

2017 MASTER PLAN

CITY OF INKSTER, MICHIGAN



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ADOPTED: _____

*Prepared by the City of Inkster Planning Commission
with the Assistance of McKenna Associates*

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An aerial photograph of a city, likely a university campus, with a purple overlay. The image shows various buildings, parking lots, and green spaces. The text "PURPOSE & PROCESS" is overlaid in white on the left side, and a large white number "1" is on the right side.

PURPOSE & PROCESS

1

WELCOME

Welcome to the City of Inkster’s 2017 Master Plan. This Plan reflects a vision for the future of Inkster: its neighborhoods, sense of place and community, commercial corridors and downtown core, transportation, and parks and recreation.

The City of Inkster 2017 Master Plan replaces the previous Master Plan which was adopted in 2009. In many ways, the City’s development pattern is established, functions well, and the City has many of the amenities that make places great and that are attractive to new residents and business owners. This Master Plan is intended to capitalize on what is currently working in the City, fix what is not, and aspire to a greater future for its residents and visitors. The City of Inkster 2017 Master Plan is an opportunity to connect and combine efforts for meaningful reinvestment in the community.

REGIONAL SETTING

Considered a suburb of Detroit, the City of Inkster lies eight 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.

Inkster is located in western Wayne County, a relatively built out urban area of Metropolitan Detroit and encompasses 6.25 square miles. The City is adjacent to the City of Westland to the west and south; the City of Garden City to the north; and the City of Dearborn Heights to the east and the south.





November 22, 2016

DRAFT



Map 1 Regional Location

City of Inkster, Michigan

LEGEND

-  Interstates
-  US Highways
-  State Highways
-  County Boundaries
-  Inkster
-  Surrounding Municipalities



Base Map Source: Michigan Geographic Framework, Michigan Center for Geographic Information, Version 9a

BRIEF HISTORY

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, Potawatami, 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 reached, and is forecasted to maintain, a population of just over 25,000 (SEMCOG 2040 Forecast).

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 Avenue (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. library, recreation center and senior center) and programs while planning for future needs, on a limited budget.

BASIS FOR THE MASTER PLAN AND PURPOSE

The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires cities and villages to plan and zone. The Act requires that the Planning Commission develop and adopt a master plan that, at a minimum, addresses certain specific issues. This document, then, is the Master Plan that has been developed and adopted by the City of Inkster Planning Commission pursuant to the Michigan Planning Enabling Act.

The City of Inkster 2017 Master Plan (the Plan) presents the City's vision for the future. It serves as a policy guide for the community, and informs the decisions of City officials and administrators, governmental agencies, organizations, and private individuals. It is designed to provide a flexible roadmap for future development and to ensure that new growth is consistent with the City's goals and objectives.

This 2017 Master Plan is long range in that it examines past trends and makes projections for the next five to twenty years. This allows the City to plan ahead and anticipate future needs. It should be noted, however, that projections are most accurate in the short term, and many factors that will shape the future cannot be anticipated. For this reason, every three to five years, a joint meeting between the City Council and Planning Commission should be held to review the Plan and any amendments that may become necessary.

One of the most important functions of the Plan is to provide a solid foundation for future land use decisions. The recommendations presented in the text and shown graphically will provide a legal basis for zoning and other land use controls utilized by the City.



ORGANIZATION OF THE MASTER PLAN

The Master Plan is divided into five chapters: 1) Purpose & Process, 2) Community Setting, 3) Land Use & Development, 4) Transportation & Public Space, and 5) Implementation.

1. Purpose & Process

The first chapter of this Plan is the goals and objectives that answers the question, “Where do we want to be?” Part 1 also describes the processes used to involve residents. The public’s input was instrumental in developing a vision for the future of the community. The vision is set forth in terms of the goals and objectives that are the basis for the future land use plan. Chapter 1 includes the following sections:

- A. Welcome
- B. Regional Setting
- C. Brief History
- D. Basis for the Master Plan and Purpose
- E. Organization of the Master Plan
- F. Public Input
- G. Goals and Objectives

2. Community Setting

The second chapter of this Plan is the inventory and analysis that answers the question, “Where are we today?” This part provides an inventory the demographic profile, population, and analysis of the key places that make up Inkster. Chapter 2 includes the following sections:

- A. Community Snapshot
- B. Analysis Methods
- C. Population, Education, Employment
- D. Housing
- E. Summary of Trends

3. Land Use & Development

The third chapter of this Plan outlines the course for future land use and regulation in Inkster and answers the question, “How should we grow?” Chapter 3 also describes current development patterns, community facilities, parks and recreation, and resources and constraints. The chapter culminates in future land use, zoning and administration. Chapter 3 includes the following sections:

- A. Existing Land Use Analysis
- B. Community Facilities Analysis
- C. Issues and Opportunities
- D. Future Land Use Plan
- E. Zoning Plan

4. Transportation & Public Space

The fourth chapter of this Plan is the goals and objectives that answers the question, “How do we get there?” Chapter 4 describes the recommendations for the City’s transportation system and its interface with the design of public space. Chapter 4 includes the following sections:

- A. Complete Streets
- B. Vehicular Circulation
- C. Future Transportation Plan
- D. Aesthetics and Identity

5. Implementation

The final chapter of the Master Plan is the implementation plan that answers the question, “What do we do next?” Chapter 5 describes the actions and activities for the City to pursue over the next five years. The goals and objectives of this Plan are ambitious, and the complete implementation of this Plan will depend on the resources available. Some objectives cannot be fully implemented without outside resources, such as grants. Thus, the implementation plan may not be completed in the next five years. However, this part sets forth the full plan that the City desires to pursue. Chapter 5 includes the following sections:

- A. Getting Started
- B. Policy and Programming
- C. Funding Mechanisms
- D. Action Plan

PUBLIC INPUT

The Master Plan process included regular updates to the Planning Commission, a goals and priorities survey of the Planning Commission and City Council, public open house, an online community survey, and stakeholder telephone interviews.

Goals Priorities Survey

Members of the Planning Commission and City Council were given a Goal Priorities Survey that identified different objectives relating to economic development, land use, transportation, recreation, and environment. For each objective, respondents were asked to label their priority as High, Hi-Med, Med, Med-Lo, or Low. It should be noted that not all respondents labeled their priority for each objective. Responses were tallied and assigned a ranking of 5 for High to 1 for Low to determine a total priority score for each goal. Goals were sorted by their total priority score below, listing the higher ranked goals first.

OBJECTIVES	High	Hi-Med	Med	Med-Lo	Low	Total Priority Rank
Retain businesses that provide tax base and job opportunity	8	1				44
Improve the physical environment of the town center area	7	2				43
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	7	2				43
Encourage regional transit to link Inkster residents to jobs and services in surrounding communities	6	3				42
Evaluate the commercial land use structure of Inkster in relation to resident and city needs	6	3				42
Eliminate street designs that hinder emergency response	5	4				41
Leverage City owned property to encourage development	6	2	1			41
Evaluate planning documents for current relevance	5	3	1			40
Develop safe and secure recreation facilities and programs that meet the needs of citizens in the community	5	3	1			40
Provide development policies that are consistent with the community recreation agenda	5	3	1			40
Apply the full range of incentives available to assist in the development of additional housing including public improvements, land assembly, and financial assistance	5	3	1			40
Coordinate efforts with supporting agencies and organizations	4	4	1			39
Improve the image along major streets and at entry points	4	4	1			39
Encourage entrepreneurship, training, and local goods	4	4	1			39
Encourage new retail uses, cafés, and boutique shops	5	2	2			39
Emphasize Michigan Avenue Development	4	4	1			39
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	3	5	1			38
Provide adequate trash removal	4	3	2			38
Eliminate nuisances to adjacent residences	4	3	2			38
Encourage more site down and family oriented dining options	3	5	1			38
Develop and initiate a business recruitment and retention plan	7		1			38

OBJECTIVES	High	Hi-Med	Med	Med-Lo	Low	Total Priority Rank
Build strong partnerships with regulating agencies	3	4	2			37
Reduce storm-water pollution	3	4	2			37
Maintain an efficient transportation system throughout Inkster that balances the needs of both the business and residential community	4	3	1	1		37
Promote a positive visual image of all major road frontages	5	3				37
Require mixed-use / coordinated development	3	4	2			37
Support improvements to local education and after school opportunities to make the city a more attractive residential environment for families with children	5	2	1		1	37
Develop land acquisition and re-development plan	4	4			1	37
Create a streamlined and transparent development process to facilitate investment and reduce business costs	5	3				37
Implement a transparent planning process	4	4				36
Require the completion of the sidewalk and crossing network with ADA compliant facilities	3	3	3			36
Promote a complimentary land uses in the town center area	5	2	1			36
Maintain and upgrade current housing stock throughout the City	4	3	1		1	36
Ensure new residential projects preserve the contextual character of the neighborhood	3	4	1	1		36
Protect historic properties that have cultural significance and/or adaptive reuse potential	4	3		1	1	35
Make all paths pedestrian and bicycle safe and friendly	3	2	4			35
Develop a realistic economic strategy to determine expected demand and location of potential new manufacturing and warehouse job centers	4	3	1			35
Reduce the impact of vehicle sales and vehicle repair uses	2	4	3			35
Create multi-use public spaces and civic uses	4	3	1			35
Infill/redevelop target opportunity sites (e.g. vacant lots)	4	3	1			35
Encourage the redevelopment and improvement of non-conforming and nuisance uses, like junk yards and sex oriented businesses	4	2	2		1	35
Enhance the natural environment	3	4	0	1	1	34
Develop a safe and accessible on-street bike network to link neighborhoods and business districts	2	3	4			34
Continue to support mixed uses in commercial districts	2	3	4			34
Develop an Energy Efficiency and Conservation Strategy	3	3	1	1	1	33
Eliminate nuisances from Commercial/Industrial zoned property that negatively impact residential neighborhoods	3	4		1		33
Support Downtown housing	3	2	3		1	33
Encourage the modernization of commercial districts to include maker spaces and online sales	1	3	5			32
Develop a local Complete Streets policy and support regional efforts to invest in non-motorized transportation and transit	2	2	3	2		31
Encourage bike parking in all new and improved developments	1	2	5	1		30
Obtain a railway/transit station in the City	2	3	1	2	1	30
Link all schools areas through the non-motorized pathway system	2		5	2		29

VISION STATEMENT COMMENTS

The Goal Priorities Survey asked respondents to provide their vision for the future of Inkster. The comments are summarized as follows:

- Prioritize neighborhood revitalization
- Attract business with large tax base and job providers
- Linking the City's pathways will promote walkability and strengthen the community
- Unite the community
- Promote façade improvements
- Work with businesses that are non-conforming uses
- Bring new business to Inkster
- Create a thriving community that attracts new business
- Make Inkster a destination with new homes, hotels and theaters, and a train station
- Create a strong and thriving community

JUNE 8, 2016 OPEN HOUSE

The City of Inkster held an Open House for public input on the 2017 Master Plan and Zoning Ordinance Update. Approximately forty people showed up to the Booker T. Dozier Recreation Complex and sat at seven tables. The group participated in three exercises: Fix/Keep/Aspire, Change Area Map and Like/Dislike Land Use.



Fix/Keep/Aspire

FIX

Each table was asked to discuss amongst themselves and identify areas of the City that could use some improvement. Each group was then asked to share two or three of the most important items with the open house. A list of all responses has been provided in the appendix. Areas for improvement included:

- Improve property maintenance
- Reduce the number of liquor stores
- Inkster Road Corridor
- Improve local roads
- Annapolis Housing Development

KEEP

After identifying areas to fix, the groups were asked to describe the aspects of Inkster that they liked the best and wanted to keep. The aspects that the attendees wanted to keep included:

- Small mom and pop businesses
- Parks
- Police Departments
- Good sense of community
- Recreation complex
- Natural environment

ASPIRE

Finally, the participants were asked to identify characteristics and uses they wanted the City to work towards and encourage. The items the groups wish to aspire to include:

- EB5 Regional Center
- Hi-Tech industry
- Solution oriented people
- Strong Mayoral Government
- Blight free city
- Grocery store
- Night life
- Workforce development

Change Area Map

Participants were given a blank map of the City of Inkster and were asked to circle industrial, commercial, and neighborhood areas for improvement and briefly explain why that area was chosen. A Change Area Heat Map was created by merging the various responses into one map that shows all the identified areas. The more responses an area received, the darker the area is indicated on the map. A complete summary of the responses from each map has been provided in the appendix.

INDUSTRIAL

Comments for industrial areas include:

- Provide new industrial
- Potential research and development area
- Improve the condition of industrial properties

COMMERCIAL

Comments for commercial areas include:

- Provide mixed use development
- Improve condition of buildings and property
- Promote and attract new businesses
- Light rail along Middle Belt to the airport
- Improve the condition of Inkster Road and the blighted businesses

NEIGHBORHOOD

Comments for the neighborhood areas include:

- Downsize public housing and transition residents into home ownership
- Code enforcement for trash removal and property upkeep
- Promote redevelopment of demolished properties
- Teen center

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Map 2 Change Area Heat Map

City of Inkster, Michigan

November 22, 2016



Industrial

- 1-2
- 3-4
- 4+

Commercial

- 1-2
- 3-4
- 8+

Neighborhood

- 1-2
- 2-3
- 3-4
- 4+

Municipal Boundary

0 500 1,000
Feet



Base Map Source: Wayne County, 2016
Data Source: McKenna Associates, Windshield Survey, 6/2/2016

BACK OF MAP

Like/Dislike Land Uses

As participants left, they were asked to review a poster board with uses by land use category. They were then given yellow dots to place on uses that they wanted to see more of and red dots for uses they wanted less of. A complete tally of the responses has been provided in the appendix.

LIKE

The uses that received the most likes fell into two categories: educational opportunities and things to do. Educational opportunities include Business Schools and Colleges, and Trade or Industrial School. Things to do include Indoor Entertainment such as bowling alleys and billiard halls, and Theaters.

DISLIKE

The most disliked uses are those that are typically considered nuisance. These include liquor stores, adult regulated uses, junkyards, and medical marijuana facilities.

Stakeholder Interviews

McKenna conducted five interviews with key stakeholders and community leaders to help gain insight into current trends and development interest in the City.

After reviewing the Goals and Priorities survey and analyzing the public input during the June 8th Master Plan Open House, the City's topics of greatest importance fall under one of the following categories:

- Business Recruitment and Retention
- Promoting Healthy Neighborhoods
- Transportation
- Michigan Avenue Commercial Development

The interview questions for community stakeholders were developed to receive further comments, thoughts, and ideas on these topics. The following is a compilation of responses of all five interviewees to the questions discussed in the interviews.

QUESTIONS WITH SUMMARY RESPONSES:

1. What is your favorite part about living or doing business in Inkster? (What do you want to see preserved?)

There was consensus amongst the interviewees that family and culture were the key characteristics that make Inkster special. Other characteristics that currently make it a desirable place to live include:

- Parks and Recreation
- Neighborhoods
- Transportation access
- Michigan Avenue

2. Do you have any big ideas for how to improve Inkster? If you were the "King of Inkster" for the day, what top three problems would you fix? How?

The interviewees identified a variety of big ideas for improving Inkster. These ideas focused on business development opportunities for the City. Many of the respondents felt that traditional big box retail uses were not going to locate in the City. Instead, the City should look at small business development, such as micro enterprise, and non-traditional commercial options for Michigan Avenue. Non-traditional commercial options were varied from focusing on non-profit organizations that would bring people to the City and other uses such as Marijuana Dispensaries. The problems that people identified were economic in nature such as need new business, fix education, or improve transportation.

Big Ideas

- STEM Based Economy – Develop business incubators for start ups.
- Agricultural Businesses – Excellent location for intermodal distribution of goods and services. Greenhouse

spaces in empty warehouses. Import/ export through Willow Airport to move cargo globally .

- Cultural Arts District – Brings revenue to city. Festivals, arts, library, Farmer’s market.
- Energy Production – Produce solar and build wind turbines in industrial area. Utilize old school sites for regional geothermal. Could be used to lower heating costs for senior citizens. Similar to Wyandotte.
- Micro Enterprise – Small business that want to open. Creates a diverse economy.
- Issues with Inkster – High Tax rate versus surrounding communities.

Fixes

- Slow Down Michigan Avenue
- Promote Small Business
- Focus on Education
- Embrace Non-Profits
- Improve Transportation
- Improve Safety Services

3. What businesses do you think Inkster should try to attract? What do you think Inkster can do to be more competitive in attracting them? (What do think about industrial uses on Michigan Ave?) What do you think the City can do to bolster the business community and encourage job growth?

Everyone was in agreement that the City needs to focus on small businesses. They have the ability to fill the gaps that are missing in Inkster’s commercial districts. This could be accomplished through reducing taxes, removing barriers from development and improving Michigan Avenue. The interviewees felt that Michigan Ave is too fast and does not encourage pedestrian uses. Multiple people suggested slowing down Michigan Ave, providing on-street parking, and utilizing the median for something other than grass. Other suggestions included placemaking along Michigan Avenue, promoting the history and culture of Inkster.

4. What City services have you experienced? Do you have suggestions for improvements?

Typical City services included water, sewer, trash removal, and a Police Department. Those that did felt that safety should be a top concern for the City. The Police Department needs to be properly staffed and utilize the ancillary police. Code enforcement needs to be proactive in order to combat blight.

One respondent felt that water service rates are high compared to the surrounding area. They suggested that a federal tax credit could be established to help create a pilot program to install tankless water heaters in homes to reduce water costs. Additionally, the community could work with homeowners to improve their home infrastructure to reduce their energy bills. It may be possible to create a regional geothermal plant to provide heating and cooling to the residents.

5. Are there any housing types that you would like to see more of in Inkster? Less of? Why?

Everyone was in agreement that the City could use less subsidized housing and promote home ownership for those residents. Other types of housing considered were senior housing and student housing, especially for international students attending Wayne County Community College.

6. What can Inkster do to promote healthy neighborhoods and attract new residents to the City?

The number one response to this question was to promote the parks in the City. The interviewees felt that this was a wonderful resource for the City that was not well known. It is important to improve and maintain the parks. It was suggested that the local businesses and churches could partner with the City for maintenance. Other suggestions included using inclusionary zoning methods to encourage residents to move from public housing into home ownership and fix the education system to draw more families to the City.

7. How often do you shop in Inkster? Where else do you shop and for what kind of items?

Generally, people would shop in Inkster for immediate needs such as a gallon of milk, toothpaste, or bread. The majority of their shopping needs are met by the surrounding communities. The consensus was that small businesses could fill the retail gaps and keep people shopping in Inkster. It was also mentioned that a co-op grocery store may be viable in the City to provide the residents with access to fresh produce.

8. In your opinion, what should Inkster do with City-owned property? What about vacant school sites?

There were many different thoughts about both the City owned and former school properties. Some interviewees felt that the property should return to the tax rolls as soon as possible. Some felt that the school properties should remain vacant and wait for new schools to be developed in the City. Some felt that these sites were great locations for public / private partnerships to create business incubators, urban agriculture, or alternative energy production.

9. What is your opinion of the City's transportation system? What are the biggest transportation needs or deficiencies?

Mass transit is important to the citizens of Inkster. It is important to have connections to Detroit and Ann Arbor. New transportation options are necessary for seniors and students attending Wayne County Community College.

10. What is your vision for the city?

Although there were different answers given, the general thought was for a safe, clean vibrant community that was family friendly and had a positive image.

COMMUNITY SURVEY

McKenna used Survey Monkey to gain feedback from residents on the current state of Inkster and the City's future development. 78 responses were collected and then analyzed, with 70% of the respondents being from the City of Inkster. Approximately 60% of respondents were 45-64 years old, 53% were from households with two to three people, and 48% have lived in Inkster for more than 30 years.

In general, the responses indicated that there is a strong sense of community, including culture and family that many find appealing about Inkster. Areas for improvement in the City include reducing the number of blighted homes, and improving the downtown vibrancy, and increasing the recreational activities within the community. The responses support the City's initiative for blight removal, neighborhood block groups and watch, and parks and recreation programs. When asked to identify preferred housing types for future development, single family homes, senior housing, and downtown apartments were ranked the highest.

Respondents were asked to identify additional development priorities that you would like the City to consider. These responses focused on seeking new retail, such as grocery stores and restaurants, and improving public safety through removal of blight and code enforcement.

GOALS AND OBJECTIVES

The goals and objectives of the Master Plan will provide a framework that will guide future land use decisions.

The community outreach, analysis, and research identified several issues which will impact the future development of Inkster. The following goals, each with their respective list of objectives, provide guidance on how the City of Inkster should direct future development. The goals are organized into the three chapters; Community Setting, Land Use & Development, and Transportation & Public Space.

Goal statements are general in nature and represent land use related ideals toward which the City wishes to strive. They represent the ultimate purpose of an effort stated in a way that is broad and immeasurable. Goals express a consensus of community direction to public and private agencies, groups, and individuals.

Following each general goal is a set of objectives. Objectives are more specific and are intended to provide a means to attain the stated goal. Objectives are measurable and identify the way in which the goal can be attained. In some instances, they are specific statements which can be readily translated into detailed design proposals or actions.

Strategies and priorities for implementing the goals and objectives are included in the Action Plan presented in Chapter 4: Implementation.

GOAL 1: ECONOMIC DEVELOPMENT

Continue economic development activities

- A.** Develop and initiate a business recruitment and retention plan.
- B.** Obtain a railway / transit station in the City.
- C.** Emphasize Michigan Avenue Development.
- D.** Infil / redevelop target opportunity sites (e.g. vacant lots).
- E.** Encourage the redevelopment and improvement of non-conforming and nuisance uses, like junk yards and sex oriented businesses.
- F.** Create a streamlined and transparent development process to facilitate investment and reduce business costs.

GOAL 2: NEIGHBORHOODS

Protect and strengthen the physical and social fabric of residential neighborhoods in an effort to maintain and enhance the overall quality of life.

- A.** Support improvements to local education and after school opportunities to make the city a more attractive residential environment for families with children.
- B.** Maintain and upgrade current housing stock throughout the City.
- C.** Encourage the development of cohesive neighborhoods by facilitating rehabilitation of existing homes, encourage the construction of new homes and promote the development of public improvements and open space.
- D.** Ensure new residential projects preserve the contextual character of the neighborhood.
- E.** Apply the full range of incentives available to assist in the development of additional housing including public improvements, land assembly, and financial assistance.

GOAL 3: DOWNTOWN

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

- A.** Improve the physical environment of the town center area.
- B.** Promote complementary land uses in the town center area.
- C.** Create multi-use public spaces and civic uses.
- D.** Support downtown housing.
- E.** Require mixed-use / coordinated development.
- F.** Leverage City-owned property to encourage development.

GOAL 4: GOODS AND SERVICES

Develop a quality shopping experience for residents.

- A.** Encourage more sit down and family oriented dining options.
- B.** Reduce the impact of vehicle sales and vehicle repair uses.
- C.** Encourage new retail uses, cafés, and boutiques.
- D.** Evaluate the commercial land use structures of Inkster in relation to resident and city needs.
- E.** Promote a positive visual image of all major road frontages.
- F.** Eliminate nuisances from commercial / industrial zoned property that negatively impact residential neighborhoods.
- G.** Encourage the modernization of commercial districts to include maker spaces and online sales.
- H.** Continue to support mixed uses in commercial districts.

GOAL 5: INDUSTRIAL

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

- A.** Develop a realistic economic strategy to determine expected demand and location of potential new manufacturing and warehouse job centers.
- B.** Retain businesses that provide tax base and job opportunity.
- C.** Eliminate nuisances to adjacent residences.
- D.** Encourage entrepreneurship, training, and local goods.

GOAL 6: TRANSPORTATION

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

- A.** Improve the image along major streets and at entry points.
- B.** Maintain an efficient transportation system throughout Inkster that balances the needs of both the business and residential community.
- C.** Eliminate street designs that hinder emergency response.

GOAL 7: NON-MOTORIZED AND PUBLIC TRANSIT

Develop a comprehensive non-motorized system of sidewalks, bike lanes, and pathways throughout the community which is safe, well maintained, allows access to various landmarks within the community, and provides a recreational and social amenity for residents.

- A.** Link all school areas through the non-motorized pathway system.
- B.** Make all pathways pedestrian and bicycle safe and friendly.
- C.** Require the completion of the sidewalk and crossing network with ADA compliant facilities.
- D.** Develop safe and accessible on street bike network to link neighborhoods and business districts.
- E.** Encourage regional transit to link Inkster residents to jobs and services in surrounding communities.
- F.** Encourage bike parking in all new and improved developments.
- G.** Develop a local Complete Streets policy and support regional efforts to invest in non-motorized transportation and transit.

GOAL 8: RECREATION

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 future population.

- A.** Develop safe and secure recreation facilities and programs that meet the needs of citizens in the community.
- B.** Provide development policies that are consistent with the community recreation agenda.

GOAL 9: ENVIRONMENT

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

- A.** Enhance the natural environment.
- B.** Develop the Energy Efficiency and Conservation Strategy.
- C.** Build strong partnerships with regulating agencies.
- D.** Reduce storm-water pollution.
- E.** Provide adequate trash removal.

GOAL 10: ADMINISTRATION

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

- A.** Coordinate efforts with supporting agencies and organizations.
- B.** Evaluate planning documents for current relevance.
- C.** Implement a transparent planning process.
- D.** Develop a plan for the sale of City-owned property in concert with strategies found in the master plan and zoning ordinance and conditioned upon following design guidelines.
- E.** Protect historic properties that have cultural significance and / or adaptive reuse potential.

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COMMUNITY SETTING

2

COMMUNITY SNAPSHOT

Similar to other inner-ring suburbs of a metropolitan area, Inkster is experiencing changes such as an aging population, declining investment in its housing stock, and vacancy along commercial corridors. These issues are further explored in the demographic and socioeconomic community profile later in this chapter.

Although Inkster currently faces such challenges, the City also has a great deal of untapped potential and is a prime candidate for redevelopment and revitalization of its neighborhoods and commercial districts and corridors. Many of the elements that provide the framework for placemaking, walkability, and vibrant city centers already exist in Inkster. Such assets include:

- A centrally located downtown with buildings that front the roads, desirable infill sites, and entities dedicated to improving entrepreneurship opportunities, such as the Inkster Chamber of Commerce and the Downtown Development Authority;
- An interconnected street grid which provides a basis for both motorized and non-motorized transportation routes and walkability; and
- The wealth and availability of public parks and potential to redevelop and reuse school sites in the majority of neighborhoods.

These elements are tremendous advantages that, if capitalized on, can ensure a sustainable, walkable, vibrant community for the future. The overarching goal of this Master Plan is to build upon the existing framework and amenities to create an inclusive, safe, vibrant community that is attractive to residents, business owners, and visitors.



ANALYSIS METHODS

Demographic analysis, or the study of the characteristics of a given population, is a fundamental element of master planning. Reviewing historical data, current data and future demographic projections aide in planning for future growth and development. It can help answer important questions such as what services will residents need or is affordable housing available?

The intent of a demographic analysis is to create a snapshot of the community: the population's age, gender, education status, employment, and similar features. Differences in demographic characteristics between historical data or comparison communities can identify areas or issues in which new land use planning and public policy may be appropriate. They can help identify strengths and weaknesses that when leveraged or addressed will promote a healthy community.

Comparison Communities

For the purpose of analysis, where appropriate, comparisons have been made with neighboring communities and Wayne County (excluding the City of Detroit). The neighboring communities included for comparison purposes are the cities of Dearborn, Dearborn Heights, Garden City, Livonia, and Westland. In many ways, these surrounding communities face similar trends and challenges to those of the City of Inkster.

Data Sources

Most of the data presented comes from the 2010 US Census, as compiled by the Southeast Michigan Council of Governments (SEMCOG). In some cases, the most recent data comes from the 2014 American Community Survey 5-Year Estimates. The American Community Survey (ACS) is conducted every year and samples a percentage of the community on topics such as population, economics, housing, etc. The 5-year estimates for a given population are considered a reliable source as they represent 60 months of collected data for all geographic areas. However, in some specific cases, the data may contain inaccuracies due to sampling.

POPULATION, EDUCATION, EMPLOYMENT

One component of the comprehensive planning process is to analyze population characteristics and trends to gain insight into the City’s future, and to see how these characteristics compare with those of neighboring communities and the County.

In this section, different aspects of the City of Inkster’s population are analyzed. The future population is projected and compared with projections from previously mentioned surrounding communities and the County. In addition, gender, age, educational attainment and occupations of residents are reviewed.

Population Projections

In 2010, the total population of the City of Inkster was 25,369 individuals. The City has experienced a decline in its population size since the 1990s,

Table 1: Population Trends – City of Inkster 1990-2040

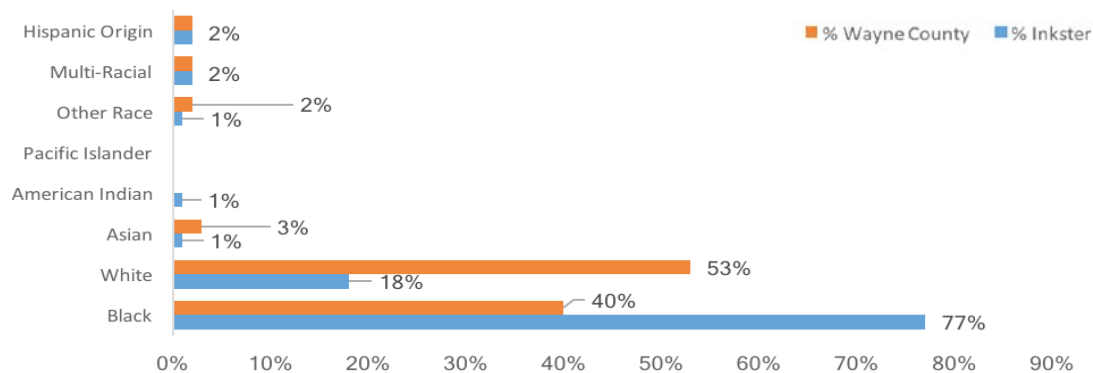
	1990	2000	2010	2014	Projected 2040	Projected Change 2010-2040	
						Number	Percent
City of Inkster	30,772	30,115	25,369	25,056	20,612	-4,757	-18.75%

Source: 2010-2014 American Community Survey 5-Year Estimates & SEMCOG 2040 Forecast produced in 2012

A continual and gradual trend of population decline is projected for the City of Inkster. According to SEMCOG, the population is projected to be 20,612 by the year 2040, which represents an 18.75 percent

Racial / Ethnic Distribution

Figure 1: Racial / Ethnic Distribution – City of Inkster and Wayne County



Source: 2014 American Community Survey 5-Year Estimates

An understanding of race and ethnicity 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 2010 and 2014.

Gender Distributions

Gender distributions in the City favor the female population. This profile is typical in most communities since females have a longer lifespan than males.

Table 2: Population by Gender – City of Inkster, 2014

Gender	Number	Percent
Female	13,602	54.30%
Male	11,454	45.70%

Source: 2010-2014 American Community Survey 5-Year Estimates

Age

The age of a community's population has very real implications for planning and development. Table 3 compares the age structure and median age of residents to give a nuanced view of the makeup of The City of Inkster, in comparison to Wayne County (excluding Detroit). The median age is the mid-point where half the population is younger and half is older.

Table 3: Age Structure Comparisons – 2014

Age Group	Inkster	Wayne County (Excluding Detroit)	Percent Difference
Pre-School (Under 5 years)	8.66%	6.17%	2.49%
School Aged (5 to 19 years)	23.09%	20.18%	2.91%
Family Forming (20 to 44 years)	33.00%	31.71%	1.29%
Mature Families (45 to 65 years)	24.28%	28.03%	-3.75%
Retirement Over 65 years)	10.97%	13.91%	-2.94%
Median Age	32.9	37.7	-4.8 years

Source: 2010-2014 American Community Survey 5-Year Estimates

In general, the City of Inkster's age structure skews slightly younger than Wayne County. The City of Inkster tends to have a slightly higher percentage of young and school-aged children and a higher number of family forming. This helps explain why the median age of the City of Inkster is younger, by 4.8 years, than surrounding communities.



Projected Population by Age

Projections for the future age structure of the population help plan for the types of services a community will require, i.e. an increased or decreased need for schools to serve the population under 18, housing alternatives, senior services, etc. Table 4 depicts the 2040 projected populations for the City of Inkster by age category. As the overall population is expected to decline in the next several decades, many of the age categories below will experience a loss. Age categories with the largest population loss include those in the school age classification and mature families. On the other hand, the age structure with those approaching retirement and older is projected to experience a significant increase.

This projected population pattern will require a greater emphasis on senior services; housing, recreational, and access opportunities that support an aging population.

Table 4: Projected Population by Age – City of Inkster, 2015-2040

Age Group	SEMCOG 2015	SEMCOG 2040	Change 2014-2040
Pre-School (Under 5 years)	1,354	1,124	-734
School Aged (5 to 17 years)	4,189	2,954	-2,275
School Aged (18 to 24)	2,520	1,568	-1,120
Family Forming (25 to 34 years)	2,621	2,088	-1,081
Mature Families (35 to 59 years)	8,070	6,431	-1,827
Retirement (60 to 64 years)	1,572	1,109	-183
Retirement (65+)	3,480	5,338	1,858
Total	23,806	20,612	-4,757

Educational Attainment

As shown in Table 5, approximately 83 percent of the City of Inkster residents over the age of 25 have completed four years of high school while approximately 17 percent had received some college, an associate, bachelor, or graduate, professional degree. The City of Inkster's percentages of high school graduates, and those with an associate degree are comparable with Wayne County (excluding Detroit).

Table 5: Educational Attainment of Population 25 Years and Older

Educational Attainment Level	2000	2010	Inkster		Wayne County (excluding Detroit)	
			2014 Percent	Percent Change 2000-2014	2010 Percent	Percent Change 2000-2010
Did Not Graduate High School	25.7	17.0	17.2	-8.5	12.7	-4.78
Graduated High School	33	33.4	34	1.0	31.1	0
Associate Degree	5.6	5.0	6.7	1.1	7.3	0.9
Bachelor's Degree	7.4	8.4	7.7	0.3	15.9	1.9
Graduate/ Professional Degree	4.7	3.2	2.7	-2.0	9.6	1.6

Source: SEMCOG Community Profiles, 2013; US Census Bureau, 5-YR ACS 2010



Median Household Income

The median household income for the City of Inkster (in 2014 dollars), has declined by 23 percent since 2000, as shown in Table 6.

Table 6: Median Household Income – City of Inkster

	2014	2000-2014 Dollar Amount Change	2000-2014 Percent Change
Inkster	\$27,849	(\$8,101)	-23.00%
Wayne County (excluding Detroit)	\$53,980	(\$12,573.00)	-18.90%

Source: U.S. Census Bureau, Census 2000, and 2014 American Community Survey 5-Year Estimates.

Employment

An increase in educational attainment may correspond with trends in the labor force’s industry characteristics. As shown in Table 7, the percentages of workers in each employment sector in 2010 and the 2040 forecasted jobs are given. This is an analysis of occupations in which members of the community are employed, regardless of where they work. Thus, commuters from the City of Inkster to other areas are included in the analysis, but commuters from other locations coming into the City are not. The top four employment sectors for City residents in 2010 were:

1. Private Education and Healthcare
2. Government
3. Leisure & Hospitality
4. Services to Households & Firms

In 2040, the top four projected employment sectors are the same as the 2010 sectors and are generally expected to increase with an additional 148 workers. The most emerging employment sector for the City of Inkster is private education and healthcare with 216 employees projected to be added by 2040. The other sector projected to see growth is government, with 58 employees. Conversely, manufacturing will experience a loss of 40 employees.

Overall, the medical and educational, services, and government sectors all experienced an increase in the number of employees while sectors such as manufacturing and retail trade experienced a decrease. This can be partially explained by the local and regional demand for skilled labor in the service and educational/medical industries and less demand for laborers in the industrial sector.

Table 7: Employment Sectors and Forecasted Jobs – 2010-2040

Industry	2015			2040			Change in the number of employees 2015-2040
	Rank	Total	Percentage	Rank	Total	Percentage	
Natural Resources, Mining, & Construction	8	43	1.19%	8	45	1.20%	2
Manufacturing	5	167	4.61%	5	127	3.37%	-40
Wholesale Trade, Transportation, Warehousing, & Utilities	6	164	4.53%	6	125	3.32%	-39
Retail Trade	7	114	3.15%	7	88	2.34%	-26
Knowledge-based Services	8	43	1.19%	9	19	0.50%	-24
Services to Households & Firms	4	200	5.52%	4	198	5.26%	-2
Private Education & Healthcare	1	1450	40.04%	1	1666	44.25%	216
Leisure & Hospitality	3	293	8.09%	3	292	7.76%	-1
Government	2	1147	31.68%	2	1205	32.01%	58
Total		3621	100.00%		3765	100.00%	144

Source: SEMCOG 2040 Forecast produced in 2012

Table 8: Acres of Land in the City of Inkster and Comparison Communities – 2008

Community	Total Land (Acres)	Industrial Land		Commercial / Office Land	
		Acres	Percent of Total	Acres	Percent of Total
Inkster	4,002	135	3.40%	266	6.70%
Garden City	3,751	63	1.70%	218	5.80%
Dearborn	15,711	2,858	18.20%	2,221	14.10%
Dearborn Heights	7,531	108	1.40%	346	4.60%
Livonia	22,943	2,536	11.10%	2,033	8.90%
Westland	13,083	735	5.60%	1,772	13.50%

Source: SEMCOG Community Profiles, 2008



HOUSING

The quality, affordability, and availability of a community’s housing stock has a significant impact on the vitality and quality. The following analysis of trends relating to the number of housing units, new construction, the amount of owner-occupied, rental, and vacant units, housing values, monthly rent, and the age of housing helps evaluate the health of the City’s housing stock. Total housing units mirroring the population loss in recent years, the City has experienced a slight decrease in the total number of housing units. In 2000, there were 12,052 housing units and by 2010, this number had decreased by 2,231 units to 9,821 dwelling units (Source: US Census Bureau, 2000 and 2010).

The 2010 Census states that there are a total of 9,821 housing units in the City of Inkster. Each housing unit represents one dwelling unit – a house, apartment, condominium, etc.

Housing Tenure

Housing tenure describes how housing is occupied – by the owner, by a renter, or whether it is vacant. Table 10 shows that the dwellings within the City of Inkster, is split pretty evenly between owner-occupied and renter-occupied housing units. In comparison to surrounding communities, the City of Inkster has a larger percentage of renter-occupied housing units. The City of Inkster also has a smaller percentage of owner-occupied units and the highest vacant unit percentage.

Table 9: Housing Tenure – City of Inkster and Comparison Communities, 2010

Municipality	Total Occupied Dwellings	Owner-Occupied		Renter-Occupied		Total Vacant		Total Units
		Units	Percent	Units	Percent	Units	Percent	
Inkster	9,821	5,144	44.17%	4,677	40.16%	1,826	15.67%	11,647
Garden City	10,894	8,994	77.43%	1,900	16.35%	722	6.22%	11,616
Dearborn	34,342	23,687	62.55%	10,655	28.13%	3,529	9.32%	37,871
Dearborn Heights	22,266	17,366	72.15%	4,900	20.36%	1,802	7.49%	24,068
Livonia	38,714	33,394	82.66%	5,320	13.17%	1,687	4.17%	40,401
Westland	35,886	22,079	56.32%	13,807	35.22%	3,315	8.46%	39,201

Source: SEMCOG Community Profile, 2013 & US Census 2010

Median Home Value

The value of the homes in the City of Inkster is one measure of the quality of life in the community and the health of the economy. In 2010, the median home value in the City of Inkster was \$87,100. Table 10 includes the median housing value for owner-occupied units, the median gross rent for rental units, and the percent change since 2000 for the City of Inkster and all comparison communities.

The value of owner-occupied housing has decreased in all comparison communities. With a 1.9 percent decrease, the City of Inkster experienced a loss at a lower rate than trends. The median gross rent in the City of Inkster did decrease by 3.7 percent for a \$27 difference in 2010. Compared to surrounding communities, the City did not see the gains that other communities saw in their median gross rent.

Table 10: Median Value – City of Inkster and Comparison Communities, 2000-2014

Municipality	Owner-Occupied		Percent Change, 2000-2014		Median Gross Rent		Percent Change, 2000-2010	
	2000	2014	Number	Percentage	2000	2010	Number	Percentage
Inkster	\$88,798	\$51,700	(\$37,098)	-41.77%	\$735	\$708	(\$27)	-3.70%
Garden City	\$146,062	\$80,100	(\$65,962)	-45.16%	\$751	\$838	\$87	11.60%
Dearborn	\$170,603	\$102,800	(\$67,803)	-39.74%	\$844	\$925	\$81	9.50%
Dearborn Heights	\$145,402	\$81,900	(\$63,502)	-43.67%	\$914	\$916	\$2	0.20%
Livonia	\$211,638	\$153,800	(\$57,838)	-27.33%	\$958	\$854	(\$104)	-10.80%
Westland	\$151,867	\$88,200	(\$63,667)	-41.92%	\$827	\$750	(\$77)	-9.30%

Source: SEMCOG Community Profile, 2013, US Census 2000, and 5-Year ACS 2010 (in 2014 dollars); Vintage 2014 Population Estimates: Subcounty Population Places and MCDs

Age of Housing

The age of the housing stock is also an important indicator of the community’s residential stock as the condition of housing is often related in part to its age. Traditionally, the need for major repairs or rehabilitation becomes evident when housing reaches an age of 30 years. Communities where a substantial proportion of the housing stock is over 30 years old typically initiate programs to encourage reinvestment. Further, since the 1960s, the demand for homes built with greater efficiency and other amenities has increased. Older homes also tend to lack features that support handicap access and may not be suitable for aging in place without significant retrofits.

As shown in Table 12, approximately 93 percent of the City of Inkster’s housing stock was constructed prior to 1980 and is considered older than 30 years. This pattern is consistent with the fact that the City’s major growth period was between 1950 and 1960.

Table 11: Age of Housing – City of Inkster 2014

Year Structure Built	Number	Percent
2010 or later	10	0.10%
Built 2000 to 2009	434	3.70%
Built 1990 to 1999	387	3.30%
Built 1980 to 1989	395	3.40%
Built 1970 to 1979	1,350	11.60%
Built 1960 to 1969	2,291	19.70%
Built 1950 to 1959	4,722	40.70%
Built 1940 to 1949	1,381	11.90%
Built 1939 or earlier	637	5.50%

Source: 2010-2014 American Community Survey 5-Year Estimates



The Missing Middle

Much of the conversation surrounding the mismatch between current housing stock and demographic trends focuses on the need for “missing middle housing”. A response to the outdated multi-family housing types developed in decades past, missing middle housing is those types between single-unit detached homes and mid-rise apartment buildings on the density and typology scale (see image below).



According to the Smart Growth Network (SGN), in its *National Conversation on the Future of Our Communities, 2013*, these housing types “are classified as missing because very few have been built since the early 1940s due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-family home ownership.” The eight defining characteristics of missing middle housing – according to the Smart Growth Network – are as follows:

1. **Walkable Communities.** According to SGN, the most important characteristic of missing middle housing is that it must be built in walkable urban areas close to services and amenities such as restaurants, markets, and work.
2. **Medium Density but Lower Perceived Densities.** SGN notes that perception and design is key when it comes to the perceived densities of missing middle housing. In short, those missing middle housing is typically medium density (16 dwelling units/acre to 35 dwelling units/acre), context-sensitive design and small building footprints help the densities feel more tenable to existing residents and neighbors.
3. **Small Footprint and Blended Densities.** Densities should be blended and small- to medium-sized building footprints maintained for ideal urban infill sites, “even in older neighborhoods that were originally developed for single-family homes but have been planned and often zoned to evolve with slightly higher densities”, according to SGN.
4. **Smaller, Well-Designed Units.** Many urban experts believe that a common mistake of architects and builders that has resulted in obsolete denser housing types is the impulse to force typically suburban unit and building types into the urban core. SGN advocates for smaller, better-designed units to help keep costs down and widen the affordability of housing in urban cores.
5. **Off-street Parking Does Not Drive the Plan.** Since missing middle housing is best built in walkable environments, there is often a need for less parking than even zoning standards call for. When large parking areas are built, “the buildings become inefficient from a development potential or yield standpoint and can shift neighborhoods below the 16 dwelling unit/acre density threshold”. The 16 dwelling unit/acre density threshold is the point at which a neighborhood generally can support public transit and streets where walkable services and retail become viable.
6. **Simple Construction.** Simple construction methods support two important pieces in the missing middle housing equation – profitability to the developer and affordability to the purchaser.

7. **Creating Community.** With the common spaces typical of many of the forms of missing middle housing, such as courtyards and bungalow courts, there is the opportunity for neighbor interaction and community-building often greater than with traditional single-family and high-rise apartment development.
8. **Marketability.** The marketability of many of the missing middle housing types is key to their success in a competitive market; adding to the attractiveness of many of the forms is the ability to provide a scale and experience similar to single-family homes. For example, when occupants enter from a front porch with a dedicated entrance, rather than sharing interior common space entrances in typical apartment buildings.

Housing strategies included in the Future Land Use Plan are intended to address the missing middle housing types and provide some flexibility for encouraging walkable infill housing development in Inkster.



SUMMARY OF TRENDS

The following is a summary of the trends observed in the preceding analysis:

Declining and Aging Population

The City of Inkster's population has been experiencing a steady decline since 1990. This decline is projected to continue to 2040 by an additional 18% decrease. The City of Inkster's population is also getting older. The only age group expected to increase are people of 60.

TAKE AWAY

Population trends support strategies that promote the ability for residents to age in place as well as attract new family aged residents.

Increases in Education

The City of Inkster has experienced an increase in educational attainment, with more residents graduating high school and proceeding onto an associate's degree. The City has experienced a greater decrease in high school dropouts than Wayne County on the whole.

TAKE AWAY

Educational increases are positive and strategies that promote educational attainment and attract new educated residents will keep the City of Inkster competitive within the region.

Declining Income

The City of Inkster residents experienced a decline in median income of about 23% between 2000 and 2014. This is comparable to Wayne County on the whole.

TAKE AWAY

While declining income is a regional trend, strategies to support local commerce and capture local spending potentially can help offset this direction.

Employment

Private education and healthcare, and government are the two largest employment categories for the City of Inkster residents, which included residents that commute outside of the City for work. Overall, employment and jobs in the private education and healthcare, and government sectors are projected to increase by 2040.

TAKE AWAY

Inkster residents benefit from regional employment trends, strategies promote regional connectivity by all modes should be encouraged.

Housing Trends

The City of Inkster has an equal mixture of owner-occupied housing and renter-occupied housing. Housing value declined by 41.77% between 2000 and 2014, which is comparable to the nearby communities during this time period. Finally, the housing stock continues to age, with 89% of the City's housing being built prior to 1970.

TAKE AWAY

The City of Inkster has a mixture of owner-occupied and renter occupied housing. In addition, they have an aging housing stock.

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An aerial photograph of a city, showing a mix of residential houses, commercial buildings, and green spaces. The entire image is covered with a semi-transparent purple filter. The text is overlaid on the left side, and a large number '3' is on the right side.

LAND USE &
DEVELOPMENT

3

EXISTING LAND USE ANALYSIS

A major part of a community master plan is to identify existing land use patterns. This task not only identifies the locations of particular land use activities, but it highlights the areas with future growth potential and areas where land use conflicts exist. A field survey of Inkster was conducted in May 2016 to provide current land use data (see Map 3 and Table 12). 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.

The existing land uses are illustrated on the Existing Land Use Map by the delineation of the following nine land use categories.

- **Single Family Residential and Two Family Residential:** This classification includes improved parcels having one-family detached and two-family attached dwelling units and located in predominately single-family detached residential areas. Nearly 54 percent of Inkster's total land area is covered by single-family dwelling structures and uses.
- **Multiple Family Residential:** At 6.14%, Multiple Family Residential includes land areas that are occupied by predominately residential structures containing dwelling units for three or more households. This classification includes apartments, attached condominiums, senior housing complexes, and nursing homes.
- **Manufactured Housing Park:** Inkster has two older manufactured housing communities (0.25%): Michigan Avenue located northeast of Harrison and the east side of Henry Ruff in the Lower Rouge Parkway.
- **Commercial:** Convenience (Neighborhood) retail centers (5.79%) 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. The commercial use category now includes office uses, which were considered independently in the 2009 Master Plan.
- **Industrial:** This category includes manufacturing, warehousing, assembly and fabrication facilities, and other non-manufacturing industrial uses. Industrial uses encompass approximately 117 acres or 3.74%. Most of these land uses are located on the south side of the Michigan Avenue corridor and adjacent to the railroad tracks.
- **Public/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 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.
- **Parks and Open Space:** This classification includes parcels either improved or unimproved and are used for public or private non-intensive recreational activities, including parks, natural areas, and private outdoor recreational facilities.
- **Vacant Land (Large Parcels):** Vacant land is classified as large parcels (231.22 total acres, or 7.41%) of undeveloped or vacant land for redevelopment. This category includes the undeveloped industrial park located on S. Henry Ruff Road, south of the railroad tracks and some large lots located in residential areas in the southern portion of the City.

Table 12 provides a comparison of land uses since 2009. As indicated land use patterns have remained relatively stable over this period of time. Slight changes in acreage may be the result of development of vacant land or more accurate measurement techniques.

Table 12: Existing Land Use – 2009-2016

Existing Land Use	2009 Acreage	2016 Acreage	Difference
Single Family	1,743.0	1,674.7	-68.3
Two-Family	12.8	12.76	-.04
Multi-Family	189.8	191.47	+1.67
MFG Housing	6.2	7.65	+1.45
Industrial	117.3	116.75	-.55
Public & Semi-Public	145.3	187.67	+42.37
Parks & Open Space	512.1	516.26	+4.16
Convenience Retail	188.4	180.74	-7.66
Office	3.2	n/a	n/a
Vacant Land (Large Parcels)	117.7	231.22	+113.52
Public Rights-of-Way	841.9	n/a	
Total	4,002.7	3119.18	

Source: McKenna Associates, 2016

There has been an increase in the amount of vacant land remaining in the City. The increase in vacant land is mainly from the demolition and removal of former school buildings. There is also a significant amount of vacant land that is zoned industrial south of Michigan Ave, east of Henry Ruff Road. It is important to identify areas where redevelopment potential exists. Some of these areas may be sites with vacant buildings, or large lots that are developed but underutilized.

Redevelopment of the commercial sites within the community is of critical importance to community appearance and the quality of life. The main commercial corridor in the City is along Michigan Avenue, with Inkster Road and Middle Belt Road providing additional commercial properties.

Summary

1. The amount of land in each existing land use category has not significantly changed over twenty years.
2. The vacant school land presents an opportunity for residential redevelopment in the City.
3. The vacant land along Michigan Avenue provides the City with an opportunity to promote quality development in the Town Center District.

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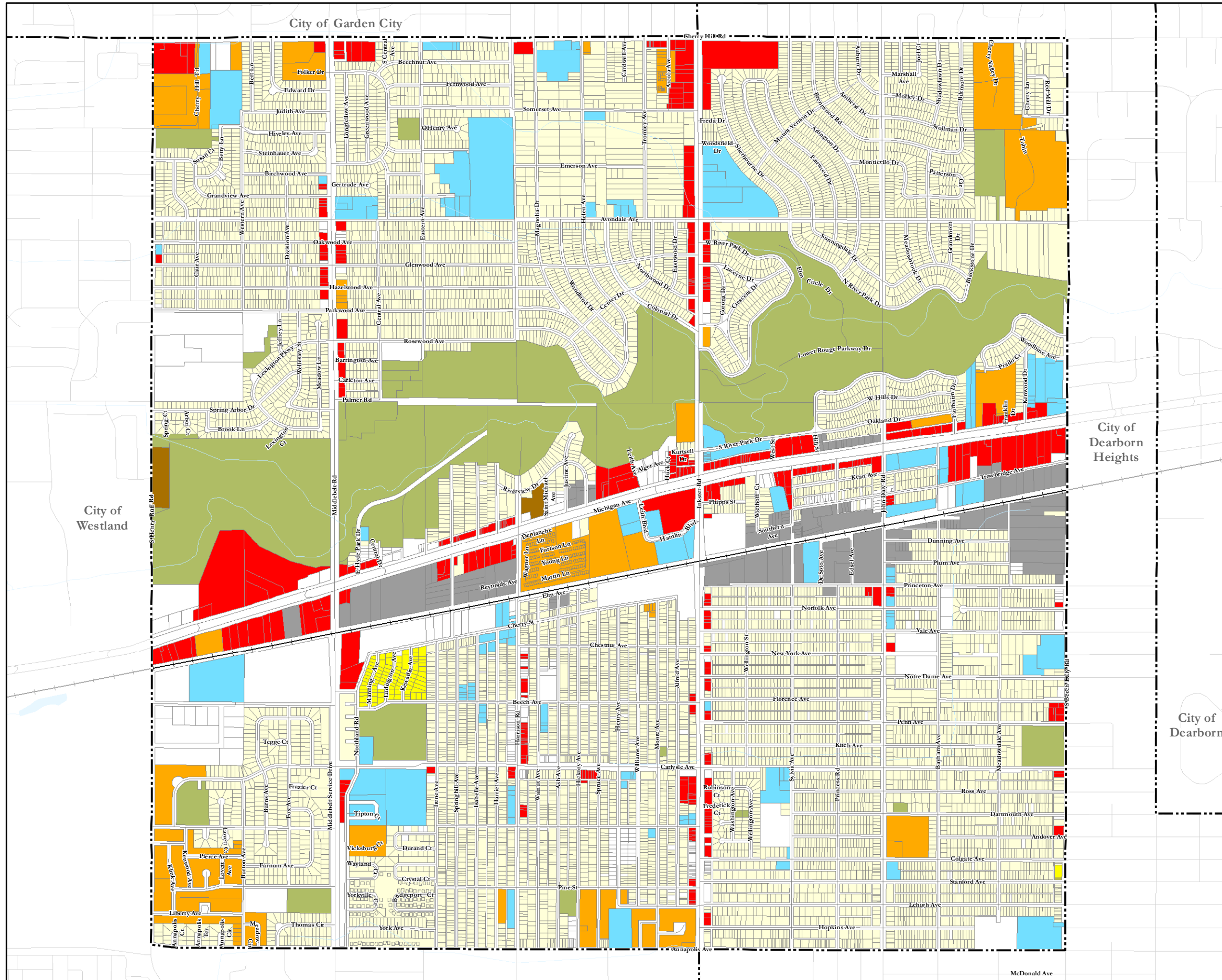
Map 3 Existing Land Use

City of Inkster, Michigan

November 22, 2016

Legend

-  Single Family Residential
-  Two Family Residential
-  Multiple Family Residential
-  Manufactured Housing Park
-  Commercial
-  Industrial
-  Parks and Open Space
-  Public/Semi-Public
-  Vacant Land (Large Parcels)
-  Municipal Boundary



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Base Map Source: Wayne County, 2016
Data Source: McKenna Associates, Windshield Survey, 6/2/2016

BACK OF MAP

COMMUNITY FACILITIES ANALYSIS

Community facilities include municipal buildings, libraries, schools, indoor and outdoor recreational facilities and infrastructure such as streets and utilities. An analysis of community facilities is necessary to determine future capital expenditures needed for the provision of government services and the expansion or maintenance of public facilities.

Municipal Facilities.

The City of Inkster provides a wide array of essential services to the City ranging from administration, police, fire, streets, utilities and recreational activities. The information below lists the municipal buildings owned and / or used by the City, and the Community Facilities Map illustrates the location of these municipal facilities.

- City Hall – 26215 Trowbridge Road
- Police Department– 26279 Michigan Ave
- Department of Public Services – 26900 Princeton
- Booker T. Dozier Recreational Complex – 2025 Middle Belt Road
- Leanna Hicks Public Library – 2005 Inkster Road
- Athletic Fields – Kennedy Memorial Park, Parkwood Park, Bel-Aire Park, Manor Park, Dozier Recreation Complex, Inkster Civic Arena, Inkster CSO Basin, Colonial Park, Demby Park, Westwood Park, Lemoyne Park, King Park, Brookside Park, Moore Street Mini Park, Wellington Park, Wheatley Park

City Hall

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, and Building Department personnel.

Police and Fire Department

The Inkster Fire Department provides fire / rescue / and paramedic services. These services were combined to improve the delivery of services to residents. 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.

The Inkster Police Department is responsible for crime prevention, traffic accidents, animal control, and school safety programs. The new Inkster Justice Center is home to the Police Department and the Courthouse and it is located on the south side of Michigan Avenue at Bayhan. The facility was completed and became operational in 2013. To ensure the department is proactive in community outreach it runs a neighborhood watch program, a business watch program, conducts residential security surveys, and several additional community education programs, including senior safety, 911 education, "street smarts," and identity theft prevention.

Department of Public Services

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.

Booker T. Dozier Recreational Complex

The Booker T. Dozier Recreational Complex operates as the citywide community center and hosts 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 and playground equipment. 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.

Leanna Hicks Public Library

Inkster has an active public library (Leanna Hicks Public Library), located in the former civic center complex at 2005 Inkster Road, 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.

Athletic Fields

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.

SUMMARY

1. The current focus of the City is on renovation and modernization of existing facilities.
2. The existing public facilities in the City of Inkster provide the residents with a variety of services that meets the needs of the current population.

ISSUES AND OPPORTUNITIES

An analysis of opportunities is vital to the success of a community's future development and long-range planning goals. Issues may include a large concentration of underdeveloped land, or areas and uses that are becoming obsolete. However, these issues also present opportunities for new development of businesses or even alternative home styles, as found desirable in the vision session conducted in conjunction with this plan. This analysis is represented on the Issues and Opportunities Map.

Development Opportunities

The City of Inkster was incorporated in 1964, and is an inner ring suburban community. Inkster is bounded by Michigan Avenue (South), Henry Ruff (West), Cherry Hill (North) and Beech Daly (East). Its land area is 6.28 square miles. It is located in central Wayne County, Michigan approximately seventeen miles west of Detroit, Michigan. Inkster is primarily a "bedroom" community, and is still growing considering the new and proposed construction of more than 400 residential units. Looking forward, there are many opportunities for redevelopment of areas of Inkster to create a thriving community with a strong commercial downtown.

PRIORITY REDEVELOPMENT SITES

Core to Inkster's plan for future development is the continued enhancement and redevelopment of important sites in the City, priority redevelopment sites. The priority redevelopment sites represent unique opportunities for the City to take transformative steps in implementing its goals for the future development and connecting key places through adding walking and biking connections to the transportation system. There are seven priority redevelopment sites that are prime for redevelopment.

1. **Michigan Avenue, Town Center District.** One of the major benefits to the TCD is the high volume of daily traffic on Michigan Avenue; however, the design of the road through the TCD is not as successful as it could be at capturing this traffic and establishing the area as a destination. During the 2009 Master Plan Update and Michigan Department of Transportation's US-12 Conceptual Corridor Study, multiple public meetings were held to plan the future of Michigan Ave (US-12). The results of these meetings determined that the public preferred a pedestrian friendly environment with on-street parking, bicycle facilities, improved pedestrian crossing and updated streetscape elements. Favorable uses included mixed-use retail and office with restaurants, public spaces and entertainment venues supported by higher density residential.

The recommendations of the 2009 Master Plan and US-12 Conceptual Corridor Study still form a basis for the vision of the TCD; but it is essential that this plan is updated to be current with development trends and design concepts. The downtown needs a new market study, and updated to the urban design and transportation framework, form-based code, and strategic implementation program. Opportunities should be explored to create infill building opportunities, redevelop obsolete buildings and parking areas, provide on-street parking, increase circulation and connectivity, and enhance the pedestrian and bicycle connectivity.

The City should continue efforts at making the downtown a more pedestrian friendly location. By creating an identity, the major commercial areas of the community will be better able to retain existing businesses, as well as attract new retail and office users. Mixed uses should be encouraged to include the potential for residential over retail and office space in multi-story structures. Again, this will add to the population needed to support a revitalized downtown.

2. **Inkster Road, South of Michigan Avenue.** Inkster Road is a minor arterial road that serves Inkster residents and provides intra-community connections. The existing commercial properties along Inkster have the opportunity for redevelopment to provide both neighborhood and regional services that will not compete with the Town Center District.

3. **Middle Belt Road.** Much like the Inkster Road, Middle Belt Road is a minor arterial road. There is a significant amount of vacant land on the east side of Middle Belt Road, South of Carlyle Road that may be developed for neighborhood commercial or as microbusiness incubators.
4. **Industrial Drive.** The vacant property east of S Henry Ruff Road zoned M-1, has the potential to develop as research and development and manufacturing, serving as an anchor for the City's tax base. Additional infrastructure may be necessary to realize the highest and best use development for this site.
5. **Public Housing.** There is an opportunity for the City to work with other agencies to promote inclusionary housing practices to help transition residents to home ownership elsewhere in the City. The existing public housing could then be repurposed for international student housing.
6. **Stratford Place.** Located along Michigan Avenue in the Town Center District, Stratford Place provides the City with higher-density residential development to support the current and future retail uses of the TCD. The development of the remaining phases will provide the City with density it needs to create a thriving TCD.
7. **Vacant Neighborhood Property.** Throughout the City's neighborhoods, vacant property exists that has the potential to lead to property maintenance issues. The City should consider to leverage the strong religious institution community to develop a Neighborhood Clean Up program to promote civic pride and improve the up-keep of the neighborhoods.

Connectivity Opportunities

Inkster is primarily a bedroom community in character, with light industrial and commercial development along the arterial roads. Opportunities exist to better connect residents and visitors to community resources and the Town Center District.

NEIGHBORHOODS

One method of revitalizing neighborhoods is to connect them to destinations such as parks, business, and other neighborhoods. These connections can be made by public transportation, pedestrian walkways, or bike trails.

Many of Inkster's neighborhoods possess vacant land that can be utilized for placemaking. Unique and vibrant places, such as pocket parks and public plazas, enhance quality of life and economic conditions. Increasing walking and biking connections between these areas would improve residents access to these facilities, provide opportunities for adults to be active, and increase safety on the streets for Inkster children.

CITY AND DOWNTOWN GATEWAYS

The City does not have sufficient gateways both at its borders and at entrances into the Town Center District. This issue is made worse by a lack of distinction among communities bordering Inkster; it is hard to differentiate the City from its neighbors. For example, a motorist could enter and leave Inkster and not notice any difference. Gateway elements include signs and monuments, but also major street tree planting projects, banners and fixtures, or even artwork. Clearly defined borders will enhance the City's image, and identify Inkster as a unified community.

TCD CONNECTIVITY AND ON-STREET PARKING

The TCD currently has several barriers to functioning as a traditional downtown, two of the largest being its scale and lack of on-street parking, both of which are connectivity and access issues. The Town Center District as it is currently developed is essentially a $\frac{3}{4}$ mile area centered on Inkster Road along Michigan Avenue. Although there are sidewalks along Michigan Avenue, there are limited interactions between the businesses and the pedestrian access, limiting the walkability of the TCD.

Additionally, the road design (speed and lack of on-street parking) prevents the roughly 32,000 vehicles that pass through the district per day from stopping and patronizing Inkster businesses. On-street parking is the transitional tool between the pedestrian and the vehicle modes and it is a vital element to a downtown.

CROSSING ISSUES

Michigan Avenue, Middle Belt, and Inkster Road are all heavily traveled roads. Crossing enhancements including, pedestrian activated signals, countdown timers, high visibility crosswalks, lane narrowing, and safety signs should be considered at all major intersections, especially along neighborhood connection routes. Additionally, bicycle markings and bicycle intersection signs should be considered to promote biking in the City.















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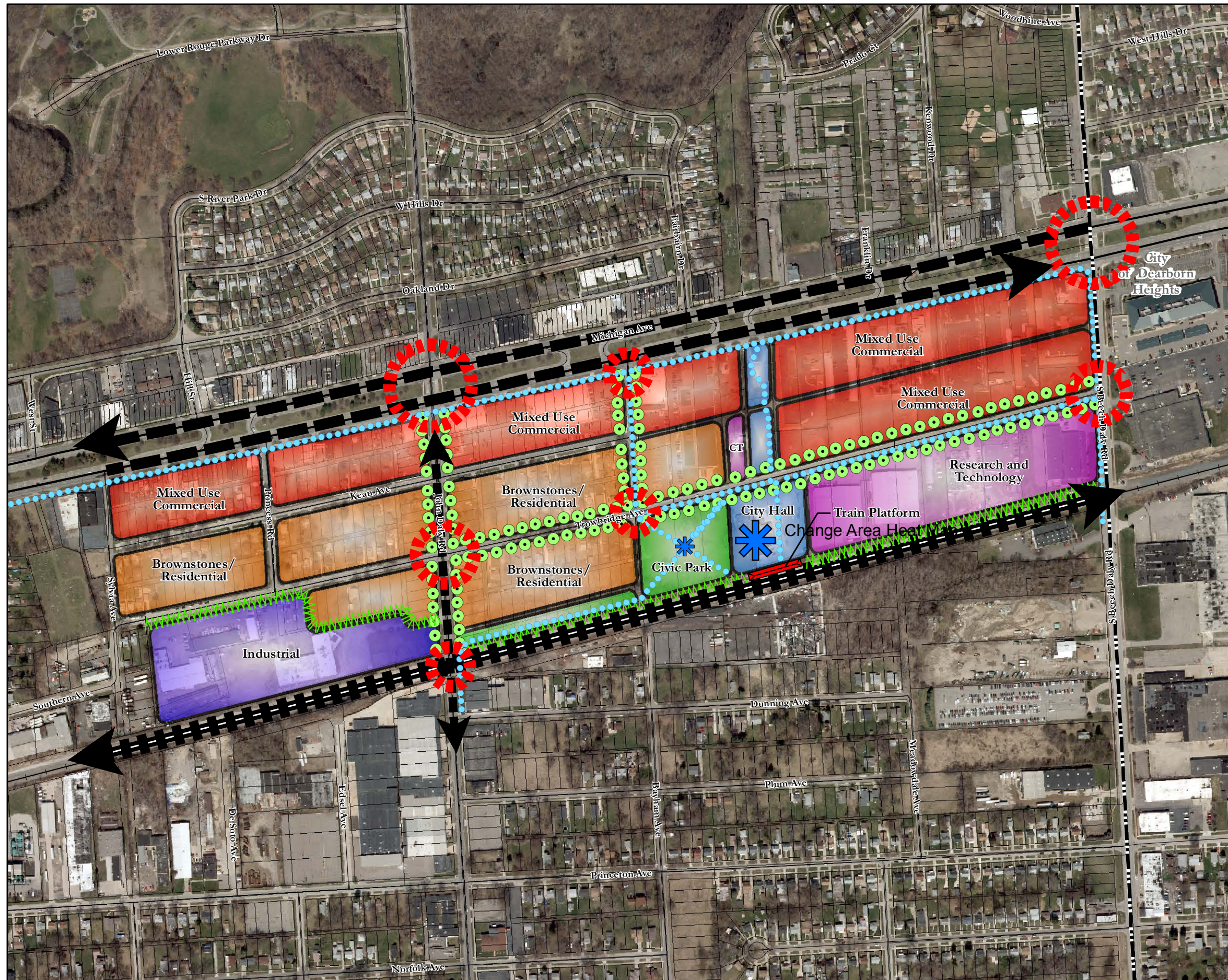
Map 4 Trowbridge Corridor Sub-Area Plan

City of Inkster, Michigan

November 22, 2016

LEGEND

-  Gateway
-  Cell Tower
-  Landscape Corridor
-  Landscape Buffer
-  Pedestrian Routes
-  Vehicular Corridor
-  Rail Road Corridor
-  Train Platform
-  City Hall/ Municipal
-  Civic Park
-  Industrial
-  Mixed Use Commercial
-  Research and Technology
-  High Density Residential



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Feet



Base Map Source: Wayne County, 2016
Data Source: McKenna Associates, Windshield Survey, 6/2/2016

BACK OF MAP

FUTURE LAND USE PLAN

The Future Land Use Map, which is presented in this chapter, is the culmination of the comprehensive planning process. This map is based on consideration of the analyses, goals, policies, strategies and public input set forth in the plan and discussed at several meetings. It provides a framework to direct zoning and land use decisions.

Future changes to the zoning ordinance text and map are expected over time as the economic, social and physical climates change. This document should serve as guide in evaluating proposed changes to the zoning ordinance and / or map. A deviation from the Master Plan should be considered with care and the reason for the deviation noted when the Master Plan is updated.

Future Land Use Concept

In developing the Future Land Use Map, several factors were taken into consideration. These considerations include:

- **Existing Land Uses and Patterns.** In many circumstances, it is advisable to place land in a future land use designation which corresponds to the actual use of the land. For example, the majority of the City's existing single family residential areas are designated as single family on the Future Land Use Map.

There are occasions where the future land use designations do not correspond with the existing land use pattern. This is done where the existing lots, buildings and uses are no longer considered appropriate for their location.

- **Goals and Objectives.** The goals and objectives of the Master Plan are incorporated into the Future Land Use Map.
- **Data and Information Collected During the Master Plan Process.** The data collected during the master plan process provides a basis for making projections for what a community may need in the future.
- **Sidewalks and Walkability.** The sidewalk network and supporting walkability in the City is a primary goal of the Future Land Use plan and the Future Transportation plan for Inkster. All residential and commercial development are required to provide sidewalks. Efforts to address sidewalk gaps in existing residential neighborhoods are also a priority.

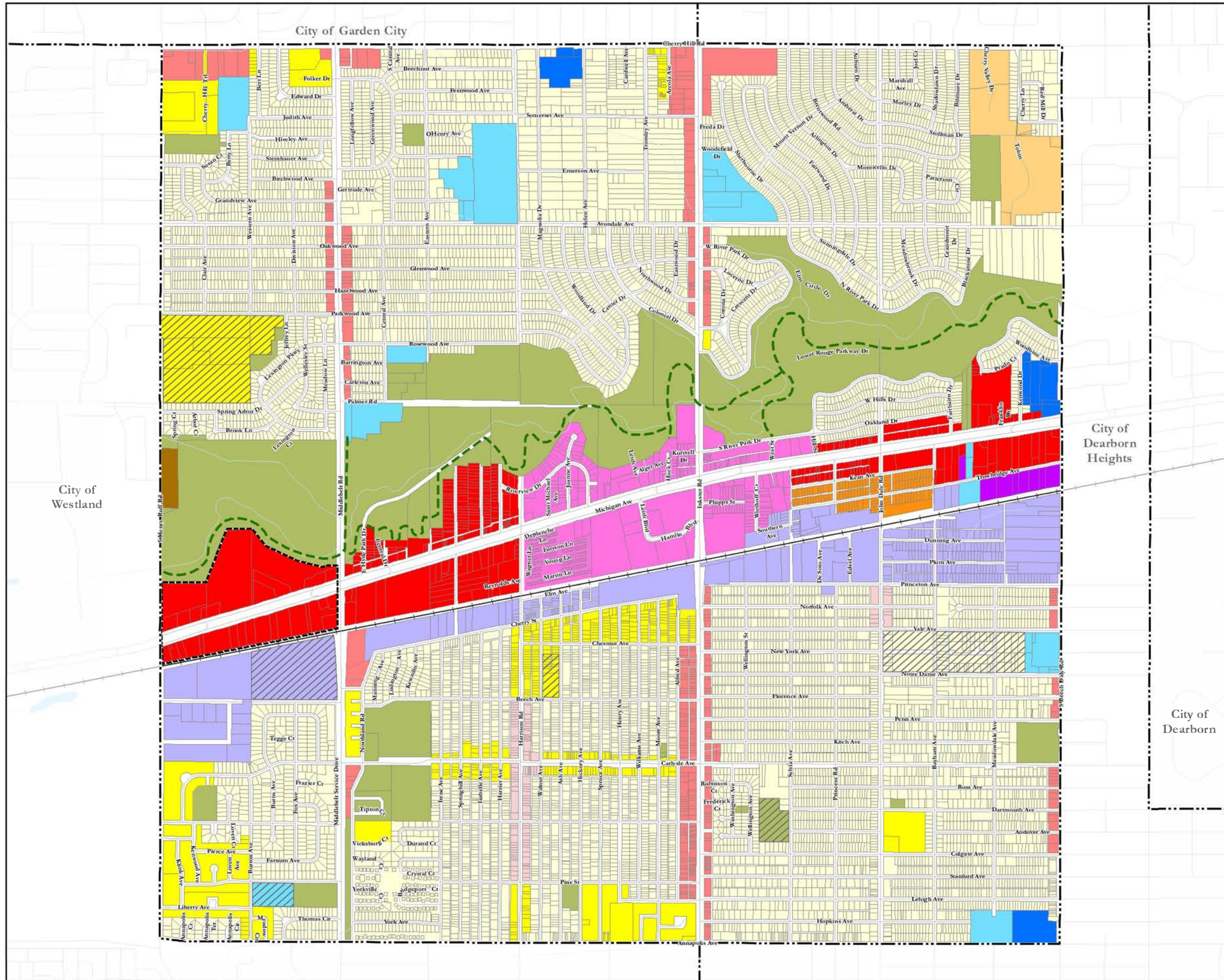
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Map 5 Future Land Use

City of Inkster, Michigan
February 16, 2017



Legend

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

0 500 1,000
Feet



Base Map Source: Wayne County, 2016
Data Source: McKenna Associates, 11/11/16

BACK OF MAP

Overview of the Future Land Use Plan

The Future Land Use Map builds upon past growth and prevailing development patterns. The City’s commercial development is primarily planned to occur in the Town Center District and Inkster and Middle Belt roads. The Town Center District has the greatest potential for new commercial development or redevelopment. The remainder of Michigan Avenue will provide regional commercial and limited industrial uses serving Inkster and the surrounding communities.

Harrison Road has been identified as a corridor for Neighborhood Mixed-Use. The properties in this area are appropriate for a mixture of uses including residential, small business, and small scale manufacturing and maker spaces.

The main industrial areas are planned north of Princeton Avenue, south of the railroad tracks and along Industrial Drive.

Areas planned as Recreation correspond with existing parkland. Similarly, all existing public and semi-public uses are planned as Public on the Future Land Use Map.

Five residential classifications of varying density are shown on the Future Land Use Map. The vast majority of the City is dedicated to residential development, with low density residential being the predominant future land use category.

Purpose of the Future Land Use Map

The Future Land Use Map sets forth recommendations for continued use, 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 what City leaders and citizens would like to have developed.

Together, the Master Plan and Future Land Use Map provide a flexible guide to promote informed public and private decision-making for the betterment of the community. The land use designations on the map are generalized; they are not intended to be site specific or to follow specific property lines. Although the Master Plan and Future Land Use Map form the basis for the Zoning Ordinance and other legal controls, the Plan and Map are intended to be policy documents and decision-making guides.

Future Land Use Designations

Upon full implementation of the Future Land Use Map, 60.55% of the land in the City will be used primarily for residential uses. Additional residential uses are allowed in the mixed use categories, including the Town Center and Neighborhood Mixed Use. The Industrial and Reach & Technology land use category will occupy 5.57%. Recreation land, which includes parks, will occupy 17.25%. Non-residential uses, including mixed use and commercial land uses, will occupy about 13.08% of the total land area. Thus, the Future Land Use map establishes the framework to support Inkster’s historical identity as a single family residential community, but also recognizes that aging population and changes in housing preferences requires flexibility to retain a complete edge within the regional housing market. The Plan provides for expansion of non-residential uses to satisfy projected community and economic development needs and support the development of Inkster’s TCD. A more detailed review of each land use category follows.

Table 13: Future Land Use Allocations

Future Land Use	Acres	Percent
Low Density Residential	1581.04	50.69%
Medium Density Residential	201.03	6.44%
High Density Residential	43.06	1.38%
Mobile Home Park	17.55	0.56%
Brownstone Residential	5.08	0.16%
Neighborhood Mixed-Use	16.42	0.53%
Corridor Convenience Retail	102.96	3.30%
Regional Commercial	175.90	5.64%
Town Center	119.22	3.82%
Research and Technology	9.45	0.30%
Industrial	197.95	6.35%
Park and Open Space	538.05	17.25%
Public Semi Public	87.33	2.80%
Schools	23.10	0.74%
Total	3,119.14	100.00%

Source: McKenna Associates, 2017

LOW DENSITY RESIDENTIAL (1,581.04 ACRES OR 50.69%)

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 fifty percent (50.69%) 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 (241.90 ACRES OR 7.76%)

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 Medium Density Residential category can support addition necessary uses such as housing for the elderly. Thriving communities provide housing for all phases of life. With an aging population, it is important to provide adequate housing for seniors in the form of apartments, 55+ communities, independent living, and assisted living.

HIGH DENSITY RESIDENTIAL (43.06 ACRES OR 1.38%)

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 District. 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 (5.08 ACRES OR 0.16%)

One existing mobile home park is planned to exist in the future, which is located on the east side of S. Henry Ruff Road, south of Spring Arbor Drive. This plan recognizes the location of the existing mobile home park but does not encourage expansion or new communities.

BROWNSTONES RESIDENTIAL (17.55 ACRES OR 0.56%)

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 17.55 acres (0.56%) percent of Inkster's land mass to Brownstone Residential. See Trowbridge Corridor Sub Area plan.





Concept rendering of Harrison Street redevelopment

NEIGHBORHOOD MIXED-USE (16.42 ACRES OR .53%)

The Neighborhood Mixed-Use designation blends residential uses with commercial and low impact industrial land uses that provide day-to-day services and employment to adjacent neighborhoods and to the local community. Neighborhood Mixed-Use are concentrated on Harrison Road and John Daly Road and have the potential act as small business incubators that allow new businesses an opportunity to grow and prosper. Other potential uses include small scale manufacturing and maker spaces.

CORRIDOR CONVENIENCE RETAIL (96.5 ACRES OR 3.09%)

Corridor Convenience Retail permits daily services and goods to be readily available for the community. 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 Middle Belt Road, Inkster Road, and Beech Daly Road.

REGIONAL COMMERCIAL (175.90 ACRES OR 5.64%)

Regional Commercial is intended to allow for a wide variety of retail and commercial uses that services Inkster and the surrounding communities. Regional Commercial acts as a buffer around the downtown Town Center District and is located along Michigan Avenue. This category allows new development that is compatible with and contributes to the character of Michigan Avenue through use of appropriate building materials, architectural detail, color range, massing, lighting, and landscaping criteria to soften the visual impact of commercial building sites and parking areas and to accentuate the relationship to streets and pedestrian ways.

Additional uses should be considered for Regional Commercial including warehousing and distribution and uses in compliance with the Michigan Medical Marihuana Laws.

TOWN CENTER (119.22 ACRES OR 3.82%)

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 District meets many of the Best Practice evaluation criteria for Redevelopment Ready Communities (RRC). The TCD is a clearly defined area within the City that includes mixed-use and pedestrian oriented development elements. The TCD zoning classification provides flexible tools to encourage development and redevelopment. Promoting mixed-use and non-traditional housing types are also key practices of a RRC.

RESEARCH AND TECHNOLOGY (9.45 ACRES OR 0.3%)

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 (164.53 ACRES OR 5.27%)

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 Avenue west of Middle Belt. 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 Middle Belt. Shared access, landscape treatments, no outdoor storage and street facing office functions are needed to accomplish the objectives of the plan.

Screening and transition between industry and residences is not effective today. Efforts should be taken to minimize land use and traffic conflicts where industry abuts homes and other incompatible uses.

PARK AND OPEN SPACE (538.05 ACRES OR 17.25%)

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 (87.33 ACRES OR 2.8%)

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, private schools, fraternal organizations, and hospitals.

SCHOOLS (23.10 ACRES OR 0.74%)

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.

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 the future.

Trowbridge Corridor Sub Area Plan

In developing the Master Plan, the public was given multiple opportunities to provide feedback on the future land use development of the City. Concepts such as walkable communities, placemaking, mixed-use developments and multimodal transportation were repeatedly referenced by participants. The Trowbridge Corridor Sub Area, which was introduced in the 2009 Master Plan, was developed based on these principals.

It has been the City's goal to develop a passenger rail station at the site of City Hall to provide transit options to their citizens for greater and more affordable access to education, recreation, and employment opportunities. The Regional Transit Authority of Southeastern Michigan adopted their Master Plan in 2016. The Master Plan provides for bus service along Michigan Avenue with bust stops at Middle Belt, Inkster, and Beech Daly Roads. The bus service would connect to Detroit Metropolitan Airport and rail service to Ann Arbor.

To be successful, the Trowbridge Corridor must be mixed-use, pedestrian-friendly, and provide location-efficient development that balances the need for sufficient density to support convenient transit service with the scale of the community. The Trowbridge Corridor has the potential to provide residents with the opportunity to take fewer automobile trips, own fewer cars, breathe cleaner air, enjoy more greenspace, and live a healthier lifestyle as long as context sensitive design standards are used to develop the corridor.

There are six principal 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. 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 connections to the RTA transit services 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 the practice of Inclusionary Zoning (IZ). IZ encourages developers to provide affordable housing through incentives such as density bonuses, reductions in parking requirements, or flexibility in building height. Removing regulatory barriers from development and by increasing transportation options, can reduce the cost of housing. 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 and public input, 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 inter-agency 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 Avenue corridors

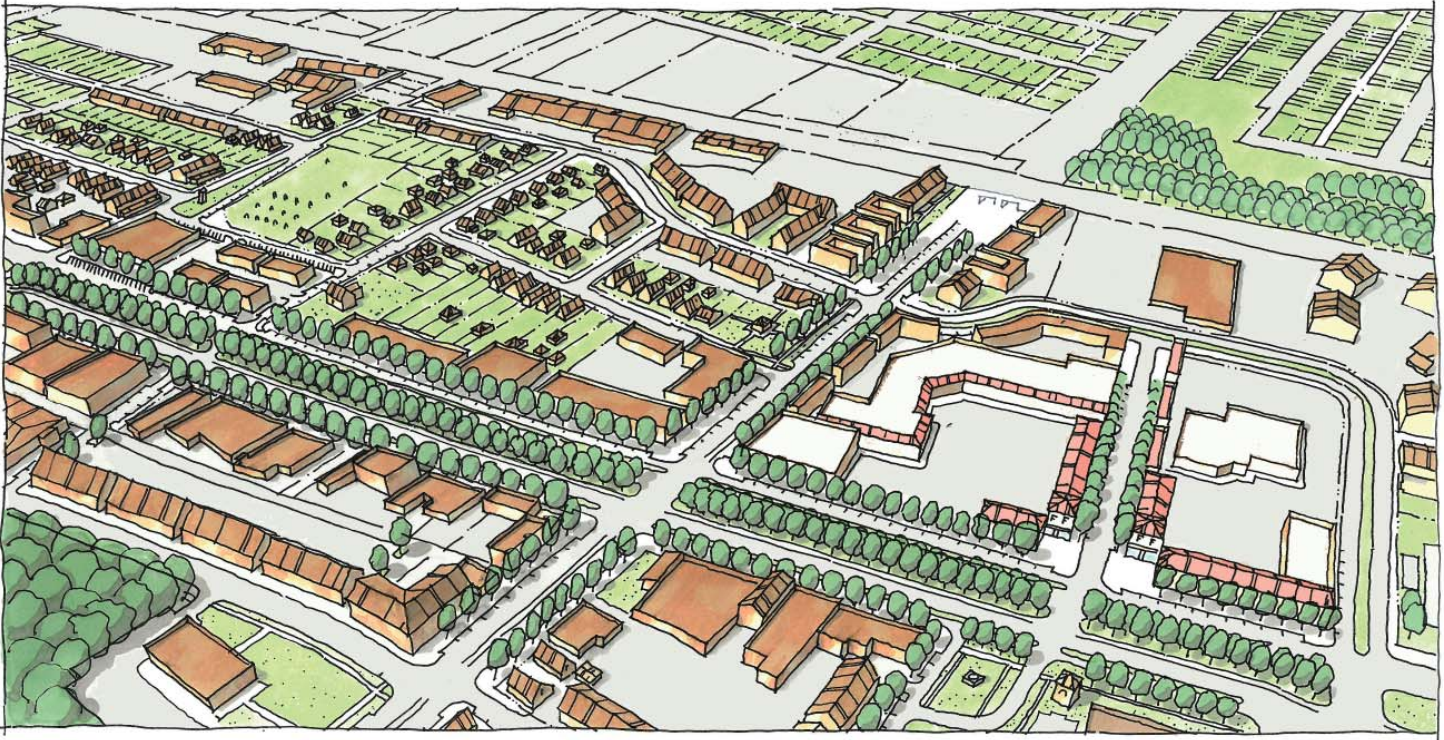
- Create an area parking management plan for the Trowbridge Corridor
- Link parking requirements to actual parking utilization and vehicle ownership levels
- Set parking ratios that reflect the area's transit service that enable people to live or work in the corridor without owning a car, or by owning 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

- Utilize Inclusionary Zoning Principals for the development of affordable housing in the corridor
- 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



Town Center looking south at Michigan Avenue and Inkster Road

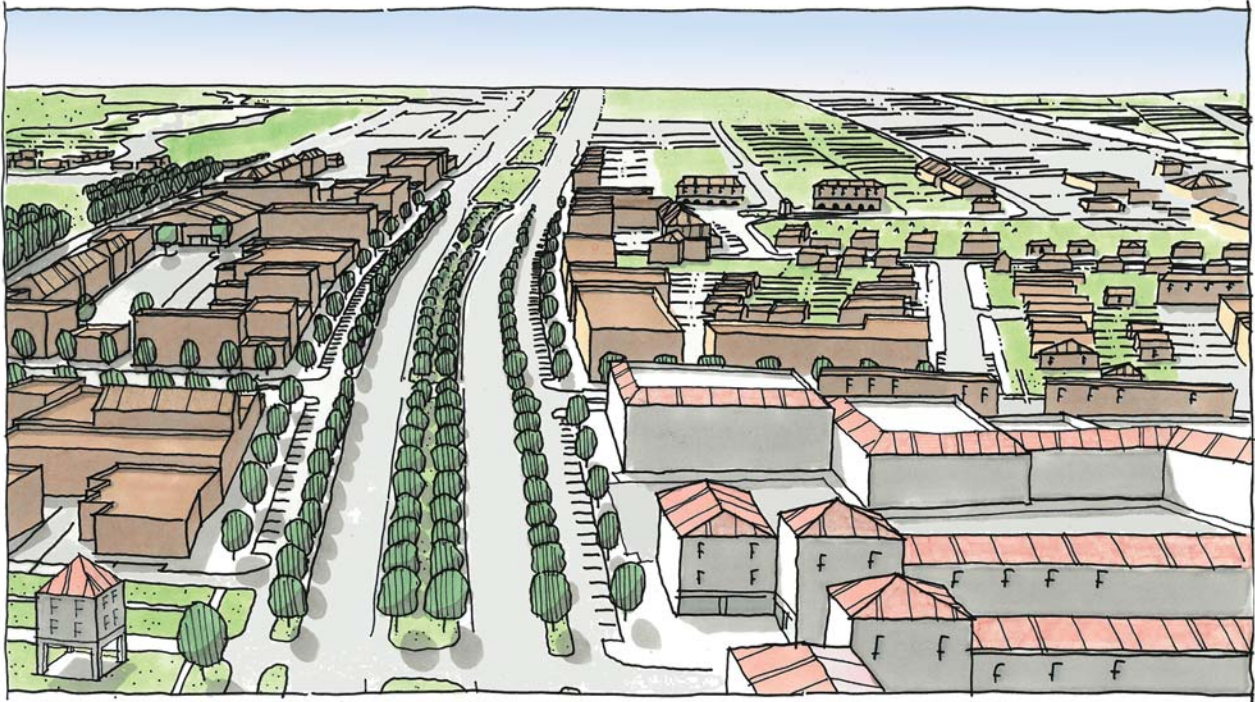
Community Core / Town Center Sub Area Plan

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 two stories and will front Inkster Road and Michigan Avenue (US-12) with zero front yard setbacks. Corner buildings should be more prominent and contain three 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.



Michigan Avenue looking east from Huck Court



New Town Center Street looking north towards Huck Court

DRAFT

Map 6 Community Core Concept Plan

City of Inkster, Michigan

November 22, 2016

Legend

-  New Mixed-Use Building
-  New Multi-Family Residential Building
-  New Single-Family, Duplex, or "Shutgun" Apartment Building
-  New Industrial Building
-  New Hotel
-  New Civic Building
-  Existing Building
-  Existing Green Space
-  New Green Space



BACK OF MAP

Community Core / Town Center Building Types

The Community Core / Town Center area of Inkster should be developed with high quality materials and building types that contribute to the character of the area. New buildings should be consistent with the range of building types typically found in Midwestern towns and cities. This section presents form-based code organized around desirable building types.

Additionally, since permitted building setbacks, building heights, and zoning categories can be assigned by building type, these attributes can be referenced to this document.

Following here is a comprehensive list of building types recommended for new buildings in the Town Center and their recommended associated regulations. A custom Schedule of Regulations is subsequently provided for these building types.



Mixed-Use

The mixed-use building type is a multi-story building type with storefronts along all primary frontage lines and extending, from the primary frontage, minimum 20-feet into secondary frontages) that has been assigned setbacks at frontage lines of zero feet. Storefronts should have minimum 60% glass at the ground-floor level, doors should be recessed minimum 3.5 feet from primary frontages lines, and minimum 5-foot deep canvas or metal awnings should be provided above all storefront windows. Upper level windows should be no more than 50% glass. All exterior building glass should be clear.

This building type should also have a vertical zoning requirement. Ground floor encouraged uses are restricted to retail and restaurant uses, while the upper floors are restricted to office, light industrial, and residential uses. These buildings should also be large enough to extend along the majority of all frontage lines thus, due to their zero-feet maximum setback, providing an immediate physical presence along frontages.

This building type is ideal for downtown and the retail segments of downtown shopping streets.



Retail

The retail building type is a single-story limited-use building with storefronts along all primary frontage lines and extending, from the primary frontage, minimum 25 feet into secondary frontages. Storefronts should have minimum 50% glass, doors should be recessed minimum 3.5 feet from frontage lines, and minimum 5-foot deep canvas or metal awnings should be provided above all storefront windows. This building has frontage setbacks of zero feet. Encouraged uses are limited to uses that serve to create continuity of activity along the street, such as retail, restaurant, and some entertainment-based uses. These buildings should also be large enough to extend along the majority of all frontage lines thus, due to their zero-feet maximum setback, providing an immediate physical presence along frontages.

This building type is ideally configured for downtown and in the retail segments of downtown shopping streets.



Liner

The liner building type is merely a mixed-use or retail building type (see descriptions of those above) that has been limited in depth to between 20 and 36 feet from frontage lines and used to conceal parking behind. Grade level encouraged uses include uses that serve to create activity along the street such as retail, restaurant, and some entertainment-based uses. If multi-story, upper floor uses permitted include residential, office, service, or light industrial.

This building type is ideally configured for mid-block conditions, secondary streets in downtown, and adjacent to (located toward the edges of) the retail segments of downtown shopping streets. If extending to corner locations, then storefronts should extend into the secondary frontage for minimum 25 feet or the depth of the building, whichever is greater.



Cottage Retail

The cottage retail building type is a mixed-use building type with a residential building form that permits storefronts along all primary frontage lines and, where storefronts have been employed, extending minimum 7.5 feet from the primary building frontage down the sides of the corresponding building. Storefronts should have minimum 60% glass at the ground-floor level and doors recessed minimum 3.5 feet from the frontage line. This building type emulates or repeats a building form that has often evolved to become an existing condition in older neighborhoods adjacent to formal retail centers. The resulting form is a modestly-scaled building, including a gable and a pitched roof, usually with a storefront at the ground floor. Uses on the ground floor behind the storefront may or may not include retail or restaurant uses and the storefront may or may not be setback from the frontage line.

Encouraged uses include retail, restaurant, office, service, or light industrial. Residential uses may be located behind other uses on the ground floor level and/or on upper levels. These buildings may be designed from scratch or result from the modification of any residential building type (building code permitting), within designated zones.



MIN. 12'- 0" WIDE BY 7'- 0" DEEP FRONT PORCH REQUIRED

Rowhouse

The rowhouse building type consists of a contiguous row of individual residential units (three or more) side-by-side, sharing common walls with one another, and with each unit extending front to back and continuously from below grade through to the roof. Another term for rowhouses is townhouses. Additionally, each unit features a main exterior entrance along a frontage line, and typically in the Midwest, such buildings are set back from that frontage line with individual or shared front porches accessed from each unit.

In addition to parking and residential, encouraged uses for this building type include home occupations.

Permitted uses in this building type are restricted to residential uses.



DOUBLE-LOADED SINGLE CORRIDOR FRONT TO BACK OR COURTYARD OR FORECOURT MODELS ALLOWABLE

1ST FLOOR FINISH LINE 26" TO 34" BELOW EXTERIOR GRADE ALONG PRIMARY AND SECONDARY FRONTAGES. 1ST LEVEL USES MAY INCLUDE RESIDENTIAL, PARKING, MECHANICAL, LAUNDRY OR COMMON MEETING ROOMS

Apartment Building

Apartment buildings may take on a small variety of multi-family building configurations, three units or more, that do not correspond to the rowhouse configuration. For instance, apartment buildings do not have units continuous from the ground floor to the roof. This small variety of configurations includes shotgun (one or two units wide, front to back), courtyard, and forecourt configurations.

All of these apartment building configurations feature significant building setbacks, around 10 - 15 feet, on all sides except along secondary frontages and alleys, which often do not include building setbacks.

Additionally, apartment buildings are limited to 3 - 4 stories in height, where the lowest level is usually partially below grade and the second level partially above grade in order to achieve a privacy separation between the unit and the adjacent street and sidewalk. Building entry is typically at-grade.

Encouraged uses in this building type are restricted to residential uses.



Duplex

The duplex building type is any independent building configuration consisting of exactly two residential units, usually surrounded by a private or common yard, meeting minimum room quantity and size requirements as dictated by the local building code, zoning code, or both.

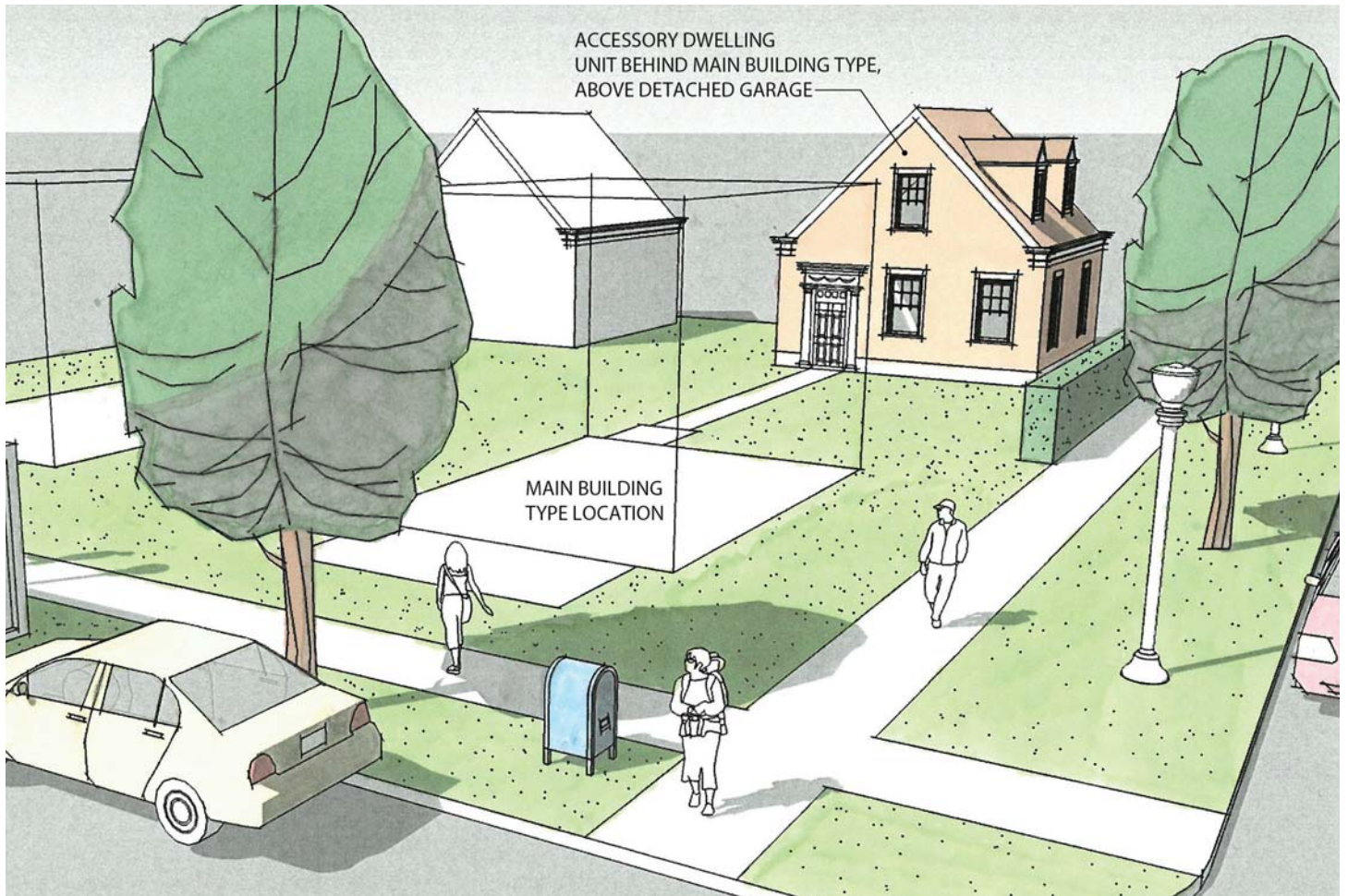
The units can be side-by-side (similar to rowhouses) or stacked one above the other. Similarly, to single-family residential buildings, these buildings include front porches that encroach into the established building setback and optional detached garages.

In addition to parking and residential, encouraged uses for this building type include home occupations.



Single-Family

A single-family building type consists of a detached building containing one residential unit, usually surrounded by a private or common yard, and meeting minimum room quantity and size requirements as dictated by the local building code, zoning code, or both. Similar to duplex residential building types, these buildings include front porches that encroach into the established building setback and optional detached garages. In addition to parking and residential, allowable uses for this building type include home occupations.



Accessory Dwelling Unit

Accessory dwelling units consist of one or more apartment units located above a detached garage. Like other detached garages, these buildings are typically setback 3 feet from an alley easement and adjacent property lines. Entry is at grade with an interior stairway servicing the upper level.

In addition to parking and residential, encouraged uses for this building type include service, maker spaces, office, and retail.

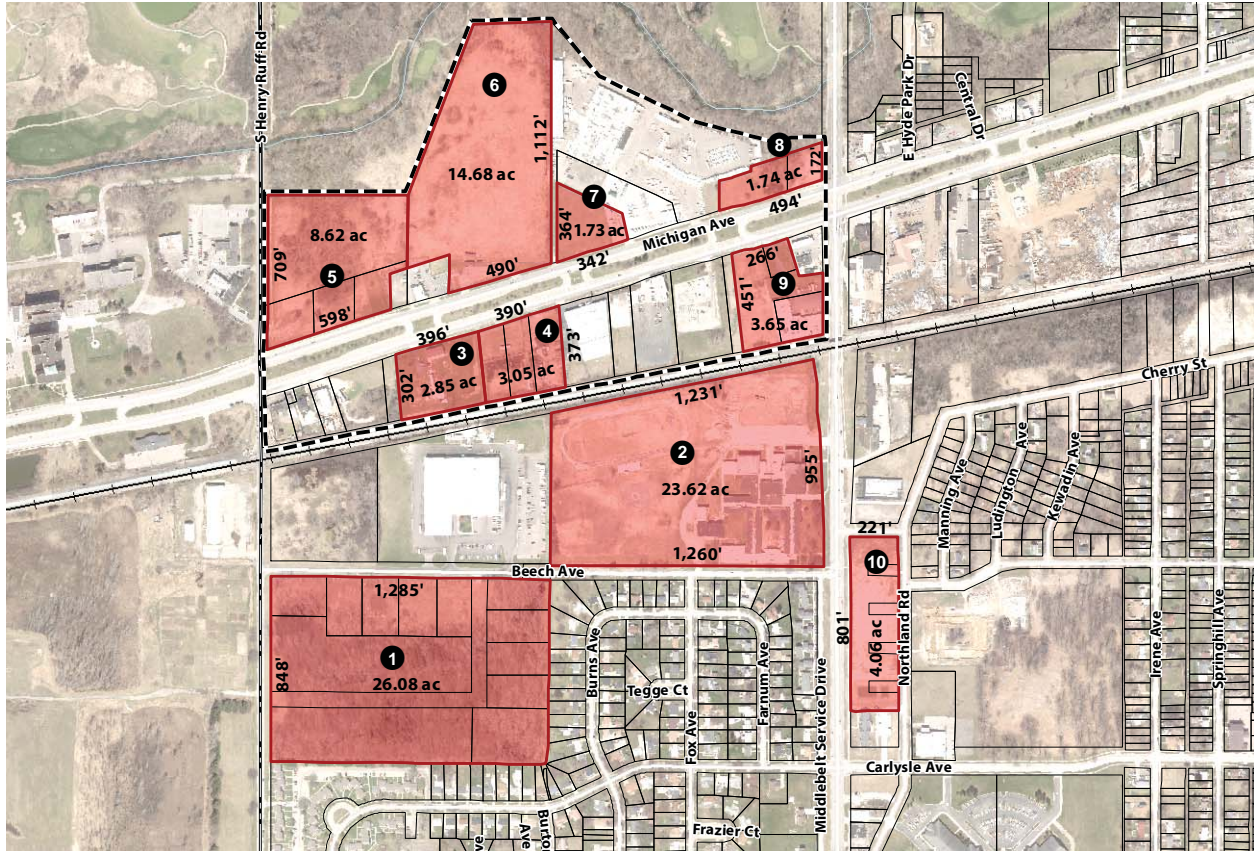
Schedule of Regulations for Community Core / Town Center

Table 14: Schedule of Regulations for Community Core / Town Center

Building Type	Front Setback	Side Setback	Rear Setback	Height	Maximum Lot Size
Mixed-Use	Max. 0'	Min. 0'	Min. 0'	42' Max. / 3 Stories	50' Width, 150' Depth
Retail	Max. 0'	Min. 0'	Min. 0'	18' Max. / 1-Story	50' Width, 150' Depth
Liner	Max. 0'	Min. 0'	Min. 0'	30' Max. / 2 Stories	60' Width, 36' Depth
Cottage Retail	Min. 0'	Min. 10'	Min. 10'	42' Max. / 2 ½ Stories	50' Width, 150' Depth
Apartment	Min. 10' / Min. 0' at Secondary Frontages	Min. 10'	Min. 10' / Min 0' at alley easements	42' Max. / 3 ½ Stories	100' Width, 150' Depth
Rowhouse	Min. 25' / Front porches may encroach 12'	Min. 10'	Min. 10' / Min. 0' at Secondary Frontages	42' Max. / 3 Stories	140' Width, 150' Depth
Duplex	Min. 25' / Front porches may encroach 12'	Min. 10'	Min. 10'	42' Max. / 2 ½ Stories	50' Width, 150' Depth
Single-Family	Min. 25' / Front porches may encroach 12'	Min. 10'	Min. 10'	42' Max. / 2 ½ Stories	50' Width, 150' Depth
Accessory Dwelling Units (and other detached garages)	Min. 60' / Min. 10' from Main Building Type	Min. 3'	Min. 3'	42' Max. / 2 ½ Stories	N/A

Notes:

1. Front Setback requirements apply along all frontage lines.
2. Buildings with 0' side setbacks may open into one another.
3. If the right-of-way line is modified setbacks shall be taken from the new line.

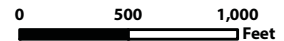


Map 7: Entertainment District

City of Inkster, Michigan

Legend

☐ Entertainment District Boundary



Base Map Source: Wayne County, 2016

Entertainment District Sub Area Plan

As shown on the map above, and on the Future Land Use Map, the west end of Michigan Avenue is planned for the development of an Entertainment District. The district is bound by Henry Ruff on the west, the railroad on the south, Middle Belt Road on the east, and the river on the north. The Entertainment District is strategically located to provide access to neighboring communities, I-275, I-94, the Detroit Metropolitan Airport, and the planned future RTA Michigan Avenue Bus Rapid Transit line and Regional Rail. More than 90 acres of underutilized or potential redevelopment sites are identified on the 10 sites noted above. The City plans to work with potential developers, business owners, and land owners to create a robust and attractive Entertainment District that serves as a prominent gateway and economic engine for the City's west side.

Encouraged Uses:

- Restaurants / Fine Dining
- Bars / Nightclubs / Cabaret / Performance Venues
- Full Service Hotels / Live Work Housing / Mixed Uses
- Sports Entertainment / Recreation
- Arts / Film / Music / Production Facilities
- Maker Spaces / Creative Service

Discouraged Uses:

- Auto Sales / Auto Repair
- Health Services / General Office
- Warehousing / Building Supplies
- Multifamily Housing / Single Family Housing
- Auto-Oriented Services / Drive-Thru Windows
- Big Box Retail / Small Box Retail

To implement the Entertainment District, the City should conduct a market retail study and develop a zoning district, or an overlay district to regulate uses. Zoning provisions should require durable and attractive materials as well as human scale site access and circulation. Flexibility of uses should be considered in site design to ensure that all buildings can serve multiple purposes if tenants or markets shift in the future.

ARCHITECTURE

The following general architectural standards are strongly encouraged for developments along Michigan Avenue, Inkster Road and side streets in the Community Core / Town Center area.

General Architectural Standards:

1. Storefronts, where applicable to particular building types, are always located at grade-level and consist of minimum 60% glass (between 2 feet and 10 feet above finish grade or sidewalk) and doorways (main entrances) recessed minimum 3.5 feet. Refer to the mixed-use architectural standards diagram (ground floor level), for additional storefront requirements.
2. Exterior finish materials on all façades shall be limited to brick, cut stone, wood siding or shingles, cementitious siding or shingles, and/or Portland Cement stucco (no E.I.F.S. or other synthetic stucco or rusticated elements).
3. All window glass shall have a minimum transparency of 80%.
4. Wall materials may be combined on each façade only horizontally (one above the other, not side-by-side), with the heavier material below the lighter.
5. Use fine and smooth textured surfaces when using materials such as architectural pre-cast concrete, textured block or stucco for exterior cladding. Rusticated stone is prohibited.
6. Allow any natural color of primary materials such as stone or brick to dominate the majority of façade surface as its base color.
7. Use accent colors for elements such pilasters, horizontal bands, cornices and window frames to complement the shade of the base color.
8. Flat roofs shall be enclosed by parapets a minimum of 42 inches above the roof surface, or as required to conceal rooftop mechanical equipment.
9. All wall openings, including porches, galleries, arcades and windows (with the exception of storefronts) shall be square or vertical in proportion.
10. Excluding storefronts at grade, wall openings shall be punched through an opaque façade and not exceed 50% of the total building wall area, with the façade corresponding to each structural bay calculated independently.
11. Doors and windows that operate as sliders are prohibited along frontages.
12. Pitched roofs, if provided, shall be symmetrically sloped no less than 5:12, except that roofs for porches and attached sheds may be no less than 2:12.
13. Balconies and porches shall be made of painted wood, decorative iron, or steel.
14. Along mixed-use, liner, and retail building type frontages, include a minimum 72-inch height manicured hedge, a low brick wall with a 4 inch concrete cap (between 32 and 36 inches above sidewalk in height, including wall and cap), or decorative metal fencing inset between capped brick piers as a parking screen where said frontage line is not already occupied by the corresponding building façade.
15. Pertaining to sites with other than mixed-use, liner, or retail building types, fences within the first 25 feet of the primary building frontage shall be painted wood or decorative metal and be 30 to 36 inches in height. Fences otherwise may be of wood board or chain link up to 6 feet in height.
16. Additionally, street screens should be constructed of a material matching the adjacent building facade.
17. Employ a minimum 11 feet and maximum 15 feet floor-to-floor height between finish grade and/or sidewalk surface

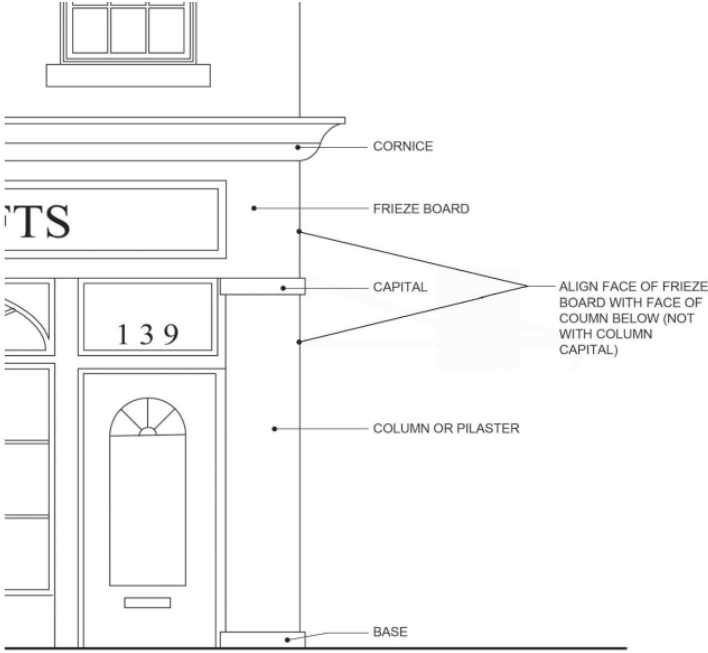
at the primary frontage of the building and the second floor finish floor line. Employ a maximum 10.5 feet floor-to-floor height between upper floors.

18. Accessory dwelling units excepted, locate the main entrance and any signage of all buildings so as to address a street (not at the rear of building or addressing a parking lot).
19. Construct all facades and façade segments parallel with a street at the corresponding frontage line (or, in cases where there is a building setback along the frontage of minimum 25 feet, alternately provide decorative metal fencing inset between capped brick piers at the R.O.W line).
20. Pertaining to mixed-use building types, create a sense of scale and proportion with the street level façade by using storefront spacing and rhythm that provides for a visually interesting façade. Rhythm implies that storefront spacing repeats and that pilasters and entryways have been provided to accommodate repetition. Provide a hierarchy of architectural details and features with the emphasis on the street level.
21. Flat-roofed buildings should have a base, shaft, and capital similar to that of a column. A building base can be created minimally with the use of storefronts while a building capital can be achieved with the inclusion of a building cornice line. The shaft, in this case, would be implied by the remaining body of the building itself. See the mixed-use architectural standards diagram for an example of a flat roofed building with a base, shaft, and capital.
22. Set storefront window frames 15 to 30 inches above the finished grade to provide durability and to accommodate traditional main street building features, such as base panels, sills, and display windows.
23. Recess all window frames (including at storefronts) 4 to 8 inches to provide a shadow line and accentuate exterior wall thickness and, correspondingly, employ exterior wall thicknesses sufficient to provide a such shadow line.
24. Storefront glass excepted, all building windows should be operable.
25. Provide awnings or building overhangs to shade storefront glass.
26. For storefront and display windows along frontages, provide and maintain at least 80% of the storefront and display windows as free from visual obstructions such as signs, logos, advertisements, window screens, security grille, blinds or window covering.
27. Employ awning and canopy materials such as canvas, metal or glass. Vinyl and plastic are unacceptable materials for awnings and canopies.
28. Internally illuminated awnings are unacceptable.
29. Use awnings to define individual storefront openings only. The continuation of awnings along blank walls is unacceptable.
30. First floors not associated with storefronts (or contiguous with lobbies) should be elevated minimum 18 inches above exterior finish grade.
31. Sloped roof materials may include slate, terracotta, cedar shingles, standing seam metal, dimensional (or solid dark green, dark red, or dark gray) asphalt shingles.

Miscellaneous Building Detail Requirements

Frieze Board Location

For roofs and upper floors that are supported by, or appear to be supported by, columns or pilasters.



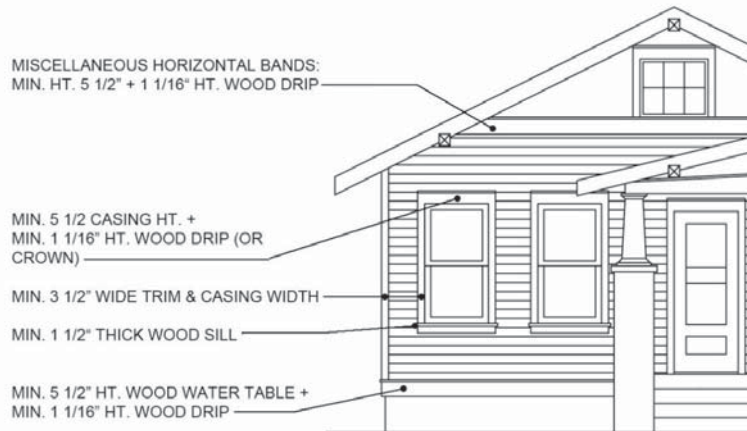
Masonry Windows

Close-up of architectural regulations for masonry windows



Siding and Trim Casing

Close-up of architectural regulations for siding and trim casing



Mixed-Use Building Regulations



ZONING PLAN

Below, the zoning districts in the City are described and their relationship to the Master Plan discussed below.

Districts and Dimensional Standards

There are 11 zoning districts in the City, each of which is described in the current Zoning Ordinance. There, uses permitted in each district are described. In addition, the Zoning Ordinance's schedule of lot, yard, and area requirements defines specific area, height, and bulk requirements for structures in each zoning district. The Zoning Map is also a part of the Zoning Ordinance and illustrates the distribution of the defined zoning districts throughout the City. They are as follows:

- **R-1A Through R-1C, One Family Residential Districts:** The intent of the One Family Residential Districts is to provide areas of the City for the construction and continued use of single family dwellings within stable neighborhoods.
- **RM, Restricted Multiple Dwelling District:** The RM Restricted Multiple Dwelling District is designed to accommodate those types of low-rise multiple dwelling structures which are similar, in terms of use and architectural character, to one-family dwellings. The RM District is further designed to encourage a more intensive use of residential land through the elimination of certain exterior yard areas and the development of building types and / or modules, which will contain private interior open spaces or provide common exterior open space areas.
- **RM-1, Multiple Family Residential District:** The intent of the RM-1 Multiple-Family Residential Districts is to address the varied housing needs of the City residents by providing locations for development of multiple family housing at a higher density than is permitted in the single family districts.
- **O-1, Office District:** The O-1 Office Building District is designed to accommodate office uses that provide limited impact on adjacent residential neighborhoods. These districts are intended to be located adjacent to major shopping centers or other large establishments generating greater volumes of vehicular and pedestrian traffic. The City does not currently have any land zoned for O-1, as office uses have been included in the commercial zoning districts.
- **B-1, Local Business District:** The intent of the B-1 Local Business Districts is to provide residential scale convenience shopping and personal service uses to meet the day-to-day needs of persons residing in adjacent residential areas. Uses exhibiting low-intensity, limited hours of operation, low volumes of traffic, low noise levels and developed at scale and character of nearby neighborhoods are intended for the B-1 district.
- **B-2, Thoroughfare Mixed-Use District:** The B-2 Thoroughfare Mixed-Use District intends to provide for a mixed-use environment of business and higher density residential land uses. The district further intends to permit business establishments that balance both the convenience and comparison shopping needs of neighboring residents. These uses are more intensive than those permitted in the B-1 Local Business District, but not large scale vehicle dominated establishments as found in the B-3 General Business District. Because of the variety of business types and residential dwellings permitted, critical attention must be focused on site layout, building design, vehicular circulation, and coordination of site features between adjoining sites.
- **B-3, General Business District:** The intent of the B-3 General Business District intends to provide locations for development of businesses which cater primarily to the comparison shopping needs of the City's and surrounding communities' residents on an intermittent or semi-monthly or greater basis. Convenience type commercial uses are permitted in combination with the predominant comparison uses in planned shopping center developments where a combination of such uses is considered appropriate based on the desired economic function and quality and range of businesses in the B-3 District.
- **M-1, Light Industrial:** The M-1 Light Industrial District intends to provide locations for planned industrial development, including planned industrial park subdivisions. Permitted activities or operations shall produce no external impacts that are detrimental in any way to other uses in the district or to properties in adjoining districts. Accordingly, light industrial, research, and related office uses permitted in this district should be fully contained within well-designed buildings on amply landscaped sites, with adequate off-street parking and loading areas, and with no outside storage. Heavy industrial uses, such as those involving the processing of raw material for shipment in bulk form to be used at another location, shall not be permitted in this district.

- **TCD, Town Center District:** The TCD Town Center District intends to provide a vibrant mixed-use civic center. Experience has shown that successful cities have a town center focal point that integrates civic, convenience and community retail businesses and residences in a coordinated and pedestrian-friendly land use strategy. To this end, this district intends to achieve integrated site planning of adjoining developments to achieve a pedestrian-friendly environment, compatibility of architectural scale and character, compatibility of land uses, higher-density residential developments, support retail and civic core.

To meet the intent of the TCD, changes are recommended to the zoning requirements for the district. The City should consider following the Redevelopment Ready Communities Best Practices to streamline the approval process. For instance, change in tenants for existing spaces under 5,000 square feet should be approved administratively. Other practices to consider are reducing the minimum parking requirements, encouraging shared parking, and access to multi-modal transportation.

The following is a list of proposed Master Plan land use designations and their corresponding zoning district. Not all of the Master Plan’s future land use categories will match up with the current location or regulations of the zoning district that they most closely correspond to. Recommended revisions the Zoning Ordinance are discussed below.

Table 15: Future Land Use and Zoning Map Correlation

Future Land Use Designation	Zoning District
Low Density Residential	R-1A, R-1B, and R-1C One Family Residential Districts
Medium Density Residential	RM, Restricted Multiple-Family Dwelling District
High Density Residential	RM-1, Multiple-Family Residential District
Mobile Home Park	RM, Restricted Multiple-Family Dwelling District
Brownstones Residential	TCD, Town Center District
Neighborhood Mixed-Use	B-1, Local Business District
Corridor Convenience Commercial	B-2, Thoroughfare Mixed-Use District
Regional Commercial	B-3, General Business District
Town Center	TCD, Town Center District
Research and Technology	M-1, Light Industrial District
Industrial	M-1, Light Industrial District
Park and Open Space	n/a
Public Semi Public	n/a
Schools	n/a

Recommended Revisions to the Zoning Ordinance and Map

In order to meet the goals of this plan, the following revisions to the Zoning Ordinance and Map are recommended:

- Much of the property currently zoned B-3 is industrial in nature. It would be consistent with the Future Land Use Plan to amend the B-3 zoning district to allow warehousing and distribution uses along with uses consistent with Michigan Medical Marihuana Laws.
- The City should consider removing the O-1 zoning district for clarity as office uses have been included in the commercial zoning districts.
- The Future Land Use Plan identifies areas in the City such as along Trowbridge Avenue and Harrison Road with land use classifications that are different than their corresponding zoning district. To promote quality development that meets the character and culture of the community, the City should consider rezonings that are consistent with the Future Land Use Plan.

An aerial photograph of a city, likely a university campus, with a purple overlay. The image shows various buildings, parking lots, and green spaces. The text "FUTURE TRANSPORTATION" is overlaid in white, bold, sans-serif font on the left side. A large white number "4" is positioned on the right side.

FUTURE TRANSPORTATION

4

COMPLETE STREETS

This chapter considers the complete networks of roadways, railways, pedestrian ways, bicycle ways, and transit, which encompass all the modes of transportation. Examination of traffic volumes, access points, pedestrian circulation, and conditions of the street network is an integral part of the Master Plan. The importance of making Inkster safer to walk and bike was a highlighted priority in the *Reinvent Inkster* strategic plan.

Complete Streets Policy

Inkster streets will be safe and accessible for all users: pedestrians, bicyclists, and motor vehicle drivers. Complete Streets accommodate people of all ages and physical abilities. There is no single formula or prescription for a Complete Street in Inkster. Streets are “complete” when they fit in the context of the surrounding area. Not all Inkster streets will include all of the elements below, but this list represents what the City will strive to achieve when evaluating future transportation projects.

- **Pedestrians:** Inkster’s streets will include sidewalks with unobstructed walking space, adequate lighting, benches, trees, shading, roadway separation and on-street parking, easy access to walkable destinations, and safe and frequent crossings.
- **Bicyclists:** Inkster’s streets will include spaces to bike comfortably shared with traffic, or clearly marked bike lanes with appropriate separation based on speed and volume of vehicle traffic, adequate bicycle parking, intersection treatments, and destinations accessible by bike.
- **Vehicles:** Inkster’s streets will be safe and convenient for driving. Signals will be timed to reduce congestion, on-street and off-street parking will be easily accessible and appropriately priced, and streets will be designed to promote safe driving speeds.
- **Streets are places:** Inkster’s streets will be places. They will not simply link destinations; they will be destinations in themselves, and include places for social gathering, exercising, and relaxing.
- **Streets add value:** Inkster’s streets will enhance property value and be coordinated with land use development standards to support commerce through connectivity, design aesthetics, street life, and access.
- **Transit:** Inkster’s streets will support access to existing and future transit systems in the region.

Supporting Complete Streets in Inkster will complement existing development patterns, enhance the attractiveness and use of the Town Center District, extend traditional neighborhood development patterns as sites are redeveloped and improve on the walkability of the City.

Protecting Vulnerable Users

It is generally recognized that traffic volumes on the major streets through Inkster are high. This is due, in part, to the centralized location of Inkster in Wayne County. While higher traffic volumes are desirable for business, excessive volumes and higher speeds cause a downtown to become less attractive. To promote safety, Inkster will protect its vulnerable roadway users by prioritizing pedestrians and bicycles in transportation network design, especially in the Town Center District.

VEHICLE CIRCULATION

The ability of people and goods to efficiently flow without unexpected stops or unprecedented congestion is an important part of the quality of life in a community as well as a vital part to a community's economic well-being and growth.

Circulation Analysis

One way to evaluate the street system is to determine how well each street serves its purpose. Streets are classified in two ways: [1] a national ranking system called “Functional Classification” and [2] Act 51 of 1951 by the Michigan Department of Transportation (MDOT).

FUNCTIONAL CLASSIFICATION

The Federal Highway Administration (FHWA) developed the National Functional Classification (NFC) to classify all highways, streets, and roads per their function. This system has been in place since the 1960s and is recognized as the official road classification system by the FHWA. The following paragraphs list each category in the NFC.

- **Principal Arterials:** Principal arterials are the prominent road type in NFC hierarchy and are generally known as highways and freeways. They provide high speed uninterrupted travel with limited access or restricted access to regionally important urban areas and amenities such as airports.

The principal arterials within Inkster include Michigan Avenue (M-12), Middle Belt, and Inkster Roads. Michigan Avenue is under the jurisdiction of MDOT as it is classified as a state trunk line and serves as the City's major arterial, carrying approximately 32,000 cars per day of local and regional traffic and connects the City to greater metropolitan Detroit and Washtenaw County. Inkster Road and Middle Belt Road are under the jurisdiction of Wayne County.

- **Minor Arterials:** Minor arterials are similar in function to principal arterials but they generally carry less traffic and connect to smaller urban centers.

Cherry Hill and Beech Daly Road south of Michigan Avenue are the two minor arterials in the City. Cherry Hill Road west of Inkster Road is under Wayne County jurisdiction.

- **Major Collectors:** Major collector roads are important travel corridors and provide service to arterial roads and often connect major population and employment centers.

The three major collectors in Inkster are Avondale Avenue, Annapolis Avenue, Henry Ruff Road, John Daly Road, Beech Daly north of Avondale Road, and Palmer Road west of Henry Ruff Road.

- **Minor Collectors:** Minor collectors often collect traffic from local roads and private property and provide connections to more developed areas. Currently, no minor collectors exist within the City.

- **Local Roads:** Local roads primarily provide access to property and include residential streets. All the remaining roads within Inkster are local roads.

ACT 51

Act 51 is the mechanism under which the State of Michigan shares road maintenance funds with communities. Municipalities are awarded funds based on the mileage of roadway within their boundaries.

Under Act 51, roads are divided into two categories – Major Streets and Minor / Local Streets. Major Streets receive more funding per mile. As shown on the map, Inkster's street system generally follows a traditional grid, which provides the most direct route, and better movement of vehicle. The Lower River Rouge goes through Inkster, which disrupts the grid and some curvilinear street patterns present in neighborhoods that boarder the river.

When compared to the NFC, Act 51 major streets generally correspond to arterials and collectors, minor / local Streets generally correspond to local roads. SEMCOG estimates Inkster's 2015 Act 51 revenue at \$1,483,122, for 94.66 roadway miles, which equals \$15,668 per mile. Cities are required to spend a minimum of 1% of these funds on non-motorized projects.

FUTURE TRANSPORTATION PLAN

The Future Transportation Map sets forth recommendations for the development of public right-of-way in a manner consistent with and supportive of recommendations for Future Land Use. The Future Transportation Map maintains the existing, functional classification and Act 51 designations, as well as signal locations. The recommendations focus on intersection improvements, gateway creation, and improvements for more complete streets with pedestrian, bus transit, and bicycle facilities. The network is designed to link Inkster's most important community facilities, like Downtown and the River Rouge Parkway and Trail, and establish easy to navigate connections for people to walk and bike in their neighborhoods and around the City.

Sidewalk Network

Inkster embraces walkability as a primary goal for the transportation system. The City's sidewalk system is not comprehensive. There are portions of the City that lack links in the residential sidewalk network and additional sidewalks are needed to complete the pedestrian pathway system.

This plan recommends a full build out of the sidewalk network in all areas of the City. Residential sidewalks should be a minimum of five feet wide and have a minimum of 5 feet of landscape separation from the roadway. Where right-of-way permits a 10-foot landscape separation in residential areas is desired.

Further, it is important to provide improved pedestrian access between the existing senior community, the City offices, and the downtown. This will facilitate safe access between these points, permitting seniors to get to the downtown for appointments or shopping without reliance on a vehicle. This will aid in supporting efforts to improve the economic climate of the downtown.

Transit Connections

Inkster is served by two SMART bus lines, the 280 Middle Belt South and the 200 Michigan Avenue Local. The 280 connects to the Detroit Metro Airport, Garden City and the Garden City Hospital. The 200 connects into Fairlane Town Center, Dearborn and Wayne, with peak hour service into Downtown Detroit.

The Master Plan for the Southeast Michigan Regional Transit Authority (RTA) and the corresponding BEST: Michigan Avenue Corridor Plan recommends Bus Rapid Transit Service (BRT) along Michigan Avenue between Detroit and the Detroit Metro Airport Running along Michigan Avenue to Merriman Road. The RTA Plan Recommends BRT stations in Inkster at Beech Daily, Inkster Road, and Middle belt Road.

The RTA Master Plan recommends as Regional Rail Line between Ann Arbor and Detroit with no planned stops in Inkster. The City of Inkster recommends and supports the development of a transfer station between the proposed Regional Rail and Michigan Avenue BRT either at the proposed Inkster Road BRT Station or Middle Belt Road BRT Station. The City of Inkster has several sites that could support Transit Oriented Development within walking distance of both potential transfer points; including the former Inkster High School site on Middle Belt Road and redevelopment opportunities north of the railroad at Inkster.

Moving forward enhanced transit stop design with connections to the pedestrian and bicycle network along Michigan Avenue and Middle Belt Road is a priority. The City and DDA should work with representatives of SMART and the RTA to provide bus shelters, information kiosks, and possibly provide bus loading bays at strategic locations throughout the downtown area. By providing suitable and comfortable places for bus patrons to wait for a bus, more pedestrians may choose to visit the downtown area via bus.

Bicycle Network

Improvements to the bicycle network in Inkster are intended to support residents' health and access to important local destinations. With bicycle network improvements, more Inkster residents will be able to make safe, short trips, to parks, schools, and even downtown entertainment and shopping, all without getting in the car. Bicycle network improvements are recommended based on the need for separation from vehicle traffic, existing signal locations to cross major roadways, and alignment with desirable community destinations, like schools, parks, public facilities, and commercial areas.

Many of Inkster's neighborhood streets are comfortable to bike on now, and could be improved with simple signs. Some corridors can serve as more prominent system links with on-street pavement markings like conventional bike lanes and marked shared lanes. Most people don't feel comfortable biking with heavy traffic; on these corridors, complete separation is desirable. This plan recommends designing a bike network that connects residents to Downtown Inkster and the future Parkway and Trail. A system of shared use paths, on street bike lanes, marked shared lanes and routes will loop residents into the River Rouge Greenway Corridor, provide access to existing and future transit, and help make Downtown Inkster a safer and more habitable public space. The following types of bike facilities are recommended:

SHARED USE PATHS

Shared use paths are paved concrete or asphalt paths wide enough to accommodate both pedestrians and bicyclists. They are typically a minimum of 10 feet wide with 2 feet of clearance on either side of the path. Shared use paths offer cyclists a safe place to bike off-street when there is no space for a bike lane, or it is unsafe to bike on the street.



CONVENTIONAL BIKE LANES

Bike lanes create a dedicated space for cyclists on a roadway. They are appropriate on streets with moderate to heavy traffic. Bike lanes are indicated by on-street markings, which can be supplemented with signage. Bike lanes reinforce proper roadway etiquette, raise the visibility of bicyclists, and help both bicyclists and drivers behave predictably when sharing road space. For safe cycling, bike lanes should be 4 feet to 6 feet wide.



MARKED SHARED LANES OR SHARROWS

Marked shared lanes use a double chevron and bicycle marking, or "sharrow," in a lane intended for the joint use of motorized and bicycle traffic. Chevron symbols direct bicyclists to ride in the safest location within the lane, outside of the door zone of parked cars and areas where debris is likely to collect. Generally, marked shared lanes are a low-cost treatment suitable for lightly traveled collector and arterial roads.

SIGNED BIKE ROUTES

Bike route signs raise all users' awareness and acceptance of cycling. They make all residents aware of the most bike-friendly routes in their communities. Bike route signs are appropriate for any roadway that provides an essential link in a bicycle system, and can offer important, affordable motorist education and traffic calming. "Bike Route" signs should be implemented with a system of wayfinding signs that provide directions to specific destinations. These types of bikeway signs provide useful information and directions for cyclists, drivers and pedestrians alike.

Intersection Treatments and Traffic Calming

In addition to modifications to the roadway configuration and multimodal network alignment, intersection modifications can improve the overall safety, walkability, and identity of Inkster. Intersection treatments like curb extensions, textures, pavement markings, crosswalks, eliminating free-flow right turn lanes, tightening corner curb radii, and installing pedestrian refuge islands can improve traffic management and safety at intersections. The following treatments are recommended.



PEDESTRIAN CROSSING RECOMMENDATIONS

Crosswalks are recommended minimally at all signalized crossings and on the crossing leg parallel to the arterial network. Crosswalks are encouraged for pedestrian safety and there are likely places where further study is needed to determine if mid-block crossings are warranted. Painted crosswalks alert drivers of where to expect people crossing. Crosswalks are typically two white lines across the street, but other designs draw more attention to the crossing and tend not to wear away as quickly. Special paving or colored markings may also be used. Additionally, countdown pedestrian signals are recommended at all signalized crossings. Countdown signals show how much time remains before the traffic signal changes and are designed to reduce the number of pedestrians who start crossing when there is not enough time to complete their crossing safely. Pedestrian crossing signs may also be considered.

MICHIGAN AVENUE RECONSTRUCTION IN THE TCD

Michigan Avenue is recommended to be reconstructed to support the future development of Downtown Inkster. The center of the boulevard should be reduced in width and slip lanes should be added to provide on-street parking and support a safe biking and walking environment in the Downtown. On-street parking not only provides access to businesses; it supports sidewalk separation from vehicles and calms traffic by visually narrowing a roadway and creating additional buffer space between pedestrians and automobile traffic. Further, lane narrowing is recommended along Michigan to reduce vehicle speeds and the impact of traffic through the Downtown. Narrowing lanes from high-speed 12-foot-wide lanes to 10-foot-wide lanes encourages motorists to slow down and underscores a transition to a calmer context.



CORE INTERSECTION

The intersection of Inkster Road and Michigan Avenue is the most important intersection in the City. While it features many quality design elements it is still intimidating for pedestrians and bicyclists. A complete redesign of Michigan Avenue is recommended to make it safer to walk and bike in Inkster as well as be more supportive to Downtown development.

DOWNTOWN GATEWAY INTERSECTIONS

Gateway features are encouraged at City entrances; however, gateway features should be incorporated at the entrances into the downtown as well. Gateways can be bold statements, such as signed entryway under the Inkster Road Rail overpass, or can be more simply marked by signs, artwork, and landscaping. Gateway areas are good places to site wayfinding signs and other identity features, such as banners and public art installations. Public art installations along the public right-of-way, such as sculptures and murals, can greatly accentuate the transportation network and improve the value of a place.

PRIMARY SECONDARY BIKE CROSSINGS

Intersections where the marked bicycle network meets the on-street bicycle network, or crosses Inkster Road and Middle Belt Road, should include bicycle-pedestrian crossing signs and wayfinding signs. Additionally, crosswalks for shared use paths should be as wide as the shared use path and marked with trail crossing signs. Bicycle pavement markings should be installed at the intersection and approaches.

SECONDARY BIKE CROSSINGS

Intersections where the bike network is on both streets, with potential vehicular conflict points, should include bicycle crossing signs and wayfinding signs. Additionally, pedestrian crosswalks and bicycle pavement markings should be installed at the intersection and approaches.

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Map 8 Future Transportation Plan




City of Inkster, Michigan

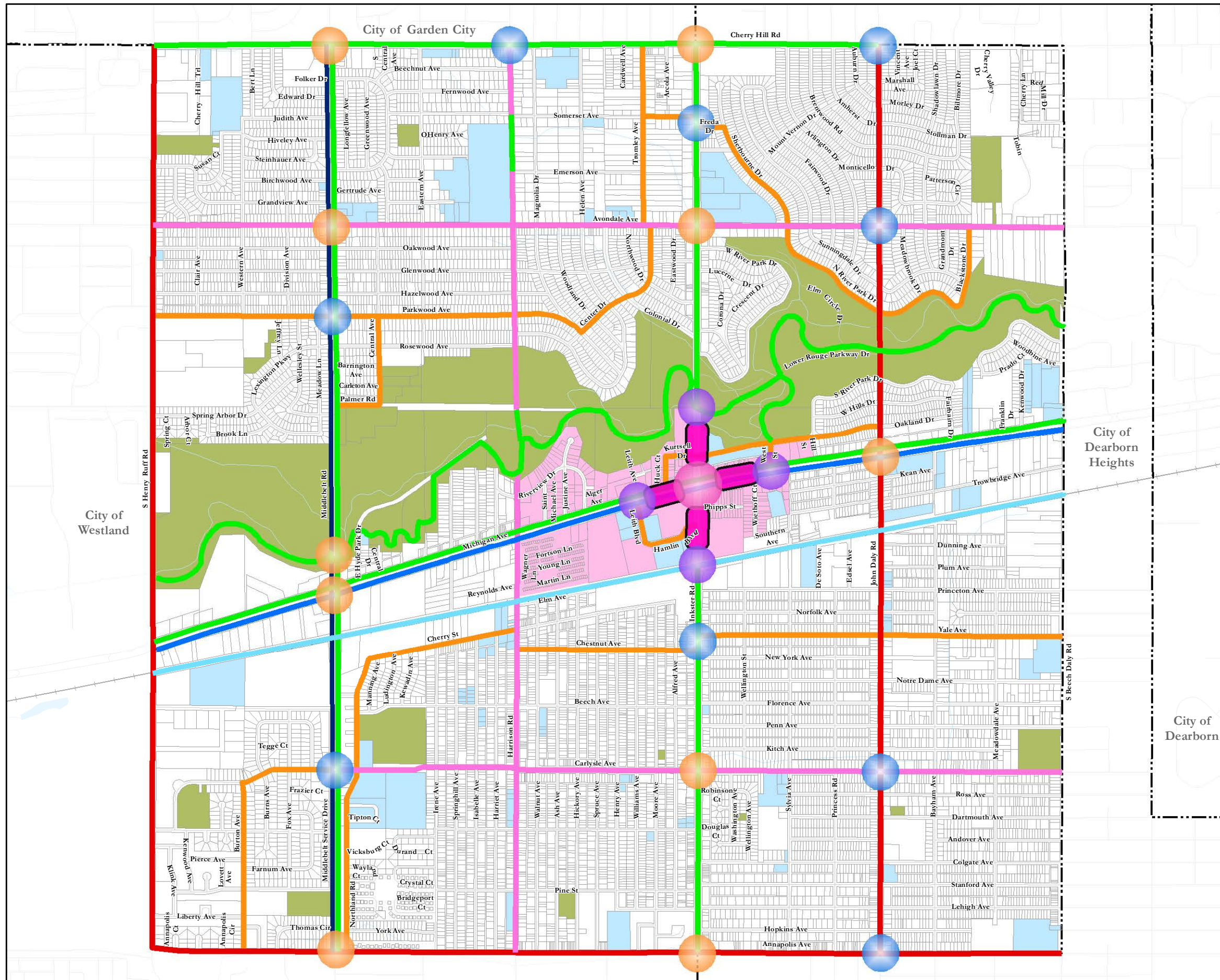
November 22, 2016

LEGEND

-  Core Intersection
-  Downtown Gateway Intersection
-  Primary Bike Crossing
-  Secondary Bike Crossing
-  Downtown/TCD Reconstruction
-  Conventional Bike Lane/Marked Shared Lane
-  Marked Shared Lane
-  Signed Bike Route
-  Trail/Shared Use Path
-  Future Regional Rail
-  Smart Route 200, Future RTA BRT
-  Smart Route 280

EXISTING LAND USE

-  Parks and Open Space
-  Public/Semi-Public
-  Town Center



0 500 1,000
Feet



Base Map Source: Wayne County, 2016
Data Source: McKenna Associates, Windshield Survey, 6/2/2016

BACK OF MAP

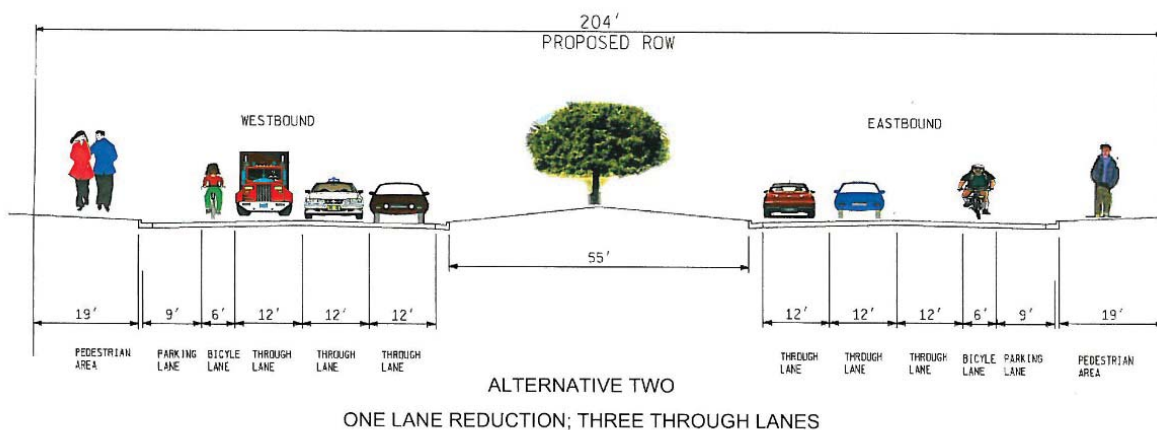
DOWNTOWN AND MICHIGAN AVENUE DESIGN

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 a 2015 Average Annual Daily Traffic (AADT) count of 32,236 vehicles. An AADT of 32,000 can be accommodated in four vehicle travel lanes. Currently, Michigan Avenue has eight vehicle travel lanes.

The 2009 Inkster Master Plan and the 2008 US-12 (Michigan Avenue US-12) Conceptual Corridor Study presented an initial vision for the redesign of Michigan Avenue. Several public meetings were held to determine the future of Michigan Avenue (US-12) within city limits. The consensus from the public, now and in previous planning efforts, is that Michigan Avenue in Downtown Inkster should be redesigned to create a pedestrian friendly environment with on-street parking, transit, bicycle facilities, improved pedestrian crossings and updated streetscape elements. On the land use side, residents express a design got mixed-use retail and office with restaurants, public spaces and entertainment venues supported by higher density residential.

2008 Michigan Avenue Corridor Study (MDOT)

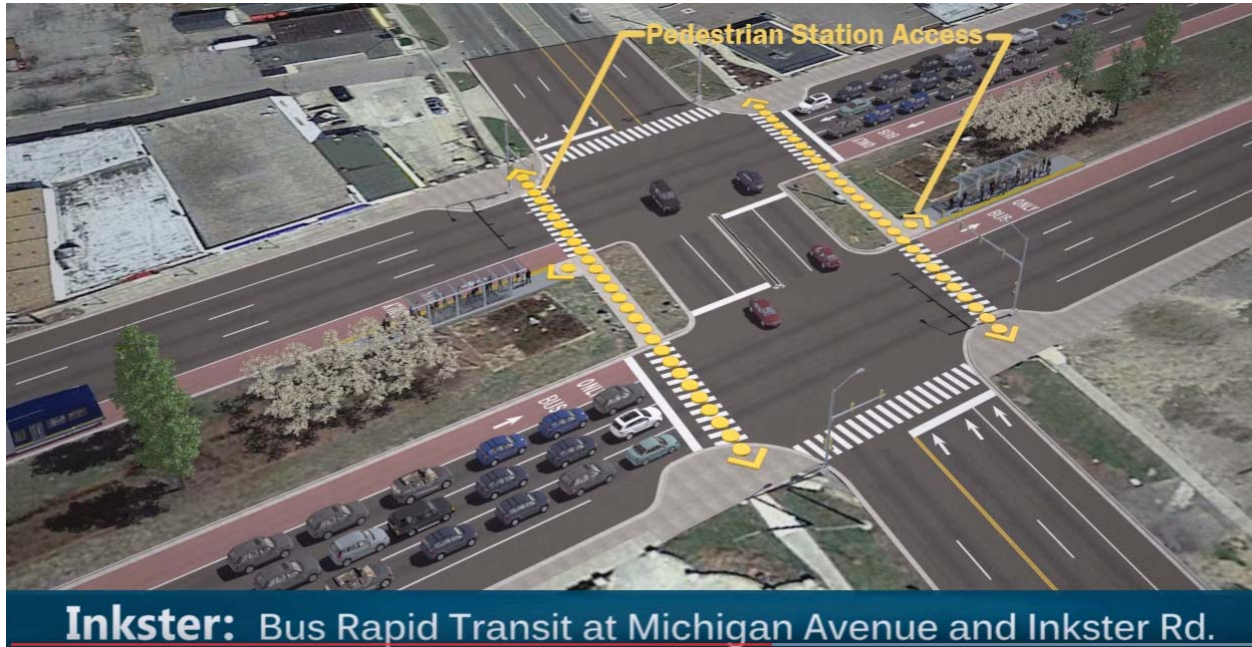
The 2008 Michigan Avenue Corridor Study proposed preferred alternative for Michigan Avenue included a one lane reduction (with three through lanes) in each direction with signal timing optimization and a speed reduction from 40 mph to 35 mph. The Cross section included the addition of 6-foot bicycle lanes in each direction and a 9-foot on-street parking bays at commercial frontages. On-street parking is an essential element for urban retail and should be highly prioritized to support continued redevelopment efforts in Downtown Inkster. The 2009 plan also recommended improved pedestrian crossings and streetscape enhancements, updated pedestrian crossings and markings.



2008 Michigan Avenue Corridor Study, preferred alternative for Michigan Avenue reconfiguration.

2015 Michigan Avenue TRANSIT Corridor Study (RTA)

As mentioned prior, the Southeast Michigan Regional Transit Authority recently concluded a corridor study of Michigan Avenue that recommended the development of a Bus Rapid Transit service on Michigan Avenue with stations at Inkster Road in Downtown. The cross sections proposed were not studied in detail, but the preferred concept presented for Inkster is a dedicated center running transit lane with stations located in the median. One potential alignment presented by the RTA considered stations being built in the median. The RTA study did not integrate the previous recommendations of the 2008 US-12 Corridor plan to add parking, pedestrian enhancements, bicycle enhancements, and streetscape improvements in Downtown Inkster. These elements are essential to fully realize the vision for downtown, which includes Bus Rapid Transit. The next section details the proposed reconfiguration of Michigan Avenue to support the continued development of the Town Center District in Downtown Inkster.

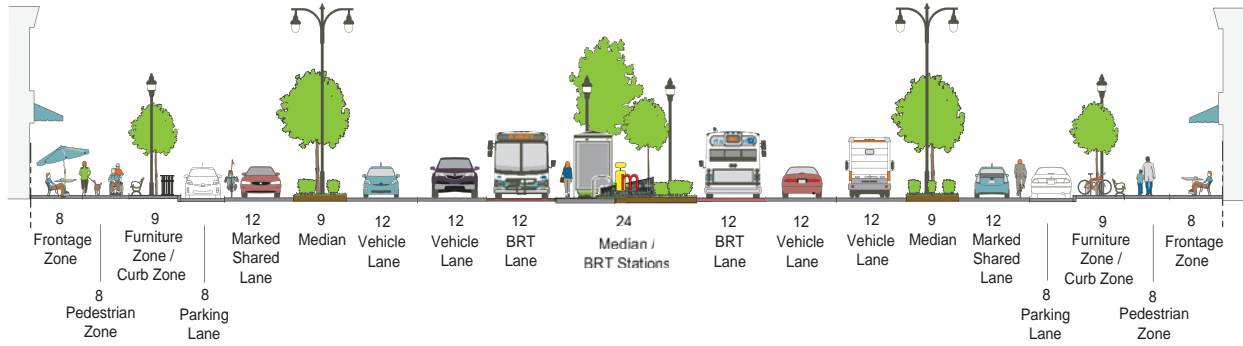


Above: RTA, Michigan Avenue Corridor Study Visualization of BRT Stations at Michigan Ave and Inkster Road.
Below: Illustration showing the BRT concept with additional boulevard elements to provide parking and non-motorized access.



Proposed Michigan Avenue Reconfiguration

The following cross section is representative of corridor the design concept. Variations on these concepts, including dimensions and design components may vary block by block, as determined in the design and construction process.



US-12 Michigan Ave
 Proposed Cross Section - 204 Feet
 Mode Hierarchy = Walk > Transit > Vehicle > Bike

Proposed Michigan Avenue cross section, incorporating enhanced business connectivity, on-street parking, a boulevard median with a slip lane, biking in a marked shared lane, streetscape enhancements, prominent City of Inkster gateways, and dedicated bus rapid transit with stations in the center median.

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IMPLEMENTATION



GETTING STARTED

This chapter of the Plan presents tools and techniques that citizens, community leaders, and City staff can use to implement the land use plan. These implementation measures are workable if there are people in the community with vision and tenacity who are willing to invest the time and effort required to make them work. Community improvement requires a compelling vision; persistence; the flexibility needed to respond to changing needs, opportunities, and circumstances; and an ability to achieve consensus.

The tools and techniques identified in this chapter are capable of being implemented under current enabling legislation. Legislation has been proposed in recent years that would give communities additional tools to implement land use recommendations, such as, regional impact coordination, impact fees, and tax incentives. Inasmuch as adoption of any such new legislation is uncertain, this chapter focuses on the tools that are available under current law.

POLICY AND PROGRAMMING

Public Information and Education

The success of the Master Plan depends to a great extent on efforts to inform and educate citizens about the Plan and the need for regulatory measures to implement the Plan. Successful implementation requires the support and active participation of residents, property owners, and business owners. A thoughtfully prepared public education program is needed that creates a sense of ownership by City residents.

For example, a series of hearings entirely dedicated to the Master Plan before the Planning Commission will enable the public to review and comment on the plan. A joint workshop should be conducted by the City Council and Planning Commission to discuss the implementation of this plan. Public input at this point should be focused on implementation, not revising the content. The hearing at which the adoption is scheduled should be well publicized to promote as much attendance as possible. Upon adoption of this plan, a second joint workshop should be conducted to update the residents as to the direction the City will take towards its future. Substantial advertisement is essential to draw residents to the meetings. The City must continuously keep its residents updated on progress of the plan. Citizens, business groups, and public agencies must all be involved in the implementation of this plan to make it successful.

CONDENSED BROCHURE

The City can produce a more reader-friendly form of the Plan. Most individuals will not take the time to read a one-hundred-plus page document. However, a small brochure with reduced versions of the Future Land Use Map combined with condensed versions of the Goals and Objectives and Implementation Plan sections would make an attractive alternative. These brochures could be distributed to individuals at City Hall, on the website, or even mailed to residents and businesses in Inkster.

DESIGN STANDARDS MANUAL

One component in the City's information / education program should be to include design standards found in the Downtown Design Plan and Central Business District Ordinance. These standards should be given to all developers who propose a commercial or office building in or next to the Downtown. These standards describe the type of development desired in the City. The benefit of a design standards manual is that it can be used to communicate concepts and ideas that are not appropriate for the zoning ordinance. Design issues typically in such a manual

include architecture, building orientation, parking and circulation, landscaping, utilities, lighting, signs, and access management.

MAINTAINING THE PLAN

Another way for the general public to stay informed about the Master Plan is to keep the Planning Commission and City Council actively involved in maintaining it. The Plan should be an active document and continually reviewed and updated. An annual, joint meeting between the Commission and Council should be held to review the Plan and any amendments that may have become necessary. This will help ensure that the Plan is not forgotten, and that its strategies and recommendations are implemented. Then, every five years or earlier if the Commission feels appropriate; another full-scale Master Planning effort should be undertaken. These steps will not only help keep the public aware of the Plan, but they will also make certain the plan does more than “sit on a shelf and collect dust.”

Administrative Actions

COOPERATION BETWEEN UNITS OF GOVERNMENT

Implementation will require cooperation between governmental units. Maximum impact will be achieved only if the City is able to achieve cooperation from other units of government and agencies. For example, road improvements will affect quality of life, but decisions regarding some City roads are made by the Wayne County Road Commission and Michigan Department of Transportation. Clearly, these other agencies must be aware of the City's land use planning objectives.

LEAN ZONING

Lean Zoning is a concept of removing barriers from development and reducing red tape. The City can promote Lean Zoning practices by reviewing the development process and identify roadblocks that can delay or increase the cost of doing business in the City. For instance, the City could develop a set of criteria for development in the Town Center that when met, could reduce the number of meetings required for approval. Another option is that the required information for the reuse of an existing building may be reduced.

PRE-APPLICATION CONFERENCES

A pre-application conference consists of a meeting between a prospective developer or redeveloper of property and City representatives. Typically, the City's representatives consist of members of the Departments of Planning, Building, and Public Services. Elected and appointed officials are generally not included in such meetings, as their presence can influence the free exchange of information which is the desired outcome of such a meeting. During the meeting, the developer asks City staff their opinion on the approach being pursued, the style of architecture, building materials, general site layout, etc. City staff provides preliminary comments, and may even be in a position to inform a prospective developer how such a proposal would be received by City officials and the general community. Pre-application conferences can often help move projects through the development process much more smoothly, and permit a prospective developer to know when a particular proposal should be pursued, modified, or removed from consideration. In the long run, pre-application conferences can save everyone time and money.

PUBLIC ENGAGEMENT

Public engagement is a way to gather meaningful, informed, actionable data from the community. It provides an opportunity for the government to build trust with the public. As technology changes, new methods of communication provide decision makers with low-cost, wide reaching ways of soliciting input. Social Media such as Facebook and Twitter can be utilized to seek meaningful input during the development phase of projects to identify potential issues and adjust plans accordingly.

CITY BEAUTIFICATION

Blight can have a negative impact on the health, safety, and welfare of the community. To address this concern, the City should consider the development of a Beautification Committee to take a systematic approach to removing blight from the City. By focusing on a neighborhood by neighborhood approach, the Committee can produce a noticeable improvement that can have a positive effect on the remainder of the City. Blight can be combated by developing a community clean-up program, promoting public art, and enforcing existing building codes.

ESTABLISHING PRIORITIES

The Master Plan contains a multitude of recommendations. There may be insufficient staff or volunteer support to implement all of the recommendations in a carefully planned, deliberate manner. Consequently, a process for establishing priorities must be established as soon as the Master Plan is adopted. Participants involved in setting priorities should include City department heads and appropriate staff, the Planning Commission, and other City officials who should be involved in implementation of the Plan.

VACANT NONRESIDENTIAL BUILDINGS POLICY

Over the past several years, communities across Michigan have dealt with large retail and industrial buildings that sit vacant without much activity. These vacant buildings can impact the economic viability of the community as they appeal to the Michigan Tax Tribunal to have their tax assessments cut by 50 percent. The City should develop a strategy to address these properties before they become a problem. During the development phase, reuse opportunities should be taken into consideration as part of the design of the building. Code enforcement strategies should be developed to prevent existing buildings from becoming an eyesore.

REDEVELOPMENT READY COMMUNITIES PROGRAM

According to the Michigan Economic Development Corporation, the Redevelopment Ready Communities (RRC) program measures and certifies communities that integrate transparency, predictability and efficiency into their development practices with the goal of realizing a community-supported redevelopment vision that is inviting to investors. The RRC has developed a set of Best Practices for communities to follow to communities to build a clear and transparent development process. The six RRC Best Practices include:

- Community Plans and Public Outreach
- Zoning Regulations
- Development Review Process
- Recruitment and Education
- Redevelopment Ready Sites
- Community Prosperity

The RRC program will make the City more attractive for investors and help stimulate development.

Land Use Controls

ZONING REGULATIONS

Zoning is the primary regulatory tool used by the City to implement the Master Plan. Zoning regulations and procedures should be amended to reflect the recommendations identified in this plan.

Conventional Zoning Procedures

REZONING TO IMPLEMENT THE MASTER PLAN

The land use classifications on the Future Land Use Map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the Future Land Use Map usually receive deferential and favorable judicial review if challenged. The Master Plan should be the principal source of information in the investigation of all rezoning requests. The City may initiate rezonings necessary to place land in conformance with the Future Land Use Map, or they may wait for property owners to come forward.

PLANNED DEVELOPMENT

Planned development involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility, so as to encourage innovation in land use planning and design. Planned developments should achieve a higher quality of development than might otherwise be possible. Continued use of planned development is recommended to achieve development in accordance with the goals and objectives of this Plan.

Planned development can be used as the regulatory tool to permit open space zoning or cluster development and to facilitate mixed use redevelopment in the downtown area.

PERFORMANCE STANDARDS

Rather than simply regulate development on the basis of dimensional standards, many communities are establishing performance standards to regulate development based on the permissible effects or impacts of a proposed use. Performance standards should be used to supplement conventional zoning standards. Performance standards can be developed to regulate noise, dust, vibration, odor, glare and heat, safety hazards, and environmental impacts such as air and water pollution. The complexity of the performance standards should be based in part on the capacity of City staff to administer the standards.

Performance standards can be particularly useful in achieving environmental and resource protection goals. If based on a strong body of research, standards can be developed that relate to critical environmental areas (such as floodplains, wetlands, lakes, woodlands, groundwater recharge areas, and unique wildlife habitats), and natural resource areas (such as forest lands).

INCENTIVE ZONING

Incentive zoning allows a developer to exceed the dimensional limitations in the Zoning Ordinance if the developer agrees to fulfill conditions specified in the Ordinance. Incentive zoning should be considered to promote innovative land planning techniques identified in the Plan. For example, a possible increase in density can be used as an incentive for developments that implement open space zoning standards.

NONCONFORMING USES

The Michigan Zoning Enabling Act of 2006, allows the creation of different classes of nonconforming uses. This allows a community to create a preferred class of nonconforming uses that meet a defined set of criteria. The City should consider amending the zoning ordinance to allow a preferred class of nonconforming uses. These uses would then be treated as an allowed use, granting them the ability to update and maintain their property in a manner beneficial to the City.

Innovative Zoning Techniques

OVERLAY ZONING

Overlay zoning allows the City to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zone is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Thus, the overlay district regulations supplement the regulations of the underlying zoning district. Overlay zoning has been used in other communities to address special conditions and features, such as historic areas, wetlands, and other environmentally sensitive areas, without disrupting the underlying zoning plan.

DEVELOPMENT AGREEMENT

Although there is no explicit legislative authority for such agreements, many Michigan communities have used development agreements to achieve a mutual understanding between the developer and City concerning the conditions under which development can occur. Development agreements are often negotiated as part of a planned development approval, allowing the community and developer to address complex issues that cannot be adequately addressed on a typical site plan. Development agreements might prove useful to achieve desired developments, especially if or when a mixed use development is proposed.

COMPLETE STREETS

Complete streets look at how all modes of transportation, including car, bus, bike, pedestrian, and emergency vehicles utilize the roadways and provide a plan to create safe access for all users. The City should develop a complete streets plan to be considered whenever transportation improvements are considered in the City.

INCLUSIONARY ZONING

Inclusionary zoning is the practice of providing a percentage of affordable housing to be included during the development of new residential projects. Developments that propose a certain percentage of affordable housing are typically allowed incentives such as higher density or reduction of dimensional requirements. Inclusionary zoning programs can help transition residents from living in rental units to homeownership.

FUNDING MECHANISMS

Public Facility Improvements

CAPITAL IMPROVEMENTS PROGRAM

A comprehensive Capital Improvements Program should be adopted by the City of Inkster on an annual basis. Michigan law (Public Act 285 of 1931, as amended, §125.39) requires that “the Planning Commission, after the Commission shall have adopted a master plan, shall prepare coordinated and comprehensive programs of public structures and improvements. The Commission shall annually prepare such a program for the ensuing six (6) years, which program shall show those public structures and improvements in the general order of their priority, which in the Commission’s judgment will be needed or desirable and can be undertaken within the six-year period.” The program should set the City’s priorities for infrastructure improvements, utility upgrades, development and improvement of community facilities, and the purchase of major pieces of equipment. The program should be prepared and adopted by both the Planning Commission and City Council, and then reviewed annually at a joint meeting of both. Currently only the City Council participates in the preparation and adoption of the CIP.

Capital programming influences land redevelopment decisions. By properly coordinating utility upgrades and other capital improvements with its planning program, the City can control the pace of redevelopment. Capital programming should be viewed as more than just a ministerial act. Using the Master Plan to delineate the location and type of development desired and the Capital Improvements Program to schedule the provision of services, the City can inform developers when development of a particular parcel will be encouraged and the type of development that will be allowed.

The need for several important capital improvements have been identified in this Master Plan; most notably road and non-motorized transportation improvements.

The Capital Improvements Plan must identify feasible funding options for each improvement, such as developer financing, special assessments, grants, loans, dedicated millage, etc.

Financing Tools

Successful implementation of the Master Plan will depend on the ability of the City to secure necessary financing. Besides the general fund, the following sources of revenue are available to the City:

DEDICATED MILLAGE

Special millages can be used to generate revenues for a specific purpose. For example, one Michigan community has a special land acquisition fund that is supported by a one-quarter mill property tax. A land acquisition fund would be a useful tool to promote open space preservation in the City or assemble property for redevelopment. Millages can also be used to generate funds for capital improvements. Finally, a sidewalk millage could be used to address sidewalk gaps and streetscape improvements within the City.

SPECIAL ASSESSMENTS

Special assessments are compulsory contributions collected from the owners of property benefited by specific public improvements (paving, drainage improvements, etc.) to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected. Special assessment funding might prove useful to implement some of the recommendations for the CBD and adjacent commercial corridors. Special assessments are also useful in upgrading street lighting in residential areas, and street trees and streetscaping in highly visible areas. The most important point regarding special assessments to keep in mind is that they must be supported by those in the area of the assessment, or they are doomed to failure. Therefore, before a special assessment is presented to the public, it must be well thought out, and the benefits versus costs well demonstrated.

BOND PROGRAMS

Bonds are one of the principal sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific community project and are paid off by the general public through property tax revenues. Revenue bonds are issued for construction of projects that generate revenues. The bonds are then retired using income generated by the project (for example, water and sewer service charges). While bonding is a very common method of funding projects, it is important to remember that this is long-term debt, and that it is dependent on the growth in the tax base. Therefore, it is essential that property values are protected, and that the reputation of the community is well maintained to keep its bonds an attractive investment. It is also important to know how much debt a community can realistically afford. If a community is to heavily committed to paying off debt, its credit rating can be damaged. Bonds are useful; however, their use should be balanced with the other methods of funding available to a community.

TAX INCREMENT FINANCING

Tax increment financing is authorized by the Downtown Development Authority Act, Neighborhood Authority Act, Corridor Improvement Act, and the Local Development Finance Authority Act. When a tax increment finance district is established, the state equalized value of all properties in the district is recorded. Every year thereafter, the property tax revenue generated by any increase in the total state equalized value is "captured" by the authority to finance the improvements set forth in a development plan. Often, revenue bonds are issued to finance the improvements, and the tax increment revenues are used to repay the bonds.

MDNR RECREATION GRANT PROGRAMS

Michigan Natural Resources Trust Fund (MNRTF) grants are available for park development and land acquisition.

The City has effectively used this program in the past to finance park land acquisition and development. In the future, the City may wish to seek MNRTF funding for acquisition of land principally for open space and natural resource preservation purposes, and to implement its Recreation Master Plan.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

CDBG's can be used for numerous community improvement projects in addition to housing rehabilitation. Criteria, however, require that they be used primarily to improve housing opportunities, and recreational and social opportunities for distressed portions of the community. CDBG funds can also be used for community economic development. Therefore those areas of Inkster where the lower income households live should be identified and targeted for projects needed to improve conditions in those areas. Small area neighborhood plans would aid in identifying what types of projects would benefit areas in decline to stabilize those areas, and permit them to reverse the conditions which are negatively impacting them. By using CDBG funds in distressed portions of the community, funds that would have been spent in completing those improvements are freed up to be used elsewhere. Therefore, while the residents of a distressed portion of the community benefit directly from the CDBG program, the City in general benefits by having funds that would have been spent available for other improvements.

ACTION PLAN

This section presents tools and techniques that residents, community leaders, and City staff can use to implement this Master Plan. These implementation measures are workable if there are people in the community with vision and commitment who are willing to invest time and effort required to make them work. The tools and techniques identified herein are available for use by Michigan communities under current enabling legislation. This section also provides specific recommendations for implementing certain strategies set forth previously.

Action Plan

The Inkster Master Plan and its goals and objectives recommend a future vision for the community. This vision is to build upon Inkster’s existing assets and make the most of opportunities that can attract new development and residents to the community while protecting the Portland’s natural beauty and resources. To put it simply, the plan for Inkster is to create an economically, socially, and environmentally sustainable community where people want to live, work, visit and play.

The goals and objectives of this plan should be reviewed often and be considered in decision making by the City. Successful implementation of this plan will be the result of actions taken by elected and appointed officials, City staff, the Downtown Development Authority, the Planning Commission, public agencies, and private residents and organizations.

This section identifies and describes actions and tools available to implement the vision created in this Plan. Broadly stated, the Plan will be implemented incrementally by working on strategies identified for the City’s three primary goals.

The tables on the following pages present a detailed summary of all of the recommended implementation activities, including partners for completing the activity, and available funding resources for each activity.

Implementation Matrices

The charts on the following page summarize the recommended actions and strategies for Inkster City. The charts present a detailed summary of all the recommended implementation activities, the responsible parties for completing the action and available funding resources for each activity.

KEY

Priority		Timeframe	
Most Important	A	1 – 5 Years	A
Very Important	B	6 – 10 Years	B
Important	C	Ongoing	C
		As Available	D

COLLABORATION

Collaboration with others is a key priority for the City, especially in regards to the redevelopment of its corridors and transportation projects as such developments impact the larger region. Regional planning efforts at the State and County level are particularly important to consider in conjunction with City efforts. For this reason, an additional column is added to each implementation matrix which, when marked with an “X”, indicates that the project should be a joint planning effort and accomplished with other entities.



ECONOMIC DEVELOPMENT

Retain and promote prime agriculture lands in the City while encouraging opportunities for innovative programs to support agricultural activities.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Develop and initiate a business recruitment and retention plan	B	A			
Obtain a railway/transit station in the City	C	D	X	X	X
Develop land acquisition and re-development plan	B	A			
Emphasize Michigan Avenue Development	A	A			X
Infill/redevelop target opportunity sites (e.g. vacant lots)	B	A			
Encourage the redevelopment and improvement of non-conforming and nuisance uses, like junk yards and sex oriented businesses	B	A			
Create a streamlined and transparent development process to facilitate investment and reduce business costs	B	A			

NEIGHBORHOODS

Strengthen the quality residential character of the community by improving current neighborhoods, assuming that growth meets needs of the community, and providing convenient access to supporting activities.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Support improvements to local education and afterschool opportunities to make the city a more attractive residential environment for families with children	B	C			X
Maintain and upgrade current housing stock throughout the City	B	B			
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	A	A			
Ensure new residential projects preserve the contextual character of the neighborhood	B	C			
Apply the full range of incentives available to assist in the development of additional housing including public improvements, land assembly, and financial assistance	A	A	X	X	X

DOWNTOWN

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

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Improve the physical environment of the town center area	A	A	X	X	X
Promote a complimentary land uses in the town center area	B	A			
Create multi-use public spaces and civic uses	B	A	X	X	X
Support Downtown housing	C	C			
Require mixed-use / coordinated development	B	D			
Leverage City owned property to encourage development	A	A	X	X	X

GOODS AND SERVICES

Create an environment that is conducive to development, redevelopment and the growth of businesses. Support existing business districts with appropriately sited and attractively designed retail, service, and entertainment establishments.

Project	Priority	Timeframe	Funding		Collaboration Opportunity
			Public	Private	
Encourage more sit down and family oriented dining options	B	A			
Reduce the impact of vehicle sales and vehicle repair uses	B	A			
Encourage new retail uses, cafes, and boutique shops	A	A			
Evaluate the commercial land use structure of Inkster in relation to resident and city needs	A	A			
Promote a positive visual image of all major road frontages	B	A			X
Eliminate nuisances from Commercial/Industrial zoned property that negatively impact residential neighborhoods	C	C			
Encourage the modernization of commercial districts to include maker spaces and online sales	C	D			
Continue to support mixed uses in commercial districts	B	C			

INDUSTRIAL AND RESEARCH & DEVELOPMENT

Encourage diversity in the City's Industrial base through recruitment of high-tech, research, light manufacturing, and warehouse uses.

Project	Priority	Time	Funding		Collaboration Opportunity
			Public	Private	
Develop a realistic economic strategy to determine expected demand and location of potential new manufacturing and warehouse job centers	B	A			
Retain businesses that provide tax base and job opportunity	A	A			
Eliminate nuisances to adjacent residences	B	A			
Encourage entrepreneurship, training, and local goods	A	A			X

TRANSPORTATION

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.

Project	Priority	Time	Funding		Collaboration Opportunity
			Public	Private	
Improve the image along major streets and at entry points	A	A	X		X
Maintain an efficient transportation system throughout Inkster that balances the needs of both the business and residential community	B	C	X		X
Eliminate street designs that hinder emergency response	A	A	X		X

ENVIRONMENT

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

Project	Priority	Time	Funding		Collaboration Opportunity
			Public	Private	
Enhance the natural environment	B	C	X	X	X
Develop an Energy Efficiency and Conservation Strategy	C	B			
Build strong partnerships with regulating agencies	B	A			X
Reduce storm-water pollution	B	A			
Provide adequate trash removal	B	A			

NON-MOTORIZED AND PUBLIC TRANSIT

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.

Project	Priority	Time	Funding		Collaboration Opportunity
			Public	Private	
Link all schools areas through the non-motorized pathway system	C	D	X	X	X
Make all paths pedestrian and bicycle safe and friendly	B	C	X	X	X
Require the completion of the sidewalk and crossing network with ADA compliant facilities	B	D	X	X	X
Develop a safe and accessible on-street bike network to link neighborhoods and business districts	B	A	X	X	X
Encourage regional transit to link Inkster residents to jobs and services in surrounding communities	A	A	X	X	X
Encourage bike parking in all new and improved developments	C	D			
Develop a local Complete Streets policy and support regional efforts to invest in non-motorized transportation and transit	C	B			

RECREATION

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.

Project	Priority	Time	Funding		Collaboration Opportunity
			Public	Private	
Develop safe and secure recreation facilities and programs that meet the needs of citizens in the community	A	A			
Provide development policies that are consistent with the community recreation agenda					
Provide development policies that are consistent with the community recreation agenda	A	A			

ADMINISTRATION

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

Project	Priority	Time	Funding		Collaboration Opportunity
			Public	Private	
Coordinate efforts with supporting agencies and organizations	A	A			X
Evaluate planning documents for current relevance	A	A			
Implement a transparent planning process	B	A			
Protect historic properties that have cultural significance and/or adaptive reuse potential	B	C	X	X	X
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	C	B	X	X	X

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APPENDIX

PUBLIC INPUT DOCUMENTATION

This appendix includes the documentation of the results of the public engagement process conducted for the 2017 Inkster Master Plan.

Open House

A community wide visioning session was held on June 8th, 2016 to seek input for the Inkster Master Plan. The Open House included a *Fix, Keep, Aspire* and *Like / Dislike Land Uses* brainstorming activities around issues in Inkster to be addressed by the Master Plan (described in Chapter 1). The following charts tabulate the issues and preferences discussed in that session. These results formed the basis for the updating of Inkster's goals and objectives.

FIX / KEEP / ASPIRE

FIX

Improve the roads (they are torn up and bumpy which tears up the cars)
Blight Removal (vacant abandoned homes and buildings that are damaged beyond repairs)
Façade Improvement (business and historical buildings)
Finish developing Stratford place (build more condos and homes that are prime real estate)

Trash
Park Maintenance
Recycling program/training
Bus system through the city
Downtown area development

Vacant land developed
Garden (community)
Few Liquor store
Few Group home
Vacant lot unbuildable, sell for \$1
Variety of stores (major store)
Theatre (movie)
More family entertainment
Better use of city land
Restricting commercial uses
Restaurant
Coffee shop

Maintain Existing pocket park and major parks
Street repair
Develop old City Hall area
Housing Development – Carver homes

Harrison and Middle Belt
Local Roads
Water Infrastructure
Fix Smart Service
Fix Neighborhoods – property maintenance
Pool
Clean-up and maintain parks – Landscaping
Selling unbuildable to neighborhoods as sideyard
Street parking on Michigan Ave.
Fewer liquor stores
Inkster Road corridor
Neighborhood Trash Recycling
Designated Senior Center
Annapolis Housing Development
Re-use of Old City Hall
Remove public housing barrier

KEEP

Recreation Center

Inkster Park

Skating Rink

The old civic center area (we need to refurbish the buildings in this area).

The old city hall on Michigan Ave. (refurbish this building, bring it up to code – use it for commercial office space.

Dozier

Food Max

Ice Mill

Library

Recreation Complex

Keep Green space (greenway trail)

Dollar Tree – positive business

Strip malls

Keep small neighborhood park

Keep Existing Parks

Recreation

Golf course

Small mom and pop businesses

Ice skating

Civic arena

Recreation complex

Non-profits

Library

Golf course

Parks

5 police departments

Dentist campaign

All natural environment

Keep Burger Baily

Good Sense of Community

ASPIRE

ReDo skating rink

Expand Recreation Center – Add Senior Center

Transit stop at Middlebelt / with shoppers

Large Grocery store

Big Box store – Costco/Sams/BJ's

Boys/Girls Club

City Transportation for kids

City-wide recycling program

Animal control officers.

Idea for neighborhood park

Mass transportation – station – rail

Grocery store

Schools

Community Development Financial Institution

Business Incubator

Art Museum

EB-5 Regional Center

Schools (Global Education)

Three story lofts (downtown)

Amphitheatre Or theatre

Remove trailer parks

Work force development

New library (upgrade existing library)

Credit Union or local community bank

Mixed-use loft space

Splash park for kids

Need to improve existing infrastructure

Major Department store

Drive-through restaurant

Hotel

Casino

Baker

Grocery store

Night Life

Movie theatre

New library

Mixed-use lofts.

More business on Michigan Ave., Middlebelt and Inkster Roads

Market Rate Homes

More tax base

New school district
Energy efficient technology
Banquet Facility
Hi-tech industry
Internet district south of Michigan Avenue
Credit unions
Solution oriented people
Media entertainment facility for local talent
Night life theatres
Intro to Mixed-Use buildings
Museums
Art Budding Incubator
School District – Get rid of school debt.
Business Incubator
EB5 Regional Center
Workforce development
Hotel Convention Center
Big Box Store
Community Development Financial Institution
Urban Safety
Coop ownership
Strong Mayoral government
Dining
Blight Free City
Local business system
Place making for _____
Place for youth community
Grocery



CHANGE AREA HEAT MAP COMMENTS

INDUSTRIAL

Remove housing and change to industrial

Loft Townhouse

M-1 – Develop this part of M-1 into a technology hub to anchor a tax base.

Need upgrades

Looks abandoned and lurking trouble

Intend to build research and manufacturing facility. Need more roads and utilities.

New industrial

More industrial use.

COMMERCIAL

Small business like the ones at the airport

Mixed-use

TCD – more businesses

DDA – TCD – with the _____ of RTA – riders want shopping. Inkster Road, south of Michigan - Develop that in an Industrial District.

Too dirty. H&H metal is an eyesore. Dusty area.

Downtown – attract new businesses. Keep existing business with façade improvement. Attract residents and outsiders to the area to shop with these improved businesses and to increase revenue.

More Downtown Development.

Inkster Road is currently under developed and blighted. This should be a thriving business district.

Upgrade motels or maybe another use.

Main Street, easy access. Should be the main focal point of City's excellence.

Light rail along Middlebelt to the airport. Parking for walking and shopping and dining.

Would like to build a beauty salon, residents on top and complete outdoor patio on top of building.

More Commercial business.

NEIGHBORHOOD

Mixed housing

Downsize public housing and transition residents into home ownership

South Inkster – Hansen/Inkster – New housing for new families.

Code enforcement for trailers – eyesore.

Downside house – fix Harrison Street.

Stratford Place – finish developing this area (build more condos and houses so we can have a completed area of prime real estate.

Remove trailer park/mobile homes.

Kitch St. and Carlisle – trash removal and keep neighborhood clean. Fine neighbors for not keeping their property area free of junk, cars, and other junk. More public safety.

Needs improvement. South of Middlebelt. Rd.

Stratford Place Development. Completed currently, unfinished and undeveloped land, Young and Martin do not physically exist. Removal of Trailer Park in our Downtown Area.

New Housing/barricade removal.

Vacant land where houses stood, they were demolished, new construction has stopped.

Park clean-up and maintenance. New street lights.

Teen-turf entrepreneurial site. (Safe haven for pre-teens and teenagers.

The area needs to be rehabbed. Houses and lots – John Daly to Beech on Stanford.

Less public housing

Pedestrian bridge over Michigan Avenue.

Homes need repair. Housing is stuck.

LIKE / DISLIKE LAND USES

Neighborhood Commercial

Corresponding Zoning District: B-1 Local Business District

Represents retail businesses that provide day-to-day services to adjacent neighborhoods and to the local community within a one mile radius

PERMITTED USES	DISCOURAGE	ENCOURAGE
Retail Serving a Local Market		2
Personal Services		1
SPECIAL CONDITIONS USES	DISCOURAGE	ENCOURAGE
Mixed Use of Business and Residential		2
Child Care Facilities		1

Mixed-Use Convenience Retail

Corresponding Zoning District: B-2 Thoroughfare Mixed-Use District

Convenience shopping permits daily services and goods to be readily available for nearby residents within a half mile radius.

PERMITTED USES	DISCOURAGE	ENCOURAGE
B-1 District Uses		
General Retail		1
Standard Restaurants	1	5
Banks	1	3
Professional Office		2
Medical Offices		5
Public Buildings		
Limited Residential		5
SPECIAL CONDITIONS USES	DISCOURAGE	ENCOURAGE
Indoor Amusement (Bowling Alley, Billiard Hall, Etc)		3
Auto Service Facilities	4	
Nursing Homes and Senior Housing		1
Carry-out Restaurants		4
Business Schools and Colleges		6
Child Care Facilities		
Theaters		6
Private Schools		
Public Schools		4
Tattoo Parlors	4	

Mixed-Use Commercial

Corresponding Zoning District: B-3 General Business District

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.

PERMITTED USES	DISCOURAGE	ENCOURAGE
Mortuary Establishments		2
New and Used Auto Sales	8	8
Indoor Amusement (Bowling Alley, Billiard Hall, Etc)		7
SPECIAL CONDITIONS USES	DISCOURAGE	ENCOURAGE
Outdoor Sales	1	
Adult Regulated Uses (Adult Motion Picture Theater, Adult Supply Store, Etc)	17	1
Bars		3
Motels and Hotels	1	3
Pawnshops	8	
General Hospitals		
Fat Food Restaurants Without Drive-Thru Service	3	
Specially Designated Distributor	10	
Specially Designated Merchant		

Town Center

Corresponding Zoning District: TCD-Town Center District

The intent of the Town Center District is to provide a "city identity" through a cohesive mix of low-, medium- and high-density residential, convenience retail, office and public uses.

ENCOURAGED USES	DISCOURAGE	ENCOURAGE
Multiple-Family Residential Buildings		
Retail Businesses		3
Personal Service Establishments		
Hotels	1	1
Professional Offices	2	
Financial Institutions	5	
Restaurants (Carry-out and Standard) Public Parks and Parkways		2
Public and Civic Buildings	1	1
Child and Adult Day Care Center as a limited accessory use		1
Theaters, Assembly Halls, and Concert Halls		6
Charitable gaming room	1	
Other Uses Approved by Special Conditions		1

Industrial

Corresponding Zoning District: M-1 Light Industrial

The Industrial classification is intended to provide locations for planned industrial development, including planned industrial park subdivisions.

PERMITTED USES	DISCOURAGE	ENCOURAGE
Manufacturing		4
Laboratories		4
Warehousing		1
Self-Storage Facilities		1
Public Utilities		
Trade or Industrial Schools		6
Private Clubs or Fraternal Organizations	1	
Showrooms	2	
Truck or Terminal Facilities	2	
SPECIAL CONDITIONS USES	DISCOURAGE	ENCOURAGE
Convenience stores serving the Industrial area		
Major Auto Repair	1	
Automobile Assembly Plans		
Storage of Building Materials	1	
Metal Working		1
Medical Marijuana Facilities	18	6
Junk Yards	5	

On-line Survey

The following pages document the results of the public survey conducted for the 2017 Inkster Master Plan. The City received 78 online responses.



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