source: Urban Land Institute
D. Implementation

The City of Inkster's Comprehensive Master Plan is a comprehensive community policy statement. It is comprised of a variety of both graphic and narrative policies intended as benchmarks and basic guidelines for making reasonable, realistic community development decisions by City officials, those making private sector investments, and by Inkster citizens interested in the future development of the community.

Its guidance is but one part of the community planning process. Realization or implementation of the goals, policies and actions can only be achieved through the cooperative efforts of both the public and private sectors. Implementation may be realized by actively:

- Assuring community-wide knowledge, understanding, support and approval of the Plan
- Regulating the use and manner of development of property through up-to-date zoning controls, subdivision regulations, and building and housing codes
- Providing a program of capital improvements and public services through available governmental financing techniques to encourage desired land development or redevelopment
- Participating with the private sector, whereby local government provides incentives, subsidies, or other inducements to assist the private sector in their development efforts.

The Michigan Planning Enabling Act (PA 33 of 2008, as amended) requires the Planning Commission, at least every 5 years after adoption, to review the Master Plan and determine whether to commence the procedure to amend the master plan or adopt a new master plan.

Citizen Participation

Citizen participation and understanding of the general planning process and the specific goals, policies and actions are critical to the plan's success. A well-organized public relations program is needed to identify community support. A lack of citizen understanding and support often produces roadblocks for a community's planning efforts.

Zoning

The zoning ordinance gives the master plan an implementation tool. By state zoning act (Public Act 110 of 2006, as amended), future amendments should be made in accordance with the current Master Plan. The zoning map should strive to be comparable to the future land use. Regulations are written to accomplish the goals of the master plan. For example, the Town Center is a flexible district with design-based regulations. Its mixed-use character must have sensitive architecture and urban design features to be successful. For instance, Planned Development (PD) designation can include design guidelines, special screening and buffering requirements, landscape regulations, special traffic and marketing studies and other similar design and access needs.

The current zoning map does conflict with the future land use map in many instances. Recommended changes are itemized into higher and lower priority actions. Higher priority
actions describe more immediate amendments that should be taken to protect the long-term vision.

**Higher Priority Actions**
- Create an overlay district for the Michigan Avenue Corridor utilizing the recently adopted DDA’s Development Design Guidelines.
- Create a new mixed-use transit oriented district per the recommendations of the Trowbridge Corridor Sub Area plan.
- Create new mixed-use commercial zoning designations throughout the City based upon recommendations from the Future Land Use map.
- Encourage new development on large parcels of vacant property through innovative zoning and Planned Unit Developments (PUD);
- Square off the Light Industrial district, north of Princeton Ave. between S. Beech Daly Rd. and Inkster Road. Provide a landscape median along Princeton as a buffer to the residential neighborhood south of Princeton.
- Update the Zoning Ordinance based upon recommendations in the Master Plan.

**Lower Priority Actions**
- Upgrade landscaping and design standards throughout the City.
- Incorporate access management standards.
- Review off-street parking formulas and design criteria.
- Review screening and buffering criteria.
- Review signage and building design standards.
- Rezone semi-isolated and isolated Two Family and Multiple Dwelling Residential districts with more appropriate residential districts.

**Land Development Regulations**
Property can be developed and reconfigured by subdividing, combining lots, splitting lots or creating site condominiums. All are acceptable means of reaching the master plan's vision. Guiding character, density and access is possible under the Land Division Act 591 of 1996 and Condominium Act 59 of 1978. The Land Division Act updates the Subdivision Control Act of 1967. Inkster's ordinance is based upon this law and should be modified to meet the master plan goals and subsequent zoning amendments.

Site condominiums have become an increasingly popular way of developing land for residential, commercial, office and industrial communities. This popularity can be attributed to less site plan approval time and effort; installing infrastructure in phases; and, retaining building and site ownership. Regulations should be developed to coordinate character and design with actions stated in the master plan.

**Capital Improvements Program**
Taxpayers in the City of Inkster have invested in community facilities such as roads, parks, drains, buildings and other capital equipment. The county, state and federal government have also made significant investments through grants and funding assistance. One of the most important roles of the City is to protect this substantial investment.
A Capital Improvements Program (CIP) provides both a short and long-term action program to implement the City of Inkster Master Plan and other plans/policies requiring fiscal resources. City staff and elected officials can use the CIP rankings to explain project funding status to the community. A non-arbitrary system is much more easier to defend than arbitrary decisions that are not based on any set criteria. The competitive process of evaluation helps ensure tax dollars are spent effectively.

The goals of the CIP include:

- Efficient management and maintenance of existing facilities;
- Program for maintenance, replacement, acquisition and construction of capital equipment and facilities;
- Analyze the cost effectiveness of alternatives, such as replacing a facility as opposed to renovation and maintenance;
- Construction of new facilities and purchase of equipment to respond to needs;
- Coordinating capital improvements to maximize impacts of spending, such as a new sanitary sewer line in conjunction with a roadway reconstruction;
- Ensuring proper studies are undertaken to anticipate and justify needed improvements;
- Minimizing tax increases required to fund capital expenditures;
- Help the City maintain a stable financing program;
- Help ensure that all project costs are considered, not just the one time capital outlay. For example, the costs of studies, legal fees, salaries of new staff, site investigation, insurance and other costs associated with the capital project are considered;
- Ensure the City has sufficient resources to operate and maintain planned or desired facilities; and
- Ensure capital expenditures are consistent with the Master Plan.

The Planning Commission must annually prepare a Capitol Improvement Program (CIP), unless exempted by Charter. A CIP must prioritize the projects needed or desired by the City within the next 6 years.

**Design Guidelines**

Design standards are important to urbanized communities because of the close proximity of competing uses. They are especially desirable for focused areas such as the Town Center and along the Michigan Avenue (US-12) Corridor. Guidelines can be adopted as ordinances or encouraged as recommendations.

New development activity is occurring in Inkster. It is common for developers to have interest in installing amenities along public right-of-way frontages as part of their investment. When existing storefronts are renovated, there is the opportunity for the community to suggest qualities and characteristics that not only enhance the business, but the neighborhood as well. More importantly, renovation plans that may inadvertently detract from the goals of the community can be avoided.

Encouragement from the community to guide business owners and developers on desirable physical improvements is important. Some business districts in other cities have initiated
special assessments to generate funding for streetscape improvements. Others have built streetscapes using block grants or other public funding sources. Cities like Ann Arbor and Grosse Point Woods have created design guidelines for business districts that dictate appropriate facade treatments. The goal for Inkster is to have a coordinated improvement plan, so that individual improvements will build upon one another in creating an attractive setting. In 2008, the DDA funded the development of design guidelines for mixed use developments along the Michigan Avenue (US-12) Corridor. Future residential Design guidelines can include some or all of the following outlined features:

**Residential**

A. Architectural Features  
1. Facades  
   a. Height  
   b. Material  
   c. Windows  
   d. Shadows  
   e. Decorative Features  
2. Roof Shape  
   a. Material  
   b. Color  
3. Mechanical Equipment  
   a. Location  
   b. Screening  
4. Porches  
   a. Location  
   b. Roof Features  
   c. Decorative Features  

B. Site Features  
1. Accessory Buildings  
   a. Location  
   b. Materials  
   c. Roof Shape  
   d. Door Location  
   e. Door Style  
2. Landscaping  
3. Mechanical Equipment  
   a. Location  
   b. Screening  

**Code Enforcement**

The various codes and ordinances should be applied consistently to all public and private properties. Area-wide, concentrated, house-to-house inspections should be undertaken as a policy of community improvement.

The City has adopted a full set of codes for development control, which include a building code, plumbing code, electrical code and numerous regulatory ordinances. These codes should be periodically reviewed for their applicability to current situations.
**Planning Districts**
Inkster’s Downtown Development District is centrally located within the Michigan Avenue Corridor. It is bounded by Harrison to the west and John Daly to the east, and extends south to include the railroad line.

The Downtown Development Authority enabling legislation, Act No. 197 of the Public acts of 1975, as amended, enables DDA’s to undertake a broad variety of downtown improvement activities which will contribute to the economic growth and the halting of deterioration of property values in a designated downtown district. The plan includes, but is not limited to these activities:

- Plan and propose the construction, renovation, restoration, rehabilitation, remodeling, repair or reconstruction of public facilities, existing buildings, or multi-family dwelling facilities;
- Development of long-range plans; and
- Otherwise implement any plan of development in the downtown district necessary to achieve the purposes of the enabling statute.

The provide the DDA with the means of financing the planning and implementation of development proposals, the statute allows the Authority to undertake tax increment financing of development programs. These programs must be identified in a Tax Increment Financing (TIF) Plan which has been approved by the governing body of the city.

In 2008, the DDA adopted Design Guidelines for development within the Michigan Avenue (US-12) Corridor.

The City of Inkster also has a Tax Increment Finance Authority (TIFA) District, which lies adjacent to, but independent of, the DDA. The boundaries of the TIFA district are Michigan Avenue to the north, Beech Daly to the east, Annapolis to the south, and John Daly to the west. The TIFA is based on the Tax Increment Finance Authority Act No. 450 of 1980. A TIFA operates on the same principles as a DDA, encouraging economic development and restoration of existing facilities. The Authority is based on the tax increment financing methodology that captures increases in tax revenue resulting from any developments and improvements occurring within its boundaries, similar to the DDA. Inkster's Neighborhood Enterprise Zone (NEZ) is located within its TIFA, bounded by Princeton to the north, Beech Daly to the east, Carlyle to the south, and John Daly to the west. An NEZ is based on the Neighborhood Enterprise Zone Act No. 147 of 1992. Within an NEZ, owners and developers of property would receive an exemption from the local property tax for new and rehabilitated homes. Instead, a reduced Neighborhood Enterprise Zone Tax would be levied. The intent of the NEZ is to promote incentives for single and two-family home ownership and new home construction in older urban and suburban communities.

**DDA Design Guidelines**
In 2008, the Downtown Development Authority adopted Design Guidelines for new development and redevelopment within the Michigan Avenue (US-12) Corridor. Façade improvements, signage, and landscape guidelines are included.
Map 6
School Districts Map

City of Inkster, Michigan

- Inkster-Edison Public Schools
- Taylor School District
- Wayne-Westland Community S/D
- Westwood Community Schools

Municipal
- Downtown Development Authority District (DDA)
- Tax Increment Financing Authority District (TIFA)
- Neighborhood Enterprise Zone (NEZ)
- Brownfield Redevelopment Authority (BRA)

Base Map Source: Watercolor, 8/31/2009
Base Map Source: McKenna Associates, Mischief Survey, 8/12/2009
City of Inkster, Michigan
## May 22, 2008 Public Workshop Results

### LAND USE/ECONOMIC DEVELOPMENT

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## LAND USE/ECONOMIC DEVELOPMENT

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<td>- Business Center to help small business owners w/administrative needs</td>
<td></td>
<td>1</td>
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<tr>
<td>- Landscaping along Michigan Avenue (need it along Middlebelt intersection)</td>
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<tr>
<td>- Mixed residential/retail combo</td>
<td></td>
<td>1</td>
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<tr>
<td>- Relocate City Hall</td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>- Mobile home relocation / redevelop as a business district</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>- Senior Center</td>
<td></td>
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</table>
### RECREATION / ENVIRONMENT

<table>
<thead>
<tr>
<th>Desires &amp; Issues:</th>
<th>Blue (1 point)</th>
<th>Green (3 points)</th>
<th>Red</th>
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</thead>
<tbody>
<tr>
<td>- Access more public transportation</td>
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<tr>
<td>- Civic Center for:</td>
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<tr>
<td>Conventions</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Concerts</td>
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<tr>
<td>Executive Facility</td>
<td>2</td>
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<tr>
<td>- Ampitheater for activities outside</td>
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<tr>
<td>- Maintenance needs upgrade</td>
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<tr>
<td>- More lighting in parks</td>
<td></td>
<td></td>
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<tr>
<td>- More partnerships – networking other counties</td>
<td>1</td>
<td>1</td>
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<tr>
<td>- Welcome Center</td>
<td>1</td>
<td></td>
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</tr>
<tr>
<td>- Indoor pool</td>
<td>1</td>
<td>1</td>
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<tr>
<td>- Better lighting at parks</td>
<td></td>
<td></td>
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<tr>
<td>- More paths – nature &amp; bike</td>
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<td></td>
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<tr>
<td>- More pavilions / benches</td>
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<tr>
<td>- Better bathrooms</td>
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<tr>
<td>- Park conductivity</td>
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<td></td>
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<tr>
<td>- Water park</td>
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<td></td>
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<tr>
<td>- Nature Center</td>
<td></td>
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<tr>
<td>- Trash receptacles</td>
<td></td>
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<tr>
<td>- Better signage / wayfinding through parkway</td>
<td></td>
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<tr>
<td>- Well landscaped pathways</td>
<td>2</td>
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<tr>
<td>- City Center park – meeting space (outdoors)</td>
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<tr>
<td>- Improved maintenance of existing parks</td>
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<tr>
<td>- Community based organized sports programs – adults / youth; active recreation</td>
<td>1</td>
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<td></td>
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<tr>
<td>and facilities (baseball, football, soccer, basketball)</td>
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<tr>
<td>- Michigan Avenue – electronic message board to promote community events</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td>(sports, jazz fest, health programs)</td>
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<tr>
<td>- Brookside Needs:</td>
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<td></td>
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<tr>
<td>Family Friendly</td>
<td></td>
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<tr>
<td>New Equipment = Play area</td>
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<td></td>
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<tr>
<td>Water Fountain</td>
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<td></td>
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<tr>
<td>Walking Track</td>
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<tr>
<td>- Recreation facilities don’t reflect today’s culture (e.g. basketball)</td>
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<tr>
<td>- Skate park</td>
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<tr>
<td>- Water Park</td>
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<tr>
<td>- Indoor aquatics</td>
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<tr>
<td>- Update Recreation Complex: friendly environment</td>
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<tr>
<td>- Senior Center</td>
<td>2</td>
<td>4</td>
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<tr>
<td>- Programming for wellness</td>
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### RECREATION / ENVIRONMENT

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<thead>
<tr>
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<th>Blue (1 point)</th>
<th>Green (3 points)</th>
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<tbody>
<tr>
<td>- Expanded athletic programs</td>
<td></td>
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<tr>
<td>- Lack of communication - better marketing</td>
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<tr>
<td>- Improve park maintenance</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>- Increase safety</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>- Information clearing house for services</td>
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### HOUSING / NEIGHBORHOODS

<table>
<thead>
<tr>
<th>Desires &amp; Issues:</th>
<th>Blue (1 point)</th>
<th>Green (3 points)</th>
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<tbody>
<tr>
<td>- Senior Community – ground level senior only</td>
<td>1</td>
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<tr>
<td>- New communities – single family</td>
<td>2</td>
<td></td>
<td></td>
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<tr>
<td>- Eliminate blight</td>
<td>2</td>
<td></td>
<td></td>
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<tr>
<td>- Open space: in planning</td>
<td></td>
<td></td>
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<tr>
<td>- More schools: technical facilities, middle schools</td>
<td></td>
<td></td>
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<tr>
<td>- More lighting</td>
<td>1</td>
<td></td>
<td></td>
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<tr>
<td>- Neighborhood watch group</td>
<td></td>
<td></td>
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<tr>
<td>- Motown sign: make more attractive</td>
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<tr>
<td>- Façade improvement</td>
<td>1</td>
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<tr>
<td>- Relocate industrial businesses to an industrial area</td>
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<tr>
<td>- New resident welcome packets</td>
<td></td>
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<tr>
<td>- Promoting block clubs / clean neighborhoods</td>
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<tr>
<td>- Deconcentration of public housing units</td>
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<tr>
<td>- Condo conversion from public housing</td>
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<tr>
<td>- Better lighting along residential streets</td>
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<tr>
<td>- Neighborhood identity / banners</td>
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<tr>
<td>- Unified school district</td>
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<tr>
<td>- Increase patrol police</td>
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<td>1</td>
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<tr>
<td>- Designated historic district</td>
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<tr>
<td>- Improve public housing</td>
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<tr>
<td>- Improve lighting</td>
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<tr>
<td>- Better government cooperation</td>
<td></td>
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<tr>
<td>- Neighborhood block clubs</td>
<td>1</td>
<td></td>
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<tr>
<td>- Change zoning to accommodate larger house sizes</td>
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<tr>
<td>- Increase fines to penalize poor citizenship</td>
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<tr>
<td>- Improve lighting in communities</td>
<td></td>
<td></td>
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<tr>
<td>- Distinctive lighting on major roads that identify you are in Inkster (low cost lighting)</td>
<td>2</td>
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<tr>
<td>- Neighborhood policing</td>
<td>2</td>
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<tr>
<td>- Infill housing</td>
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<tr>
<td>- Single Family</td>
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<tr>
<td>- Code enforcement</td>
<td></td>
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</table>
### HOUSING / NEIGHBORHOODS

<table>
<thead>
<tr>
<th>Desires &amp; Issues:</th>
<th>Blue (1 point)</th>
<th>Green (3 points)</th>
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</thead>
<tbody>
<tr>
<td>- Neighborhood Improvement Act</td>
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<tr>
<td>- School districts boundaries</td>
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<td></td>
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<tr>
<td>- Charter schools (too many)</td>
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<tr>
<td>- Rental property (landlord upkeep)</td>
<td>1</td>
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<tr>
<td>- Group homes</td>
<td></td>
<td></td>
<td>2</td>
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<tr>
<td>- Halfway houses</td>
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<td>7</td>
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<tr>
<td>- Curfew enforcement</td>
<td>2</td>
<td></td>
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<tr>
<td>- Block clubs</td>
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### TRANSPORTATION

<table>
<thead>
<tr>
<th>Desires &amp; Issues:</th>
<th>Blue 1 point</th>
<th>Green 3 points</th>
<th>Red</th>
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<tbody>
<tr>
<td>- Attract Train Station</td>
<td>3</td>
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<tr>
<td>- Commuter train station</td>
<td>1</td>
<td></td>
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<tr>
<td>- Light rail station</td>
<td>1</td>
<td>2</td>
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<tr>
<td>- Train station – location near two major thoroughfare</td>
<td>4</td>
<td>1</td>
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<tr>
<td>- Bike / Walking paths – safe / lighted / patrolled</td>
<td></td>
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<tr>
<td>- Senior bus service – shopping / doctors / recreation</td>
<td>2</td>
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<tr>
<td>- Service drives in the downtown district</td>
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<tr>
<td>- Inkster / Middlebelt Road sidewalks / pathways</td>
<td></td>
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<tr>
<td>- Add shelters at bus stops</td>
<td>4</td>
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<tr>
<td>- Seats / benches walking paths / bus stops / downtown</td>
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<tr>
<td>- Buses for seniors – comfortable / accessible 30 passenger vehicle</td>
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<tr>
<td>- Non-motorized pathway – riverwalk</td>
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<tr>
<td>- Reduce speed limit</td>
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<tr>
<td>- Parking on Michigan Avenue</td>
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<tr>
<td>- Pedestrian friendly access across Michigan Avenue</td>
<td></td>
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<tr>
<td>- More signage at City entrances / gateways</td>
<td></td>
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<tr>
<td>- Install benches, trees, waste receptacles</td>
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<tr>
<td>- Fountain</td>
<td>1</td>
<td></td>
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<tr>
<td>- Improve bus service (loop)</td>
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<tr>
<td>- Train stop</td>
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<tr>
<td>- Cab service</td>
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<tr>
<td>- Bus shelters / benches</td>
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<tr>
<td>- Walkways lighted</td>
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<tr>
<td>- More public transportation / bus stops</td>
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<tr>
<td>- Slower speed limit on Michigan Avenue</td>
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<tr>
<td>- Senior citizen transportation</td>
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<tr>
<td>- Bike lanes / skate</td>
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<td></td>
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<tr>
<td>- Wider walkway under viaducts</td>
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## TRANSPORTATION

<table>
<thead>
<tr>
<th>Desires &amp; Issues</th>
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<th>Red</th>
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</thead>
<tbody>
<tr>
<td>- More sidewalks / ADA / repair more often</td>
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<td></td>
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<tr>
<td>- Repair residential streets</td>
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<td></td>
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<tr>
<td>- Better crosswalks</td>
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<td></td>
<td></td>
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<tr>
<td>- Promote car pooling / CP lots</td>
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<tr>
<td>- Bike trail – walking trail (Westland) – edge Michigan Avenue</td>
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<tr>
<td>- Expand the route for bus routes</td>
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<tr>
<td>- Ornamental street lighting for Michigan Avenue</td>
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<tr>
<td>- North and South side signage:</td>
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<tr>
<td>- Inkster – Cherry Hill</td>
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<tr>
<td>- Inkster - Annapolis</td>
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<tr>
<td>- Middlebelt – Cherry Hill</td>
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<tr>
<td>- Middlebelt – Annapolis</td>
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<tr>
<td>- Airport transportation</td>
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<tr>
<td>- Parking on Michigan Avenue to get to retail shops</td>
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</tbody>
</table>
McKenna Associates, Incorporated
Community Planning - Urban Design - Landscape Architecture
235 East Main Street, Suite 105
Northville, Michigan 48167
(248) 596-0920
www.mcka.com

Phillip C. McKenna, AICP, PCP .............................................................. President
Terry Croad, AICP, ASLA ................................................................. Project Director/Manager
Sabah Aboody-Keer ................................................................. Map Production
Andrew Robertson ................................................................. Graphic Production
Kacy Smith ................................................................. Text Production
NOTES:
NOTES: