



2015

CITY OF RIVERVIEW MASTER PLAN



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TABLE OF CONTENTS

INTRODUCTION AND CONTEXT

Authority1
 Purpose2
 Public Engagement2
 What this Plan Contains2
 Regional Context2
 Regional Transportation3
 Regional Projects and Initiatives3
 Future Plans of Adjacent Communities4

COMMUNITY DESCRIPTION

Population Profile9
 Household Characteristics 14
 Housing Profile 15
 Economic Profile 20
 Natural Features 25
 Geology..... 25
 Topography..... 26
 Flood Prone Areas 28
 Soil Conditions 28
 Watershed Management 29
 Woodlands and Wetlands 29
 Threatened + Endangered Species 30
 Community Facilities and Services..... 30
 Governmental Facilities..... 30
 Educational Facilities 32
 Fraternal Organizations 32
 Cemeteries 32
 Parks and Recreation..... 33
 Community Services 35
 Transportation Analysis 37
 Transportation Network..... 37
 Traffic Volumes..... 40
 Traffic Accidents 42
 Road Conditions 42

COMMUNITY CHARACTER

Residential Character 43
 Commercial Character 44
 Industrial Character 45
 Institutional Character 46
 Existing Land Use 46
 Existing Land Use Classifications..... 47

GOALS AND POLICIES

Residential Areas Goals and Policies 51
 Business Areas Goals and Policies 53
 Industrial Areas Goals and Policies..... 54
 Community Facilities Goals and Policies 55
 Transportation Goals and Policies..... 57

FUTURE LAND USE PLAN

Residential Areas 61
 Commercial Areas..... 61
 Industrial Areas..... 62
 Community Facilities 62
 Investment Opportunity Areas..... 63
 Thoroughfare Plan 68

ZONING PLAN AND IMPLEMENTATION

Zoning Plan 69
 Additional Polices for Implementation..... 74

LIST OF TABLES

1. Driving Time and Distances 3
 2. Historic Population Trends..... 10
 3. Population Projections 10
 4. Age Group Comparisons 12
 5. Households, Household Size and Household Type 14
 6. Age of Structures..... 16
 7. Housing Occupancy Trends 17
 8. Median Housing Value and Median Gross Rent 18
 9. Housing Unit Projections..... 19
 10. Educational Attainment 20
 11. Per Capita Income and Median Household Income 21
 12. Employment by Occupation 22
 13. Threatened, Endangered or Special Concern Species 30
 14. Riverview Community School District Facilities 32

15. Annual Average Daily Traffic (AADT)
 Counts.....41
 16. High Crash Road Segments/Intersections .42
 17. Existing Land Use Statistics.....46
 18. Zoning Equivalency Chart 70
 19. Zoning Modification Timetable 73

LIST OF FIGURES

1. Regional Location 2
 2. Recorded and Projected Populations..... 10
 3. Racial Distribution 11
 4. Age Trends.....13
 5. Housing Type 15
 6. Single-Family Residential Building
 Permits 16
 7. Housing Tenure17
 8. Housing Values 18
 9. Persons/Households in Poverty 21
 10. Employment by Industry 23
 11. State Equalized Value 24

LIST OF MAPS

1. Regional Greenways Map..... 6
 2. Future Plans of Adjacent Communities 7
 3. Natural Features.....27
 4. Community Facilities 31
 5. Utilities 36
 6. Transportation Network..... 38
 7. Existing Land Use.....50
 8. Future Land Use..... 60

INTRODUCTION AND CONTEXT

The City of Riverview is a metropolitan Detroit suburb located in southern Wayne County. Riverview is a place where people have chosen to live, work, and play and, therefore, is a place where certain services and facilities are required. Police, fire protection, parks, religious institutions, government centers, retail shops, meeting places, and a host of other facilities are woven together by physical infrastructure and communication routes.

In support of these regular operations, the City has created a number of commissions, including the Planning Commission. As one of its many duties, the Planning Commission has oversight and responsibility for the creation and maintenance of the City Master Plan. In part, Michigan state statutes provide that the purpose of a Master Plan is: to promote the public health, safety, and general welfare; to encourage the use of resources in accordance with their character and adaptability; and to consider the character of the City and its suitability for particular uses judged in terms of such factors as the trend in land and population development. The Master Plan includes narrative, maps, charts, and graphic material that provide a basis for the Planning Commission's recommendations for the future development of the City. The Master Plan is linked with the Riverview Zoning Ordinance, which is the regulatory mechanism that governs the use of land.

The intent of this Master Plan is to serve as a guide for the future growth and development of Riverview, which will, in turn, promote the health, safety, welfare, and convenience of the people who live and work in the City. The Riverview Master Plan is a realistic assessment of current conditions, as well as an expression of the future goals and vision of the City, defining the form and character it seeks to achieve. The Plan is designed to provide guidance to both the public and private sectors regarding a range of topics beyond future land

use, such as economic and residential growth decisions. Finally, the Plan will be responsive to the land use changes that occur within the City. The development of land can be dynamic and alter significantly over time. Therefore, the Plan must be flexible to these changes while still advancing the goals and objectives of the community.

AUTHORITY

The City derives its authority to Master Plan from Public Act 33 of 2008, the Michigan Planning Enabling Act. Public Act 33 states:

“The planning commission shall make and approve a master plan as a guide for development within the planning jurisdiction.”

The master planning process is cooperative and public. Input from the stakeholders and various governmental entities are gathered throughout the planning process. Public Act 33 requires the Planning Commission to hold a public hearing before the final adoption of a master plan. Also, Public Act 33 requires review of a community's master plan after a five-year period but allows for change at any time. However, a public hearing is required if the Planning Commission wishes to alter or amend their Master Plan after its original adoption. This process offers the Planning Commission the opportunity to analyze and address any significant changes to the City that may result in needed modifications to the Plan. It also provides the opportunity to ascertain progress in implementing the goals and policies outlined in the Plan.

In addition, the process offers an excellent opportunity to enter into communication and collaborative practices with neighboring, as well as regional governing jurisdictions in order to promote both greater harmony and increased efficiencies.

PURPOSE

The planning process was designed to involve conscious selections of policies and land use choices relating to growth and development in a community. The Master Plan serves to promote these policies through the following:

- Provides a general statement of the City's goals and provides a comprehensive view of the community's preferred future.
- Serves as the primary policy guide for local officials when considering zoning, land division, capital improvement projects, and any other matters related to land development. Thus, the Master Plan provides a stable and consistent basis for decision making.
- Provides the statutory basis for the City Zoning Ordinance, as required by the State of Michigan.
- Helps to coordinate public improvements and private development activities to assure the judicious and efficient expenditure of public funds.

PUBLIC ENGAGEMENT

The process of developing a Master Plan which is both meaningful to the community and feasible in its implementation must enjoy the participation of a larger stakeholder group. In order to garner this needed input, direct communication between the Planning Commission and Riverview stakeholders was pursued throughout the Master Plan update process. Knowledge regarding the concerns of the community was gained through multiple meetings and a public hearing. This type of direct interaction with stakeholders allows for a more complete framework of the concerns and needs of Riverview community members.

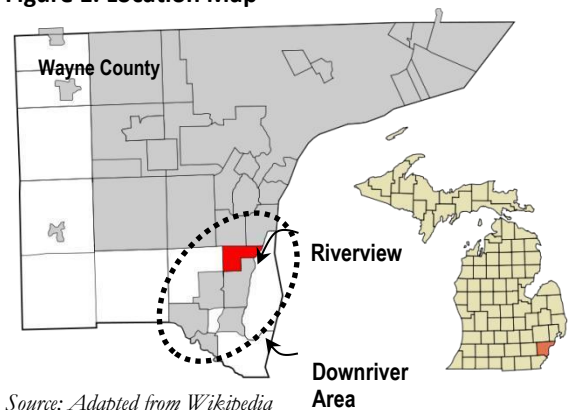
WHAT THIS PLAN CONTAINS

The Master Plan is divided into four major chapters that communicate the most complete and accurate picture of the existing conditions within Riverview, as well as its goals for the future. These chapters detail a description of the community, existing conditions and land use, transportation, natural features, and public facilities. Additionally, the future character of the City is articulated through description of its goals and objectives, future land use, and plan implementation strategies. So as to supplement textual descriptions, visual representations of data are included; these consist of photos, maps, and other graphics. These chapters represent the history and future of development within Riverview and therefore, provide a guide for its continuing growth and evolution in the coming years.

REGIONAL CONTEXT

The City of Riverview is a metropolitan Detroit suburb located in Southern Wayne County, along the shoreline of the Detroit River. The City is advantageously located approximately 20 miles south of Downtown Detroit, 10 miles east of Detroit Metro Airport, and 45 miles north of the City of Toledo. The suburbs in the southern portion of the Detroit metropolitan area, including Riverview, are collectively known as the Downriver Region. As the region's name implies, Downriver communities are tied by geography and socioeconomic relationships to the dynamic urban industrial development along the Detroit River (Figure 1).

Figure 1. Location Map



Source: Adapted from Wikipedia

According to the Southeastern Michigan Council of Governments (SEMCOG), Southeastern Michigan's population is forecasted to remain relatively stable from 2010-2040. Population is forecasted to grow by less than 1% by 2040, from 4,704,809 to 4,742,083. Despite the small change in population, the number of households is forecasted to increase by almost 6% over the same 30-year time period. The aging of the baby boomer generation, which will be 75 or older in 2040, means that 25 percent of the population of Southeastern Michigan will be elderly in 2040 (that is, 1 in 4 people will be over the age of 65).

At the community level, Southeast Michigan will grow most strongly at the edges of the urban area, well beyond Riverview, where abundant land is available and jobs remain within a tolerable commuting distance. Population growth will be strongest in western Wayne County, the Ann Arbor area, southeast Livingston County, western and northern Oakland County, and central Macomb County. As well-established and nearly built-out suburbs, the Downriver communities, including Riverview, are no longer experiencing population increases. Between 2000 and 2010, the City of Riverview declined in population from 13,272 to 12,486 residents, a 6 percent decrease. All of the adjacent cities also declined in population between 2000 and 2010 including Southgate (-2.0%), Trenton (-3.7%) and Wyandotte (-7.6%). SEMCOG predicts that the rate of population loss for Downriver communities will slow by the year 2040. However, in order to attract new growth, Riverview must focus its efforts on strengthening its existing neighborhoods, businesses, industries and services, and seeking opportunities for redevelopment. In light of Michigan's generally slow economy over the past few years, the City of Riverview may be in a position to attract people who are looking for quality and affordable housing in close proximity to large job centers such as Dearborn and Detroit.

REGIONAL TRANSPORTATION

The City of Riverview is well served by a network of major transportation arteries. The closest freeway route is Interstate 75, which can be accessed at the Sibley Road interchange slightly more than one mile from the City. Interstate 75 is an important north-south freeway and connects the Downriver area with downtown Detroit to the north and the City of Toledo, Ohio to the south. Outside Riverview, I-75 features average daily traffic volumes of between 80,000 and 100,000 vehicles per day. The primary transportation artery in Riverview is Fort Street (M-85), which runs north-south through the City. To the north, Fort Street connects to Southgate, Wyandotte, Lincoln Park, and downtown Detroit. To the south, Fort Street traverses through Trenton and eventually connects with I-75. An additional major north-south road in Riverview is Jefferson Avenue, while additional east-west routes include Pennsylvania Road, Sibley Road, and King Road. These major transportation routes effectively connect the City of Riverview with the rest of the Detroit Metropolitan area, the State of Michigan and the entire Midwest region. Driving times and distances to major destinations are provided in Table 1.

Table 1: Driving Times and Distances

Destination	Distance	Time
Detroit (Downtown)	21 Miles	27 Minutes
Toledo, OH	45 Miles	48 Minutes
Lansing, MI	99 Miles	1 Hour, 39 Minutes
Cleveland, OH	154 Miles	2 Hours, 35 Minutes
Toronto, ON	249 Miles	4 Hours, 26 Minutes
Chicago, IL	277 Miles	4 Hours, 28 Minutes

Source: Mapquest Driving Times and Distances from the City of Riverview

REGIONAL PROJECTS AND INITIATIVES

MICHIGAN COMPREHENSIVE TRAIL PLAN

With the enactment of the Public Acts 45 and 46 in 2010, the Michigan Snowmobile and Trails Advisory Council (MSTAC) was charged with developing recommendations for a state trail system. The resulting Plan – The Michigan Comprehensive Trail Plan – acknowledges

Michigan’s position as the nation’s Trail State and provides recommendations on how to improve Michigan’s existing array of trails. Many of these recommendations are focused on the Metropolitan Detroit region. Several priority recommendations listed within the Plan include:

- Maintain trails to ensure a sustainable and quality trail system;
- Expand trails to ensure access to trail systems;
- Link trails, trail users and adjoining towns;
- Develop funding sources and mechanisms for trail maintenance; and
- Ensure that the state’s trail system compliments other plans and planning efforts.

DOWNRIVER LINKED GREENWAYS INITIATIVE

The Downriver Linked Greenways Initiative (DLGI) began in 1999 and is a community-driven regional effort to coordinate non-motorized transportation in the Downriver area. Downriver communities recognize the importance and need for the improvement of issues surrounding quality of life in the area. The DLGI attempts to improve the quality of life of Downriver residents, employees and visitors by connecting communities to one another and to the larger Southeast Michigan Region.

The Downriver Linked Greenways Initiative Master Plan – completed in 2001 and updated in 2008 – presents a vision for connectivity within the Downriver region and provides information regarding potential funding sources. The plan establishes and focuses on a three-tiered hierarchy of non-motorized trails that consists of regional, Downriver and locally significant pathways. The Regional System is conceptually proposed to traverse the I-275 corridor, the Rouge River and Jefferson Avenue (Detroit River).

From there, the DLGI acknowledged the need to identify a network of trails within the Downriver area that will serve as the primary connections to the various communities, as well as to the

Regional System. The Downriver Primary System has five major segments: a North/South Connector adjacent to the Riverfront which travels from River Rouge south to Gibraltar, an additional North/South trail adjacent to I-275, an East/West connector which is proposed through Huron Township, Flat Rock and Rockwood and an additional East/West Connector which is proposed River Rouge, Melvindale and Dearborn and finally a non-motorized connection from the Regional System south to the City of Monroe. The regional greenways initiative is depicted in Map 1 (<http://www.downrivergreenways.org/home/reports-and-products>).

FUTURE PLANS OF ADJACENT COMMUNITIES

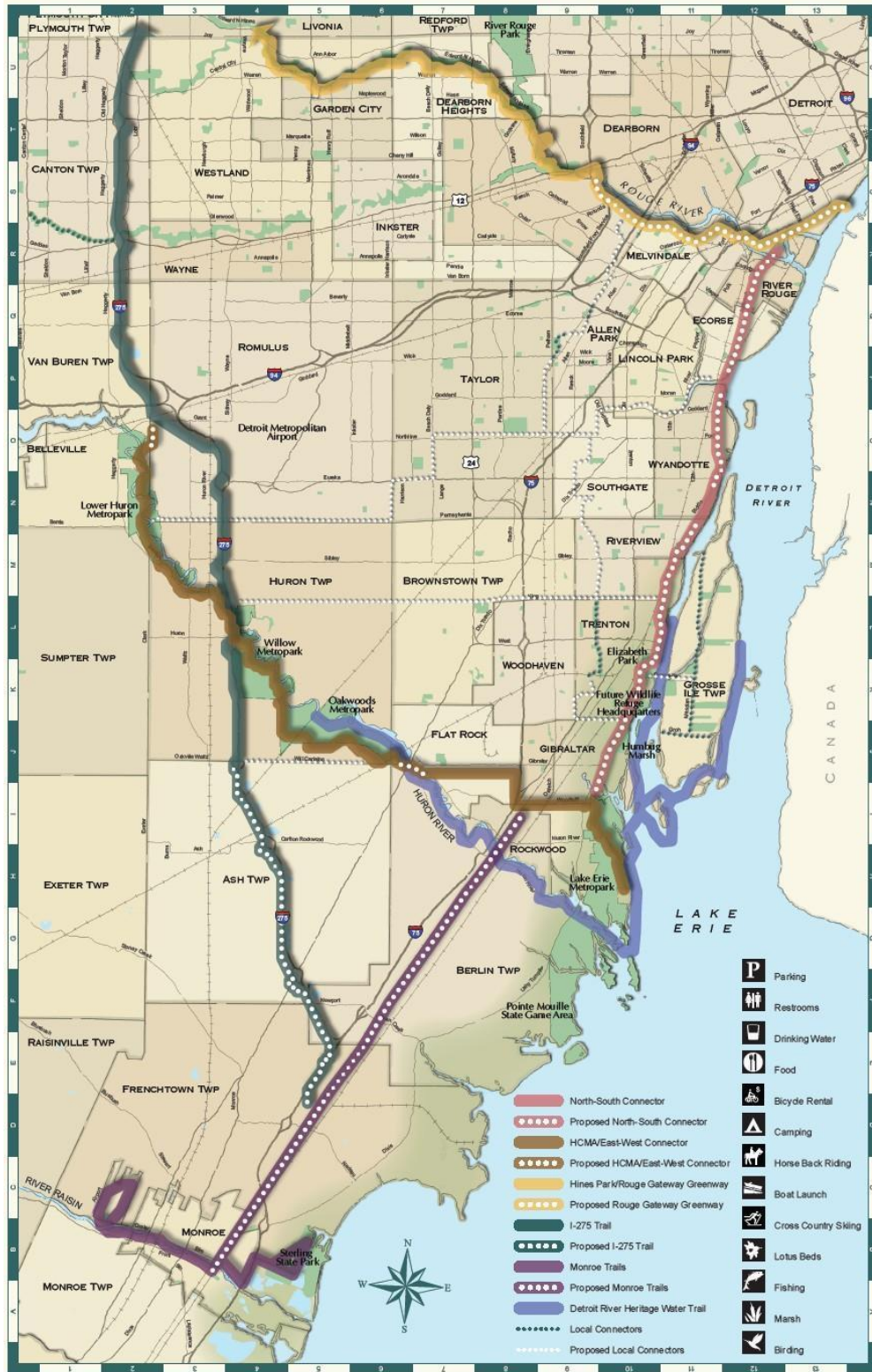
While an understanding of the existing regional context of the City is important to assess potential local trends in development, the future plans of those municipalities adjacent to the City of Riverview may also have a direct impact on the City’s own development goals. The composite Future Land Use Plans for the areas within a one-mile radius of Riverview are shown on Map 2, Generalized Future Land Uses. This Future Land Use Map is a compilation of municipal Future Land Use Plans. Seven municipalities fall within the one-mile radius, but only five share a municipal border with Riverview. The following summarizes the plans of the adjacent communities:

- Brownstown Township: Park/Cemetery uses between Sibley and Pennsylvania Roads and Residential uses south of Sibley Road.
- City of Trenton: A significant area of Mixed-Use/Redevelopment Uses in the area east of Fort Street and south of Sibley. Mostly Single-Family Residential uses along the south side of King Road with some Multiple-Family Residential and Neighborhood Business uses intertwined.
- City of Wyandotte: Open Space and Conservation use along the Detroit Riverfront, Industrial use along the railroad

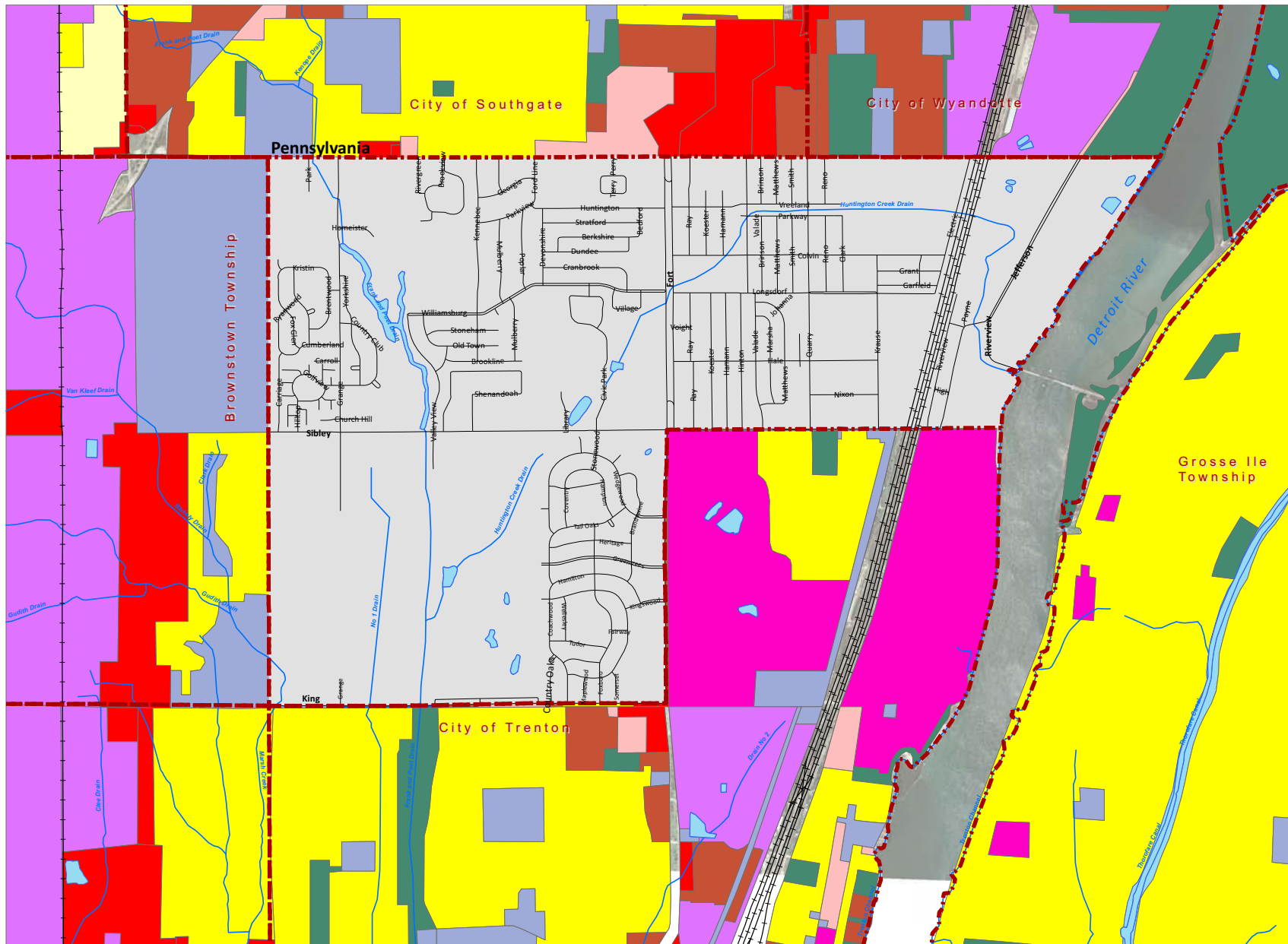
corridor, and a mix of High Density Residential, Open Space/Conservation and Institutional/Public/Quasi Public uses along the north side of Pennsylvania Road.

- City of Southgate: A major concentration of Commercial use is planned along Fort Street, just north of Riverview, with Office use planned along Trenton Road. A mix of Medium Density Residential and Institutional/Public/Quasi Public use along the north side of Pennsylvania Road.
- Grosse Ile Township: Predominantly planned for Medium Density Residential with a mix of Open Space/Conservation use.

Map 1. – Regional Greenways Map



Source: www.downrivergreenways.org



- Agricultural/Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Commercial/Mixed Use
- Office
- Institutional/Public/Quasi Public
- Industrial
- Open Space/Conservation

Map 2
**GENERALIZED
 FUTURE
 LAND USE
 MAP**

City of Riverview



Carlisle/Wortman Associates, Inc.
 Ann Arbor, Michigan
 April, 2015



COMMUNITY DESCRIPTION

The purpose of this chapter is to describe the social, housing and economic characteristics of the City of Riverview. Social characteristics include the size of the population, age, gender, race, and ethnicity; housing characteristics include housing value, tenure and age; and economic characteristics include employment by industry, incomes and state equalized values. Compiling and examining data on these elements will help guide City officials in determining future land use needs.

POPULATION PROFILE

In addition to the statistics for the City of Riverview, this Chapter provides a benchmark for comparison by providing statistics for similar and surrounding communities. For a relevant comparison, the statistics for Riverview are compared to the neighboring cities of Wyandotte, Southgate, Woodhaven, and Trenton. The adjacent townships of Brownstown and Grosse Ile are also compared, in addition to Wayne County and the State of Michigan, where appropriate.

HISTORICAL POPULATION GROWTH

Population trends for the City of Riverview and its neighboring communities are presented in **Table 2**. The population of the City has declined by 14.3 percent (2,083 residents) since 1980. Riverview’s population loss is consistent with that of adjacent Downriver communities such as Southgate (-6.3%), Wyandotte (-24%) and Trenton (-17.2%), and with Wayne County as a whole (-22.1%)

Wayne County as a whole has seen significant population loss since 1980, losing more than 500,000 residents or negative 22.1 percent. Much of this decrease is attributed to the significant population losses experienced by the City of Detroit during this period.

DEMOGRAPHIC SNAPSHOT



Population

- 12,486** 2010 Population
- 11,019** 2040 Projected population
- 45.4 yrs.** Median Age
- 22.6%** Percent of 2010 population over the age of 65



Housing

- 5,163** Number of Households
- 59%** Percent Owner Occupied Units
- \$158,200** Median Housing Value
- \$727** Gross Median Rent



Jobs & Economy

- 2,135** Private Education & Healthcare Jobs
- ↑ 25%** 2010–2040 Projected increase in Private Education & Healthcare Jobs
- \$24,982** Per Capita Income
- \$48,575** Median Household Income

Table 2: Historic Population Trends, 1980 - 2010

Place	1980	1990	Change 1980-1990		2000	Change 1990-2000		2010	Change 2000-2010		Change 1980-2010	
			#	%		#	%		#	%	#	%
			City of Riverview	14,569		13,894	-675		-4.6%	13,272	-622	-4.5%
City of Wyandotte	34,006	30,938	-3,068	-9.0%	28,006	-2,932	-9.5%	25,883	-2,123	-7.6%	-8,123	-24.0%
City of Southgate	32,058	30,771	-1,287	-4.0%	30,136	-635	-2.1%	30,047	-89	-0.3%	-2,011	-6.3%
City of Woodhaven	10,902	11,631	729	6.7%	12,530	899	7.7%	12,875	345	2.8%	1,973	18.1%
City of Trenton	22,762	20,586	-2,176	-9.6%	19,584	-1,002	-4.9%	18,853	-731	-3.7%	-3,909	-17.2%
Brownstown Township	18,302	18,811	509	2.8%	22,989	4,178	22.2%	30,627	7,638	33.2%	12,325	67.3%
Grosse Ile Township	9,320	9,781	461	4.9%	10,894	1,113	11.4%	10,371	-523	-4.8%	1,051	11.3%
Wayne County	2,337,843	2,111,687	-226,156	-9.7%	2,061,162	-50,525	-2.4%	1,820,584	-240,578	-11.7%	-517,259	-22.1%
Michigan	9,262,078	9,295,297	33,219	0.4%	9,938,444	643,147	6.9%	9,883,640	-54,804	-0.6%	621,562	6.7%

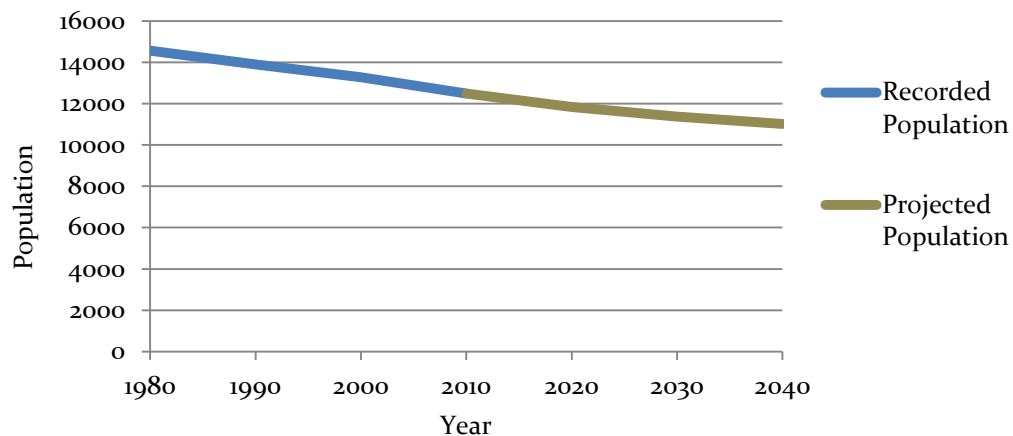
Source: 1980 through 2010 U.S. Census

Table 3: Population Projections to 2040

	2010	2020	2030	2040	Change 2010-2040	
					#	%
Riverview	12,486	11,836	11,380	11,019	-1,467	-11.7%
Wyandotte	25,883	24,189	22,880	23,547	-2,336	-9.0%
Southgate	30,047	29,125	28,571	28,768	-1,279	-4.3%
Woodhaven	12,875	13,026	12,400	12,476	-399	-3.1%
Trenton	18,853	18,685	18,713	18,647	-206	-1.1%
Wayne County	1,820,584	1,700,779	1,664,635	1,656,931	-163,653	-9.0%

Source: SEMCOG 2040 Forecast Summary

Figure 2: City of Riverview, Recorded and Projected Populations, 1980-2040



Source: U.S. Census; SEMCOG Community Profiles

POPULATION PROJECTIONS

Population projections for Riverview and adjacent communities through the year 2040 are provided in Table 3. The SEMCOG projection method for Wayne County employs a systematic economic layered approach of cohort component techniques, comparing County trends to larger economic models.

SEMCOG predicts that the County will continue to experience population losses. By 2040, SEMCOG estimates that the County population will decrease to approximately 1.65 million. Similarly, SEMCOG predicts that Riverview and many of its adjacent communities will continue to lose population up until 2040.

By 2040, SEMCOG predicts that Riverview’s population will decline to 11,019 residents - a decrease of 11.7% percent from the City’s 2010 population. As with all population projections, however, the numbers derived from the above described projections are heavily based on past trends. These projections cannot foresee any significant developments, economic occurrences, or changing personal habitation preferences that may occur in the future. These figures should, therefore, be seen only as a preliminary benchmark for analysis of future population attributes.

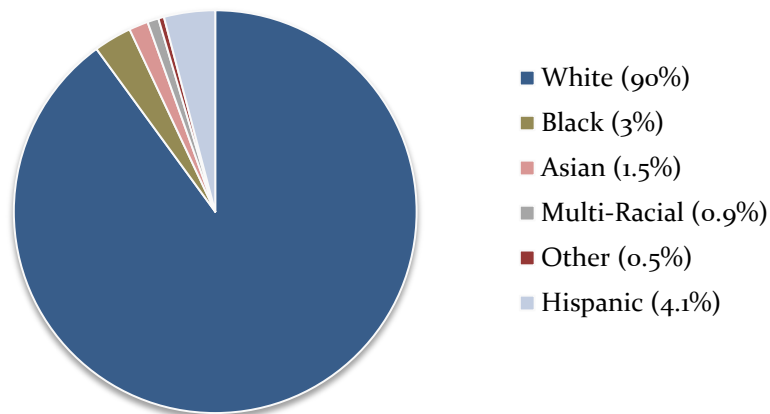
RACIAL COMPOSITION

One important social characteristic of a community is its racial make-up. Understanding the racial composition of a community helps to identify the diverse needs of its population. The U.S. Census Bureau categorizes the population into a number of racial categories. First the population is broken down into either the One Race category or Two or More Races category. The One Race category is further categorized into the traditional racial groups (i.e., White, African American, Asian, etc.).

As illustrated in **Figure 3**, the City of Riverview is relatively homogeneous, with the majority of citizens classified as White as of the year 2010. For Riverview, 90 percent of the population is White, while 3 percent is Black or African American, and 1.5 percent is Asian. Wayne County as a whole has a much more diverse population, with 49.6 percent of the population being White, 40.3 percent Black or African American, 2.5 percent Asian, and 0.5 percent Some Other Race.

Additionally, the Census Bureau provides statistics for the Hispanic or Latino population that may be a part of any race. These statistics are recorded separately from the other race categories. For Riverview, 4.1 percent of the total population is Hispanic or Latino, similar to that of Wayne County as a whole (5.2%).

Figure 3: Riverview Racial Distribution, 2010



Source: U.S. Census: SEMCOG Community Profiles

AGE GROUPS

Information on age distribution within a population can assist a community in matching public services to community characteristics and in determining special needs of certain age groups. For example, younger populations tend to require more rental housing units and smaller homes, while the elderly population may have a need for assisted living facilities. Policy makers may also analyze age distribution to identify current gaps in services and to project future service needs for housing, education, recreation and medical care. It is of equal importance in planning to anticipate which age groups are likely to increase during the planning period. Examples of this are the aging “baby boomers” and their children, with both forming waves of population rises and falls as they move through their lifecycles.

Table 4 compares the age distribution of the City of Riverview with that of Wayne County as a whole. In comparison to Wayne County, Riverview has a lower percentage of its population in the younger age groups and a higher percentage of population in the older age groups. Approximately 22.6% of residents within Riverview are over the age of 65.

Comparatively, only 12.7% of Wayne County residents fall within this age cohort. **Table 4** also shows that the median age for the City of Riverview was 45.4 years in 2010, making its population significantly older than that of Wayne County residents as a whole (37.3 years)

CHANGES IN AGE STRUCTURE

The population pyramid in **Figure 4** details the overall change in median age and change in age group distributions during the past decade, 2000-2010. In terms of median age, the City as a whole has aged significantly from 41.6 years old in 2000 to 45.4 years old in 2010.

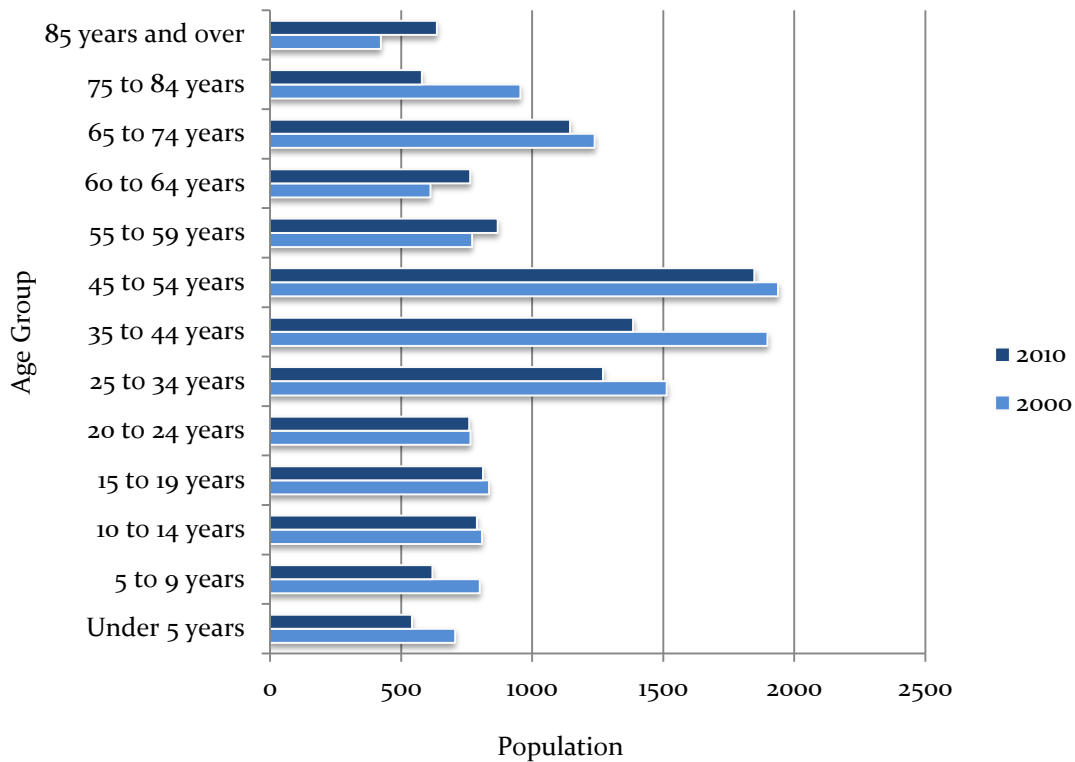
In terms of age groups, **Figure 4** illustrates that the City of Riverview is an aging community, as all of the younger age groups have declined in number while many of the older age groups have increased in population. The 35 to 44 Years age group declined most significantly, from 1,891 people in 2000 to 1,385 people in 2010, a decline of 27 percent. The 85 and over age group increased most significantly, from 424 in 2000 to 637 in 2010, an increase of nearly 50 percent.

Table 4: Age Groups Comparison, 2010

Age Group	City of Riverview		Wayne County	
	#	%	#	%
Under 5	542	4.3%	118,450	6.5%
5-17	1,904	15.2%	343,345	18.9%
18-24	1,080	8.6%	176,772	9.7%
25-34	1,271	10.2%	218,793	12.0%
35-59	4,102	32.9%	634,313	34.8%
60-64	764	6.1%	98,208	5.4%
65-74	1,145	9.2%	117,555	6.5%
75+	1,678	13.4%	113,148	6.2%
Median Age	45.4		37.3	

Source: 2010 U.S. Census; SEMCOG Community Profiles

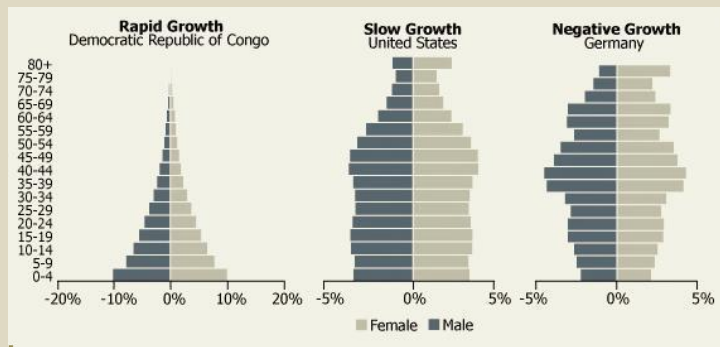
Figure 4: City of Riverview Age Trends, 2000-2010



Source: 2000 and 2010 U.S. Census

The “Age Structure Pyramid”

The age structure of a country, state or city can be evaluated through a graphic technique known as “age structure pyramids.” An age structure pyramid is a graphic illustration that shows the make-up of various age groups in a population. A growing, young population with high birth rates and high death rates/emigration is illustrated by a pyramid with a wide base and narrow top. Slow-growth (moderate births and low death-rates/emigration) is illustrated by an almost rectangular-like figure, while zero-growth/negative growth (aging population/low birth rates/high emigration) is illustrated by an inverted pyramid.



While not a complete “age structure pyramid” (missing gender information), the graph in Figure X, indicates that Riverview’s age structure mirrors that of an inverted pyramid, like the Germany example above. Riverview’s population is aging, but the city is losing population due to lower birth rights and, partially, due to young citizens moving out of the city.

Source: Population Reference Bureau, www.prb.org

HOUSEHOLD CHARACTERISTICS

This section examines households in terms of the relationships among the persons who share a living area. Some households are families, consisting of two or more persons. **Table 5** outlines the total number of households in the City of Riverview as well as a breakdown of households with children and households with seniors.

Of the 5,163 total households in Riverview, 27.3 percent contain children. This is a decline from 2000, where nearly 30 percent of all households contained children. In comparison, 35 percent of households contained seniors (age 65+) in 2010 – an increase from 2000 where 30 percent of households contained seniors. The increase of households with seniors is particularly notable, as it aligns with the increasing median age of the City.

HOUSEHOLD SIZE

The number of persons per household constitutes average household size. Since the 1970's, the nationwide trend has been a decline in household size. This trend has occurred because of a number of reasons which include: declining number of children per family, higher divorce rates, and a growing number of elderly living alone. Following this trend, the City of Riverview has also declined in household size over the years.

Table 5 provides the household size trends for the City of Riverview between 2000 and 2010. The number of persons per household in the City of Riverview has decreased from 2.38 persons per household in 2000 to 2.31 in 2010. Projections show that household size will continue to decrease up until 2040. The impact of Riverview's declining household size on demand for housing units will be discussed later in the Housing Profile portion of this Chapter.

Table 5: Households, Household Size and Household Type, 2000 - 2010

	2000 Census	2010 Census	Dec. 2014 (SEMCOG)	2040 Forecast
Households	5,352	5,163	4,990	4,794
Household Size	2.38	2.31	2.28	2.20
HOUSEHOLD TYPES				
Households with Children	1,586	1,410	n/a	n/a
Households with Seniors (65+)	1,633	1,786	n/a	n/a

Source: 2000 and 2010 U.S. Census; SEMCOG Community Profiles

HOUSING PROFILE

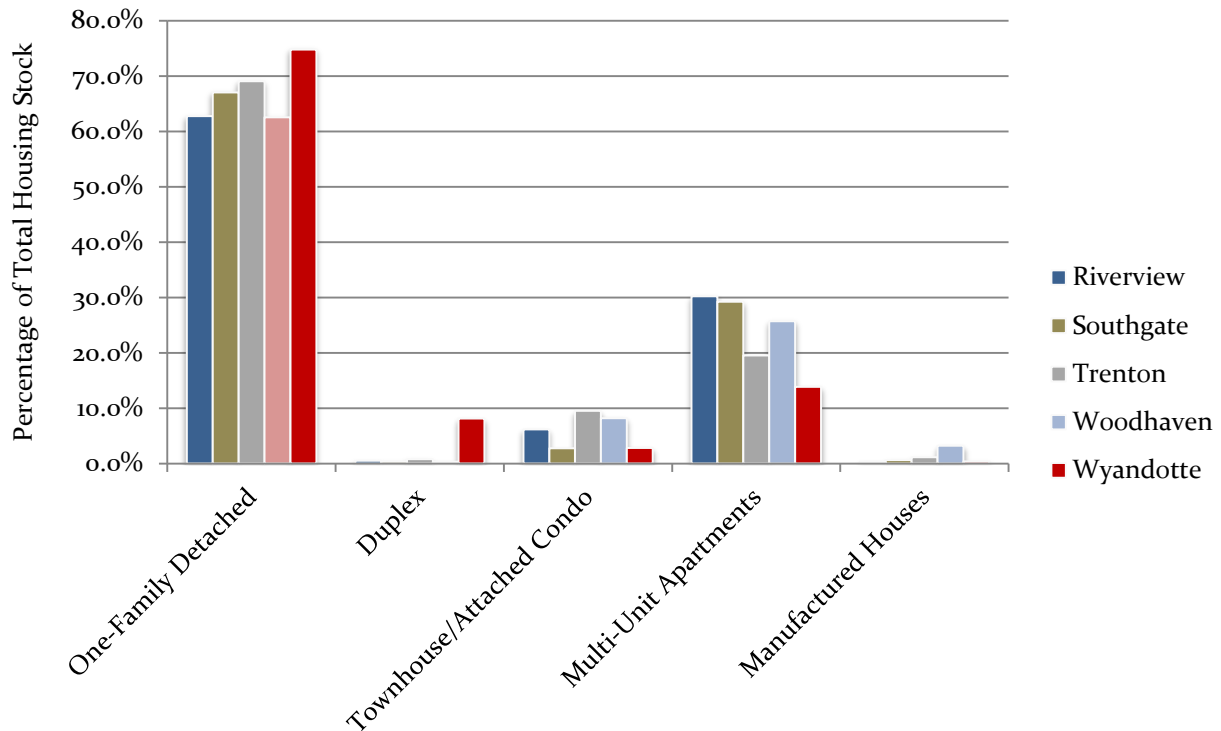
Housing is a vital characteristic of any community. Houses are highly visible and relatively permanent, and for these reasons serve as great indicators of the wellbeing of a community. This housing profile presents a variety of housing data including type, age, value and ownership. This analysis will assist the City in determining its future housing needs.

TYPE OF STRUCTURE

The most basic measure of housing in a community is the type of structure (i.e. whether a housing unit is a single-family home or an apartment). **Figure 5** shows the distribution of housing unit types for the City and surrounding communities.

The majority of the City’s housing stock is comprised of single-family detached dwelling units – approximately 62.8 percent in 2010. Although it is the dominant type of housing unit in the City, Riverview’s single-family detached percentage is actually lower than many of the surrounding cities. Consequently, Riverview’s percentages in certain other housing type categories are higher than the surrounding communities. A total of 30.2 percent of Riverview’s housing stock consists of housing units within multi-unit structures (e.g., large apartment complexes), while 6.2 percent of the housing stock consists of housing units within townhomes or attached condos.

Figure 5: Housing Type as a Percentage of Overall Housing Stock: Riverview and Surrounding Communities, 2010



Source: American Community Survey; SEMCOG Community Profiles

AGE OF STRUCTURE

The age of a dwelling unit is one factor used to evaluate its structural quality. The average industry standard for the life span of a single-family dwelling unit is generally 50 years. However, this typical life span often depends on the quality of the original construction and continued maintenance of the unit. Using this standard, the homes within the City constructed prior to 1959 may be approaching the end of their utility.

Between 2000 and 2014 years, building permits were granted for fifty (50) single-family residential structures and zero multi-family or condominium structures. 2000 and 2001 were the biggest years for residential development, with a combined nineteen (19) granted permits. Due to the recession, few building permits were granted between 2008 and 2011.

Data in **Table 62**, obtained from the American Community Survey (ACS), identifies the age of year-round residential structures for the City of Riverview up until 2009. As can be seen, housing units built between 1970 and 1979 represent the largest category for Riverview at 32.9 percent. The second largest category is housing units built between 1950 and 1959 at 22 percent.

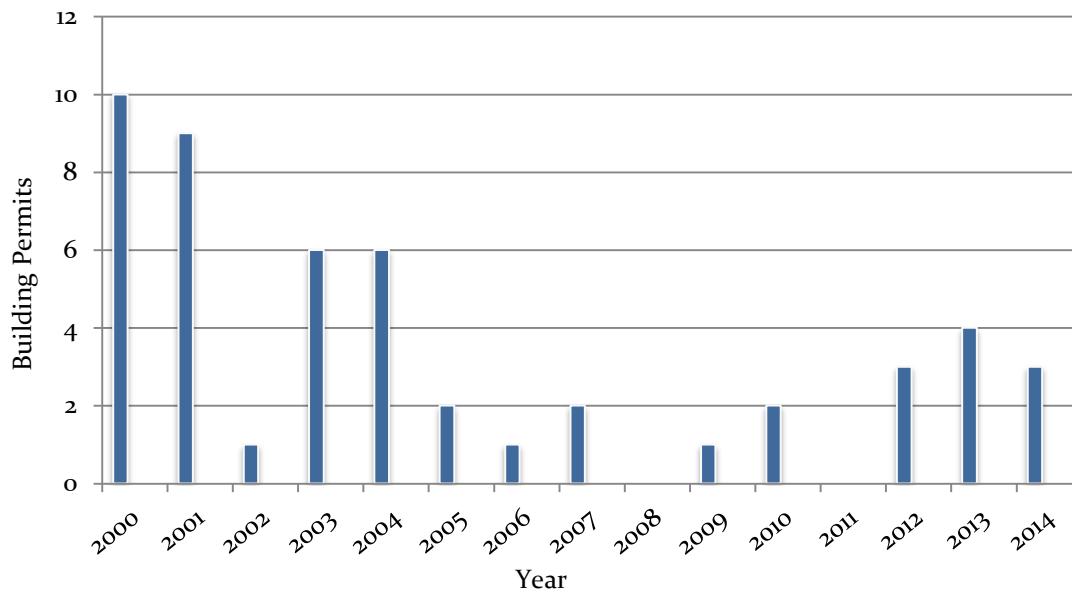
Table 6: Age of Structures

Year Structure Built	Riverview	
	#	%
2000 to 2009	154	2.90%
1990 to 1999	343	6.45%
1980 to 1989	452	8.51%
1970 to 1979	1,745	32.84%
1960 to 1969	1,072	20.17%
1950 to 1959	1,171	22.04%
1940 to 1949	248	4.67%
1939 or earlier	129	2.43%
Total Structures	5,314	

SEMCOG provides additional information regarding the number of residential building permits granted within the City since 2000, as illustrated in **Figure 6**.

Source: 2009-2013 American Community Survey

Figure 6: Single-Family Residential Building Permits, 2000 - 2014



Source: American Community Survey; SEMCOG Community Profiles

HOME OWNERSHIP AND OCCUPANCY

The home ownership rate is a very important aspect of a community. A high home ownership rate could be an indication that the community has stable and well-kept neighborhoods. A higher percentage of rental housing might indicate a more transient population. Owner and renter occupancy rates can also reveal whether the housing stock in the community is affordable. Lower income citizens, who may include single persons, young families, and the elderly, require more affordable housing options including rental housing. A low percentage of rental units could indicate that the community is not providing adequate housing for these groups.

Table 7 shows housing occupancy trends for the City of Riverview between 2000 and 2010. During this decade, the City lost 189 owner-occupied housing units, decreasing the owner occupancy rate from 64.5 percent to 63.2 percent. Renter-occupied housing units decreased by 2 units; however, the higher decrease in owner-occupied units resulted in an overall increase in the renter occupancy rate from 35.5 percent in 2000 to 36.8 percent in 2010.

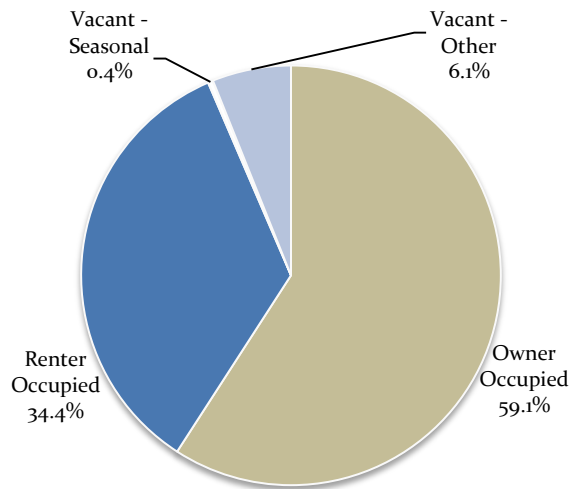
Knowledge of vacancy statistics can be helpful in predicting future growth and housing needs. A high vacancy rate might be an indicator of residential decline, but also shows that in the event of growth, housing units are available. According to the Urban Land Institute, a five percent vacancy rate is considered necessary to provide adequate housing selection and to keep home prices from rising faster than inflation. Vacancy rates below five percent indicate a restricted housing market. **Figure 7** reveals that the City of Riverview has a moderate vacancy percentage at 6.5 percent, indicating a non-restricted housing market. This is an increase from the 3.3% vacancy rate indicated in 2000. This increase is likely related to Michigan’s slumping economy in recent years.

Table 7: Riverview Housing Occupancy Trends, 2000-2010

Category	2000		2010	
	#	%	#	%
Total Occupied Housing Units	5,352	100.0%	5,163	100.0%
Owner-Occupied Housing Units	3,450	64.5%	3,264	63.2%
Renter-Occupied Housing Units	1,902	35.5%	1,899	36.8%

Source: American Community Survey; SEMCOG Community Profiles

Figure 7: Riverview Housing Tenure, 2010



Source: American Community Survey; SEMCOG Community Profiles

HOUSING VALUES

Analyzing housing values and rent could be the best way to determine both the quality and affordability of housing. It is of crucial importance that both quality and affordable housing are maintained to help retain current residents and attract new homeowners to a community.

As illustrated in **Figure 8**, most of Riverview’s owner-occupied homes fit into one of four value ranges as follows: \$100,000 to \$149,999 (29.7 percent); \$150,000 to \$199,999 (27.2 percent); and \$200,000 to \$299,999 (25.3 percent). This is a positive indication that a wide variety of homes at differing prices are available within the City. In terms of median values of owner-occupied housing units, the City of Riverview is the highest of the cities compared in **Table 8** at \$158,200. Additionally, Wayne County has a lower median home value than Riverview.

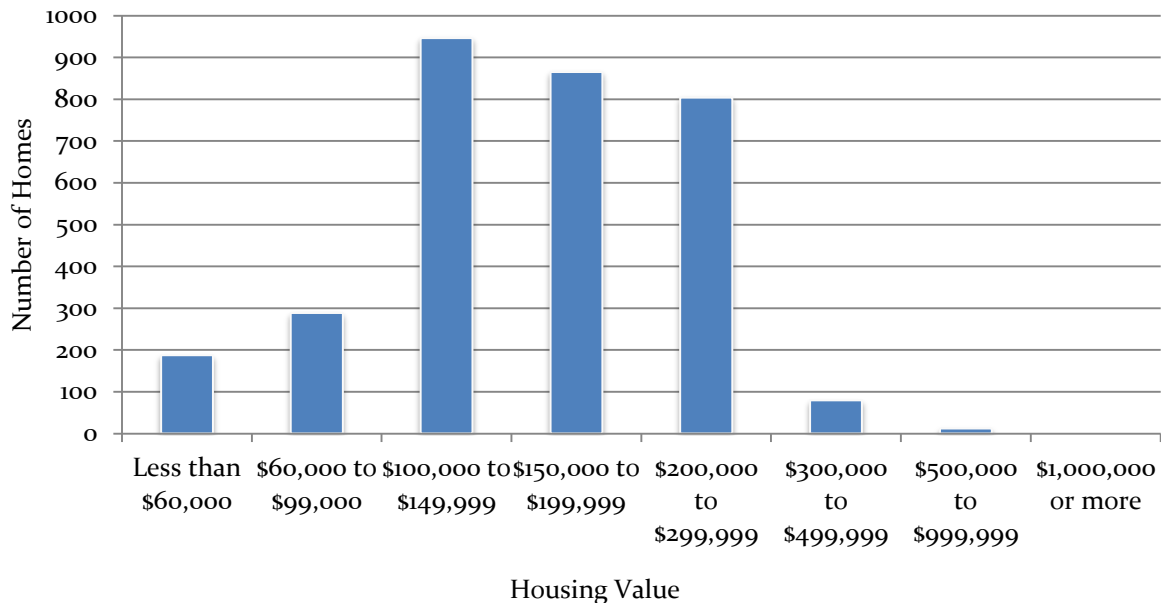
As of 2010, the median rent for the City was \$727, higher than that of Trenton, Woodhaven and Wyandotte, but lower than that of Southgate and Wayne County as a whole.

Table 8: Median Housing Value and Median Gross Rent, 2010

	Median Housing Value	Median Gross Rent
City of Riverview	\$158,200	\$727
City of Southgate	\$131,000	\$761
City of Trenton	\$156,600	\$673
City of Woodhaven	\$157,500	\$699
City of Wyandotte	\$118,700	\$699
Wayne County	\$121,100	\$759

Source: American Community Survey; SEMCOG Community Profiles

Figure 8: Riverview Housing Values, 2010



Source: American Community Survey; SEMCOG Community Profiles

HOUSING UNIT PROJECTIONS

As mentioned above, the City of Riverview has experienced a decline in household size over the years, a trend commonly found throughout the nation since the 1970's. SEMCOG predicts that Riverview will continue to experience a decline in household size, decreasing from 2.31 in 2010 to 2.20 in 2040.

Declining numbers of persons per household often is accompanied by an increase in the total number of households and demand for new housing units. This is often true even in circumstances of negative population growth. For example, a population of 1,000 citizens and an average household size of 4 means that 250 households are in the community (assuming that no citizens are living in group quarters). Following national trends, let's assume that the average persons per household in the community declines to 3. Even if the community declines in population to 900, the smaller household size of 3 results in a total of 300 households in the community, an increase of 50 households. These 50 additional households will require additional housing in the community, potentially in the range of 50 additional housing units.

Table 9 details housing unit projections for the City of Riverview. As of 2010, Riverview had a household population (those citizens living in a household and not in group quarters) of 11,946 persons and 5,163 households, equating to 2.31 persons per household. For the year 2040, SEMCOG predicts that Riverview will have a total household population of 10,566 persons and 4,794 households, equating to a household size of 2.20.

Currently, the City of Riverview has 5,520 housing units. Assuming that the rate of decline for households will be the same as the declining demand for housing units, it is anticipated that a total of only 5,128 housing units will be needed by the year 2040, leaving an excess of 392 vacant units. Despite the apparent abundance of housing units, it is important to note that the declining average household size may still indicate a demand for smaller housing types, such as multi-family apartments or townhomes. Therefore, the "abundance" of housing units may actually indicate an abundance of *single-family detached units*, but a shortage of multi-family/townhome units.

Table 9: City of Riverview Housing Unit Projections, 2010-2040

Category	2010	2040	% Change 2000-2020
Household Population (Not in Group Quarters)	11,946	10,566	-11.6%
Persons per Household	2.31	2.20	-4.8%
Households	5,163	4,794	-7.1%
Housing Units	5,520	5,128	-7.1%

Source: 2010 U.S. Census; SEMCOG Community Profiles

ECONOMIC PROFILE

Economic characteristics comprise a major part of census data. Economic characteristics are important because they help determine a community's viability and its ability to support future commercial, residential and industrial growth. The economic strength of the City of Riverview is related to the number and type of employment opportunities in the labor market area as well as the level of educational attainment by its residents. Within a labor market area, some communities function as major employment centers while others serve primarily as residential communities. According to the 2013 American Community Survey (5-year estimates), approximately 4,904 Riverview residents sixteen years of age or older are currently employed. The following text identifies income levels, educational attainment levels, the industries that employ Riverview residents, the positions that are held and the wages earned.

EDUCATIONAL ATTAINMENT

Data in **Table 10** shows the educational attainment of the residents of the City of Riverview, surrounding communities, Wayne County and the State of Michigan based on the most recent American Community Survey data. As shown, the City of Riverview has a somewhat lower percentage (86.7 percent) of high school graduates as compared to the other units of government in the table. However, Riverview's high school graduate percentage is higher than Wyandotte and Wayne County. At 23.2 percent, the City of Riverview is average when comparing percent of citizens that have obtained a bachelor's degree or higher to the surrounding communities. Half of the municipalities compared in the table have lower percentages than Riverview (Wyandotte, Southgate and Woodhaven) while half have higher percentages (Brownstown, Trenton and Grosse Ile).

Table 10: Educational Attainment, 2013

Place	Percent High School Graduate or Higher	Percent Bachelor's Degree or Higher
City of Riverview	86.7%	23.2%
City of Wyandotte	86.6%	15.8%
City of Southgate	88.4%	16.6%
City of Woodhaven	95.6%	22.9%
City of Trenton	90.1%	24.1%
Brownstown Township	89.5%	23.3%
Grosse Ile Township	96.8%	46.8%
Wayne County	84.1%	21.3%
Michigan	88.9%	25.9%

Source: 2009-2013 American Community Survey

Between 2000 and 2013, the City of Riverview's high school graduate percentage increased significantly, from 80.9 percent to 86.7 percent. During the same period, the City's bachelor's degree percentage increased from 17.6 percent to 23.2 percent. The rising high school graduate percentage, in particular, is a positive trend for the City, as a well-educated workforce is attractive to potential employers.

INCOME CHARACTERISTICS

Studying income and poverty levels is a good way to measure the relative economic health of a community. Two measures of income (median household and per capita) are recorded by the Census Bureau. Household income is a measure of the total incomes of the persons living in a single household, while per capita income is a measure of the incomes of every citizen of an area. Because per capita income is based on all individuals, they are much lower than family or household incomes.

Table 11 presents per capita and median household incomes for the City of Riverview and surrounding communities between 2000 and 2013. The income values from 2013 are shown in 2000 constant dollars based on the Consumer Price Index (CPI) values provided by the U.S. Department of Labor, Bureau of Labor

Statistics. The CPI is a measure of the average change over time in the prices paid by consumers for a market share of consumer goods and services. This index helps to measure inflation experienced by consumers in their day-to-day living expenses by calculating the cost of market goods based on today’s prices.

As shown in the table, for both 2000 and 2013, the City of Riverview featured median household per capita incomes that were generally average when compared to the surrounding cities, and higher than County averages. However, Riverview only experienced moderate growth in median household income and per capita income between these years, while most of the adjacent communities in the table saw greater increases. In terms of per capita income between 2000 and 2013, Riverview witnessed an increase of 2.2 percent, but this was lower than the other units of government compared in the table (with the exception of Southeast Michigan as a whole).

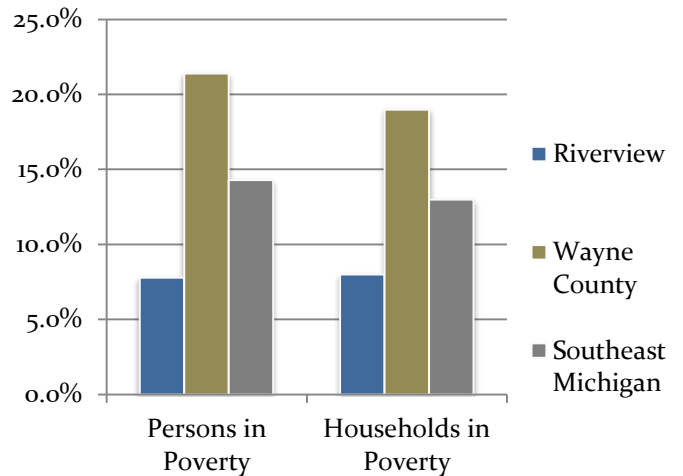
Compared to Wayne County and Southeast Michigan as a whole, the City of Riverview features a significantly lower individual and household-level poverty rate. In 2013, 7.8 percent of the total population was listed to be in poverty, compared to 21.4 percent in Wayne County and 14.3 percent in Southeast Michigan. Data on household poverty levels reveals similar statistics: In Riverview, 8 percent of total households were reported to be in poverty, compared to 19 percent in Wayne County and 13 percent in Southeast Michigan. However, both the individual and household poverty rates in the City have increased by nearly 3 percent over the past decade, similar to the regional trend experienced in Southeast Michigan.

Table 11: Per Capita Income and Median Household Income

	Per Capita Income		Median Household Income	
	2000	2013	2000	2013
Riverview	\$24,460	\$24,982	\$47,623	\$48,575
Wyandotte	\$22,185	\$25,287	\$43,740	\$48,664
Southgate	\$23,219	\$25,903	\$46,927	\$48,439
Woodhaven	\$27,759	\$30,686	\$64,954	\$58,953
Trenton	\$25,288	\$27,790	\$49,566	\$53,101
Wayne County	\$20,058	\$22,308	\$40,776	\$41,184
Southeast Michigan	\$32,350	\$27,637	\$65,415	\$53,242

Source: 2009-2013 American Community Survey; SEMCOG Community Profiles

Figure 9: Persons and Households in Poverty as a Percentage of Total Population, 2013



Source: 2009-2013 American Community Survey; SEMCOG Community Profiles

EMPLOYMENT BY OCCUPATION AND INDUSTRY

Employment by occupation and employment by industry are two related, yet individually significant indicators of community welfare. Employment by occupation describes the trades and professions in which residents are employed, such as a manager or salesperson. Employment by industry quantifies in what field that manager or sales person may be employed. For instance, two sales persons may be present in the “Sales and Office Occupations” category of the employment by occupation table, but may be employed in two different fields. That is, a sales person in the manufacturing industry and a sales person in the real estate trade would be categorized within those different classifications in the employment by industry table.

Employment by occupation for the City of Riverview and surrounding areas is detailed in **Table 12**. The City is generally quite similar in the occupation of its residents to those of surrounding communities. The largest occupations in Riverview are as follows: sales and office occupations (26.3 percent); management, business and financial occupations (14.3 percent); production, transportation, and material moving occupations (13.6 percent); and food preparation and serving-related occupations (15.3 percent).

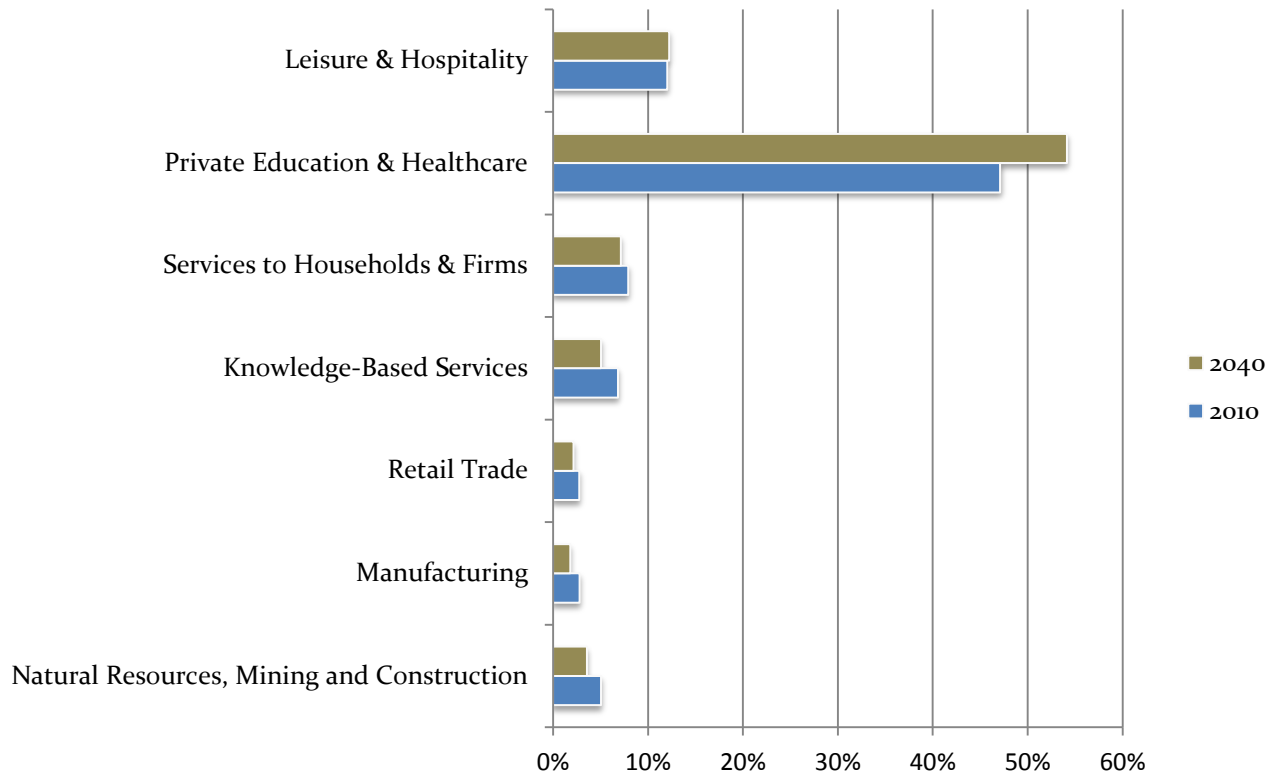
Employment by industry for the City of Riverview is detailed in the **Figure 10**. The most significant industries in Riverview are: Private education and healthcare (47.1 percent); leisure and hospitality (12 percent); and services to households and firms (7.1 percent).

Table 12: Employment by Occupation, 2013

OCCUPATIONS	2013	
	#	%
Management, Business, and Financial Occupations	701	14.3%
Computer, Engineering, and Science Occupations	114	2.3%
Education, Legal, Community Service, Arts, and Media Occupations	389	7.9%
Healthcare Practitioner and Technical Occupations	347	7.1%
Healthcare Support Occupations	134	2.7%
Protective Service Occupations	249	5.1%
Food Preparation and Serving-related Occupations	406	8.3%
Building and Grounds Cleaning and Maintenance Occupations	113	2.3%
Personal Care and Service Occupations	217	4.4%
Sales and Office Occupations	1290	26.3%
Natural Resources, Construction, and Maintenance Occupations	279	5.7%
Production, Transportation and Material Moving Occupations	665	13.6%
Total	4904	100%

Source: 2009-2013 American Community Survey; SEMCOG Community Profiles

Figure 10: Existing and Projected Employment by Industry (as a percentage of total employment), 2010 and 2040*



Source: 2009-2013 American Community Survey; SEMCOG Community Profiles

* Note that the employment numbers for the “Government” and “Wholesale Trade, Transportation, Warehousing & Utilities” sectors have not been included due to confidentiality concerns.

Industrial Sectors

SEMCOG built the nine industrial sectors listed in Figure 7 above from the North American Industrial Classification System (NAICS). The sectors are grouped by similar economic and land use activities. Following is a brief description of each sector:

- 1) **Natural Resources, Mining & Construction:** Agricultural production and support activities; mining natural resources; construction of buildings and infrastructure.
- 2) **Manufacturing:** All manufacturing activities including the production of durable and nondurable goods.
- 3) **Wholesale Trade, Transportation, Warehousing & Utilities:** Wholesaling of merchandise; transportation of people and goods; storage; provision of utility services.
- 4) **Retail Trade:** All retail activity, where goods are sold to the general public.
- 5) **Knowledge-based Services:** Information; Finance and Insurance; Real Estate, Rental, and Leasing; Professional, Scientific, and Technical Services; Management of Companies and Enterprises.
- 6) **Services to Households & Firms:** Employers who provide services to firms and general services to households. Administrative, Support, and Waste Management and Remediation Services.
- 7) **Private Education & Healthcare:** Employers who provide private education, as well as, private healthcare, including hospitals, medical centers, and nursing homes.
- 8) **Leisure & Hospitality:** All employers who provide arts, entertainment and recreational services, private lodging and eating and drinking services.
- 9) **Government:** All government-provided services at all levels (federal, state and local). Public administration, public education, and public health.

STATE EQUALIZED VALUE

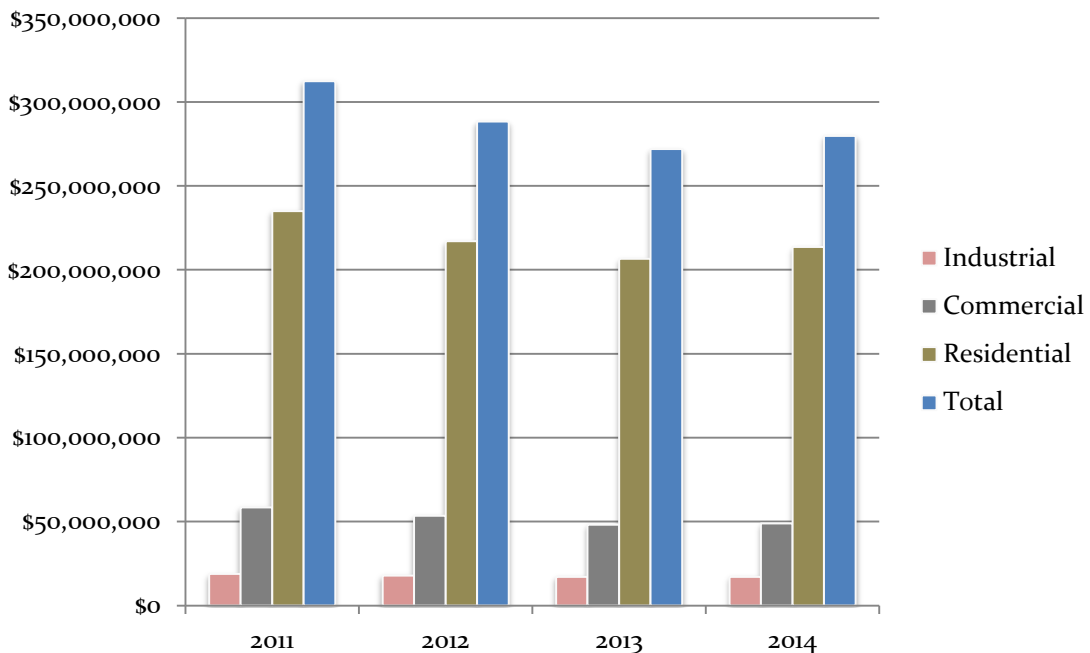
State Equalized Value (SEV) is an indication of the value of property in a community and is based on 50% of the “true” cash value of property. The local assessor determines cash value of all properties in the City. **Figure 11** shows the State Equalized Values of real property, broken down by land classifications, for the City of Riverview between 2011 and 2014. The total equalized value of real property in the City of Riverview was \$279,736,670 in 2014. This represents a decline of 10.5 percent from the total equalized value of 2011. The value has also decreased in all land classifications between 2011 and 2014. However, total SEV increased between 2013 and 2014, indicating that property values may be on the rise. In Riverview, the total equalized value increased by nearly 3 percent between 2013 and 2014.

In 2014, residential properties accounted for approximately 75 percent of the City’s total equalized value for real property. The following equalized values were reported for each land use class in 2014:

<i>Residential:</i>	\$213,552,870
<i>Commercial:</i>	\$49,020,600
<i>Industrial:</i>	\$17,163,200

Simply stated, if state equalized values increase, so will a community’s tax base. While total S.E.V has declined over the past four years, the rebound between 2013 and 2014 is a positive indication that the City will be able to maintain its high quality public services.

Figure 11: State Equalized Value by Land Use Class, 2011-2014



Source: Wayne County Division of Assessment and Equalization

NATURAL FEATURES

The natural environment is a significant factor when planning for future land development. For example, circumstances such as steep slopes may hinder the construction of a structure, while the presence of wetlands may affect the desired layout of a subdivision. Alternatively, the natural environment can be impacted by land development. An example would be the increased water runoff and erosion potential caused by clearing vegetation. Thus, when preparing the Plan, it is important to examine the natural environment in order to determine where development is best suited, and where it should be discouraged.

In any environmentally sensitive area within a community, development should be prevented. Environmentally sensitive areas are lands whose destruction or disturbance will affect the life of a community by either:

- Creating hazards such as flooding or slope erosion;
- Destroying important public resources such as groundwater supplies, surface water bodies, forests, and wetlands; or,
- Wasting productive lands and non-renewable resources.

Each of these effects is detrimental to the general welfare of a community, resulting in social and economic loss.

The purpose of this chapter is twofold. First, the goal is to identify areas in the City that are best suited for development. The focus is on areas that will minimize development costs and provide amenities without adversely impacting the existing natural systems. The second goal is to identify land that should be conserved in its natural state and is most suitable for conservation, open space, or recreation purposes.

Geology, topography, soil conditions, watershed management, flood-prone areas, woodlands, wetlands, and threatened and endangered species are among the most important natural

features impacting land use in the City of Riverview. Descriptions of these natural features follow.

GEOLOGY

Geology for the City of Riverview can be described in terms of Surface (Quaternary) Geology and Bedrock Geology.

Surface geology is the study of the features and sediments on the outermost layer of the Earth's surface. Michigan's surface features and sediments are largely the result of glacial action that occurred over the past 15,000 years. During this time, glaciers scoured out the Great Lakes and dumped piles of debris (moraines) along their edges leaving flat plains of clay-rich soils (glacial till) where the glaciers died and melted in place. Glacial melt waters formed vast rivers that built wide, sandy plains of outwash. Many of our inland lakes were created when blocks of ice fell off the glacier, became covered by debris and eventually left a hole (kettle) when the block melted. Ridges of sand and gravel called eskers show us places where rivers that started under the ice emerged from the front of the glacier. Drumlins, or egg-shaped hills, were carved by the bottom of the glacier after it had moved across older deposits. The advance and retreat of the glaciers also caused the Great Lakes to rise and fall by blocking and opening, respectively, various river outlets. The Great Lakes levels we know today were established only in the last 2,300 years.

In Riverview, as well as the majority of Wayne County, the surface geology consists primarily of Lacustrine sediments, or those sediments left behind as the Great Lakes shoreline receded. These Lacustrine sediments include clay, silt, and sand. Generally, the thickness of the sediment is one to ten meters.

Bedrock Geology is the study of solid rock at or near the earth's surface. Bedrock is generally concealed by an unattached layer of loose fragmented rock. This loose material may have formed in place by decomposition of the underlying parent bedrock or it may be an

accumulation of foreign rock fragments deposited by wind, water or ice (in the form of glaciers). Over most of the state, bedrock is buried beneath glacial deposits (drift). In a number of places, however, especially in the western Upper Peninsula and along the Great Lakes shores in the north, bedrock protrudes through the mantle of drift.

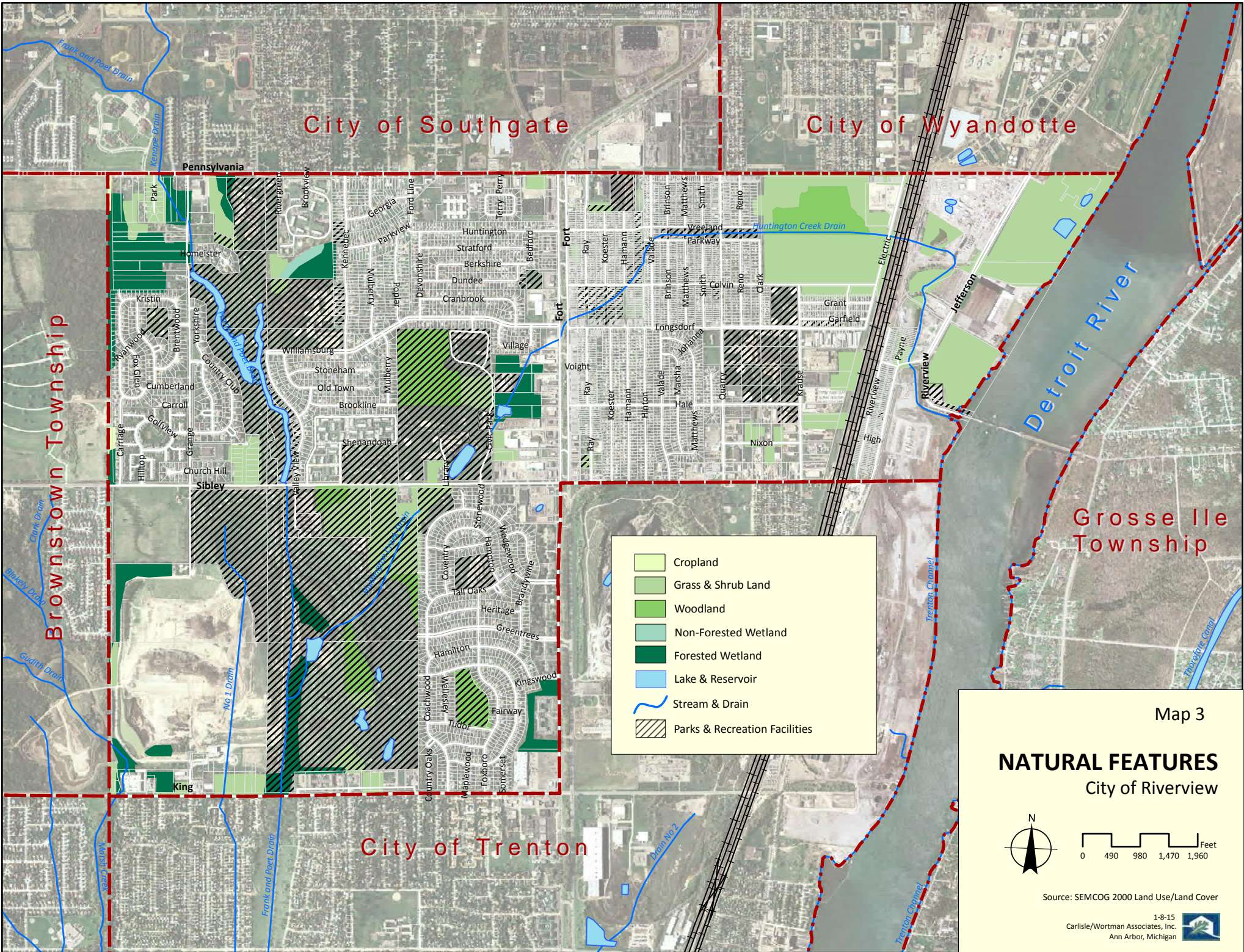
The entire Southern Peninsula of Michigan is underlain by rocks of the Paleozoic Era. This era is represented by a wide variety of strictly sedimentary rocks that were deposited during several periods. The majority of the bedrock formations in the Wayne County area were formed during the Middle Devonian Period. Typical rocks in this period include: sandstone, shale, black shale, limestone, reef limestone, cherty limestone, dolomite, evaporates (rock salt, rock gypsum, rock anhydrite) and solution breccia.

The knowledge and understanding of geology is of fundamental importance to land management. This knowledge helps to make responsible land use decisions concerning such things as the availability and use of natural minerals and resources, soil fertility, erosion potential and drainage, suitability of land for agriculture or building construction, and protection of ground water resources.

TOPOGRAPHY

Topographic conditions can have a significant influence on land development patterns. Topography, for example, can impact the site location, orientation and design of buildings, roads and utilities. Where topography is extreme, slopes become an important consideration due to concerns relating to the ability of the land to bear the weight of buildings and the danger of erosion. Sometimes, topographic variations offer opportunities to appreciate the scenic environment, providing attractive views and recreational opportunities.













City of Southgate

City of Wyandotte

Brownstown Township

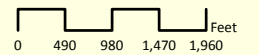
Grosse Ile Township

City of Trenton

	Cropland
	Grass & Shrub Land
	Woodland
	Non-Forested Wetland
	Forested Wetland
	Lake & Reservoir
	Stream & Drain
	Parks & Recreation Facilities

Map 3

NATURAL FEATURES
City of Riverview



Source: SEMCOG 2000 Land Use/Land Cover



The City of Riverview is relatively flat, featuring only modest changes in elevation within the municipal limits. The only location within the City where steeper slopes are found is along the bank of the Detroit River and various streams and creeks in the City.

The Detroit River represents the lowest elevation within the City of Riverview, at approximately 570 feet above sea level. Elevations gradually rise extending west to between 590 and 600 above sea level, with the exception of the streams and creeks, which are slightly lower in elevation. At 605 feet above sea level, the highest elevation in the City of is found along the north side of Sibley Road between Fort and Quarry. Aside from a few areas of small hills or creek/drain beds, the flat topography that characterizes the majority of the City poses few constraints to land development.

FLOOD PRONE AREAS

The Federal Emergency Management Agency (FEMA) Mitigation Division manages the National Flood Insurance Program, which is intended to provide communities and citizens protection from flood hazards by flood insurance and other flood mitigation programs. The program also maintains Flood Insurance Rate Maps which define areas that may be at risk for flooding, categorized as Special Flood Hazard Areas (SFHA). These SFHA's are defined as:

An area of land that would be inundated by a flood having a one percent chance of occurring in any given year (previously referred to as the base flood or 100-year flood).³

Currently, there two areas shown as a Special Flood Hazard Area within the City of Riverview. These flood hazard areas total approximately 550 acres or about 20 percent of the City. One wide floodplain area is found on the east side of the City adjacent to the Detroit River. The other is adjacent to the Frank and Poet Drain on the west side of the City.

SOIL CONDITIONS

When planning for types and intensity of future land uses, the condition of soil is one important factor that determines the carrying capacity of land. Soils most suitable for development purposes are well drained and are not subject to a high water table. Adequate drainage is important to minimizing storm water impacts and the efficient operation of septic drain fields, where they exist. Adequate depth to the water table is necessary to prevent groundwater contamination from septic systems or other non-point source runoff. The construction of roads, buildings, and septic systems on poor soils requires special design considerations. In addition, costs for developing these sensitive areas are greater than in less constrained parts of the landscape. If developed improperly, the impacts to natural resources can be far reaching.

Hydric Soils information is obtained through the Soil Survey Geographic (SSURGO) Database, which is essentially the County Soil Survey prepared by the Natural Resource Conservation Service (NRCS) in digital format. The SSURGO soils data was made available through the MiGDL website. In practical terms, the NRCS defines hydric soils as soils that meet one of the following criteria:

- Are poorly drained;
- Have high water tables at or near the surface of the ground; or,
- Are frequently ponded or flooded for long durations.

Because of these characteristics, hydric soils pose a constraint to urban development.

Hydric soils are located generally near Huntington Creek and the Frank and Poet Drain drainageways. A large hydric soil area is located on the eastern side of the City, generally bounded by Sibley, Quarry, Longsdorf and Electric. The western edge of the City also features a considerable amount of hydric soils.

While soil constraints discussed in this section can be used as general guides for the planning process, it should not be used for development of specific sites. Detailed on-site investigations should be conducted prior to development.

WATERSHED MANAGEMENT

The Combined Downriver Watershed Management Plan was approved by the Michigan Department of Environmental Quality in February, 2007. The Combined Downriver Watershed drains an area of approximately 85.9 square miles in a relatively urbanized region. Nearly all (98.6 percent) of the City of Riverview is located within the Combined Downriver Watershed. The City makes up 5.1 percent of the total watershed.⁴

There are three subwatersheds within the Combined Downriver Watershed: Blakey Drain, Frank and Poet Drain, and Detroit River South. The east portion of the City drains into the Detroit River South Subwatershed. Huntington Creek (Monguagon Creek) flows through this subwatershed. Detroit River South encompasses 26.9 square miles of land. Except for a narrow strip on the west side of Riverview, which drains into the Blakey Drain, the rest of the City drains into the Frank and Poet Drain. The Frank and Poet Drain receives storm water and runoff from 27.1 square miles of land and is approximately 19.2 miles long.⁵

WOODLANDS AND WETLANDS

Woodland and wetland information for the City of Riverview is derived from the Wayne County Land Use Data provided by SEMCOG. The land use data is meant to show the major concentrations of these areas, and does not include smaller woodland/wetland occurrences or clusters of trees found in urban areas. The land use data separates woodlands and wetlands into several categories based on the wetland types or tree species. Currently, two categories of woodlands and wetlands are found in the City: Central Hardwood woodlands, and Lowland Hardwood wetlands.

The Central Hardwood category includes tree species such as red oak, white oak, black oak, and hickory trees. The Lowland Hardwood wetlands category is defined as a wetland area, but also contains lowland hardwood tree species such as ash, elm, soft maple, cottonwood, aspen and white birch.

Currently, nine clusters of Central Hardwoods are located in Riverview, eight of which are located within the City's west side. In total, Central Hardwoods comprise approximately 100 acres. Several clusters of the Lowland Hardwood wetlands are found in the City, also within the City's west side. In total, Lowland Hardwood wetlands comprise approximately 90 acres. When combined, these woodlands and wetlands comprise approximately seven percent of the City.

Because of many benefits associated with wooded areas, woodlands should be seen as a real asset to the City. For human inhabitants, forested areas offer scenic contrasts within the landscape and provide recreational opportunities such as hiking and nature enjoyment. In general, woodlands improve the environmental quality of the whole community by reducing pollution through absorption, reducing the chances of flooding through greater rainwater infiltration, stabilizing and enriching soils, moderating the effects of wind and temperature, and providing habitats for wildlife.

Residents of Michigan are becoming more aware of the value of wetlands. Beyond their aesthetic value, wetlands improve water quality of lakes and streams by filtering polluting nutrients, organic chemicals and toxic heavy metals. Wetlands are closely related to high groundwater tables and serve to discharge or recharge aquifers. Additionally, wetlands support wildlife, and wetland vegetation protects shorelines from erosion.

THREATENED AND ENDANGERED SPECIES

Wayne County is home to a number of plants and animals that are threatened, endangered, or of special concern as identified in Michigan Natural Features Inventory database. Rather than list all species for Wayne County, **Table 13** identifies species that may be found in the Combined Downriver Watershed.⁶

Table 13: *Threatened, Endangered or Special Concern Species in the Downriver Watershed*

Scientific Name	Common Name	Species	State Status
Acipenser fulvescens	Lake Sturgeon	Fish	T
Aristida longespica	Three-awned Grass	Plant	T
Falco peregrinus	Peregrine Falcon	Bird	E
Gentianella quinquefolia	Stiff Gentian	Plant	T
Lysimachia hybrida	Swamp Candles	Plant	SC
Macrhybopsis storeriana	Silver Chub	Fish	SC
Noturus stigmosus	Northern Madtom	Fish	E
Silene virginica	Fire Pink	Plant	E
Zizania aquatic	Wild-rice	Plant	T

T: Threatened; E: Endangered; SC: Species of Special Concern. *Source: Michigan Natural Features Inventory Website, 2007.*

(Footnotes)

1. Midwestern Regional Climate Center.
http://mcc.sws.uiuc.edu/climate_midwest/mwclimate_data_summaries.htm.
2. Various Sources. *Geology in Michigan*, Michigan Department of Environmental Quality. September 2004.
http://www.michigan.gov/deq/0,1607,7-135-3311_3582-00.html.
3. *Flood Hazard Mapping*. Federal Emergency Management Agency (FEMA). September 2004.
http://www.fema.gov/fhm/fq_term.shtm#frequt5
4. *Combined Downriver Watershed Management Plan*. Chapter 1. Adopted February, 2007.
http://www.combineddownriver.com/wmp/cdwic_ch1_05_1206.pdf
5. *Combined Downriver Watershed Management Plan*. Chapter 2. Adopted February, 2007.
http://www.combineddownriver.com/wmp/cdwic_ch2_05_1206.pdf
6. Michigan Natural Features Inventory.
http://mnfi.anr.msu.edu/data/cnty_dat.cfm?county=82

COMMUNITY FACILITIES AND SERVICES

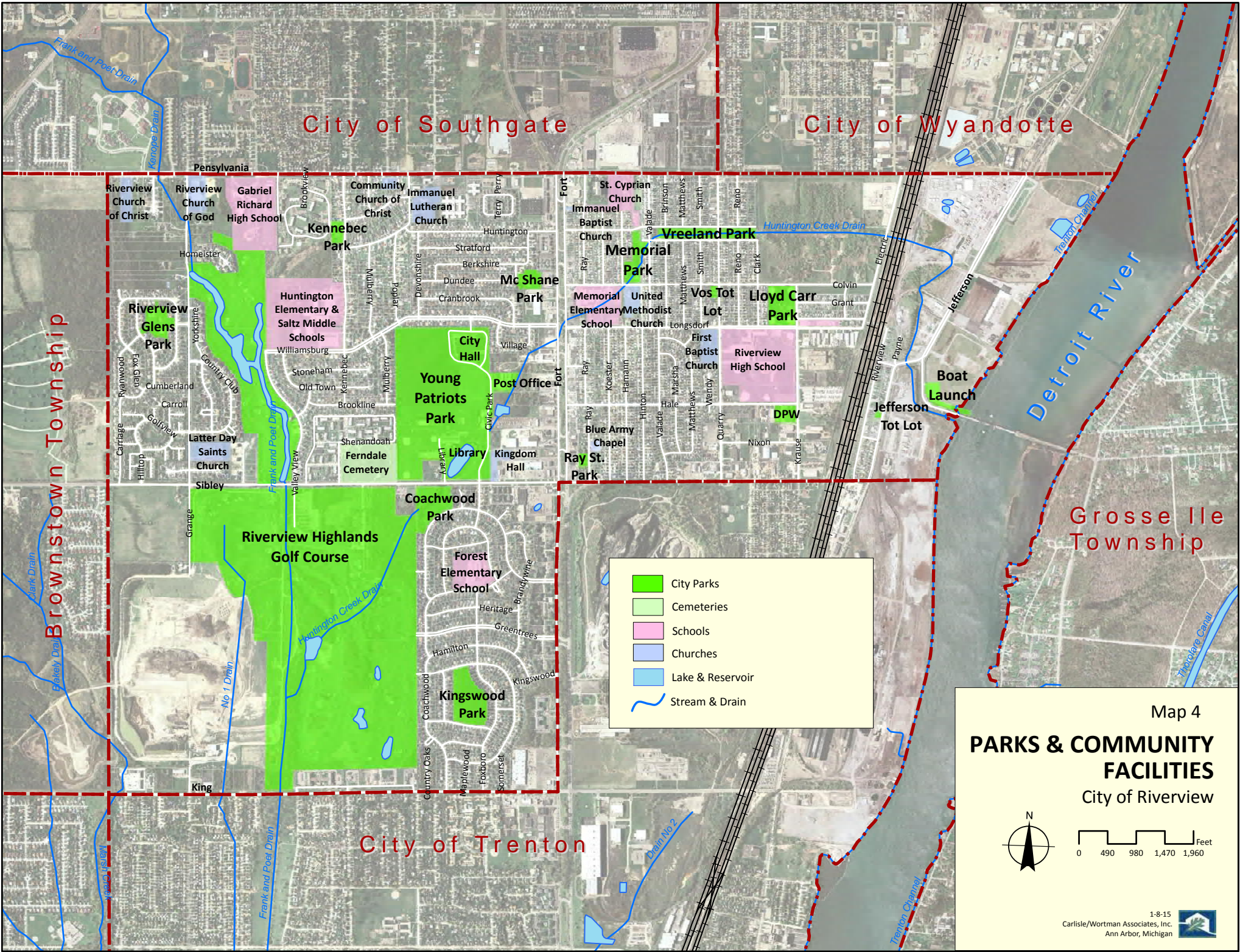
The potential locations for future development must be analyzed according to the types of existing land uses, amount of vacant land within each land use type, the character of the land itself, and the availability of certain utilities, services, or facilities. This section will explore the location and extent of existing services. Services are provided in many ways by public or quasi-public agencies or by private enterprise. The resulting service levels determine the capacity of a given location to attract various types of land development.

Many services and facilities are available for Riverview residents and visitors to ensure a continued high quality of life. These services and facilities have a wide range of functions, including public safety, specialized social and cultural services, education, and parks and recreation. The locations of the various educational, governmental, park, church, fraternal, cemetery and utility facilities in Riverview are shown on **Map 4, Community Facilities**, and are detailed below.

GOVERNMENTAL FACILITIES

Most of the City of Riverview governmental facilities are centrally located at the Civic Park Drive municipal campus location. Included among these are the City Hall, Fire Department, and Police Department. However, the City's Department of Public Works is located on Krause Street in the eastern portion of the City. Another governmental facility is the U.S. Post office, located on the east side of Civic Park Drive.

The Riverview Public Library, located within the municipal campus, is a resource available for all Riverview residents. The library has a collection of nearly 79,000 items available for circulation and provides computers and internet access. Wireless internet is also available for use with a personal laptop.¹



City of Southgate

City of Wyandotte


Brownstown Township

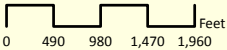
Grosse Ile Township

City of Trenton


- City Parks
- Cemeteries
- Schools
- Churches
- Lake & Reservoir
- Stream & Drain

Map 4
PARKS & COMMUNITY FACILITIES
City of Riverview





1-8-15
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan



The Riverview Community Center is also located within the municipal campus, adjacent to the library. The facility features an indoor gymnasium and meeting rooms.

EDUCATIONAL FACILITIES

Residents of Riverview are part of the Riverview Community School District. The district encompasses the entire City and a portion of the City of Trenton and operates a total of five schools educating students from Kindergarten through 12th grade. The district's administration building is located at 13425 Colvin Avenue, and a bus garage is located on Longsdorf Avenue. **Table 14** outlines specifics about each school in the district, while **Map 4** shows the location of each public school.

One parochial school is found in Riverview, affiliated with the Roman Catholic Church. Gabriel Richard High School, located at 15325 Pennsylvania, serves grades 9-12 and, according to the National Center for Education Statistics (NCES), had an enrollment of 334 for the 2011-12 school year.

Table 14: Riverview Community School District Facilities

School	Location	Grades	Enrollment 2004/2005 School Year
Riverview High School	12431 Longsdorf	9-12	1,015
Seitz Middle School	17800 Kennebec	6-8	652
Forest Elementary School	19400 Hampton	K-5	413
Huntington Elementary School	17752 Kennebec	K-5	308
Memorial Elementary School	13425 Colvin	K-5	449

Source: National Center for Education Statistics (NCES) Website. Accessed April 2015. [Http://www.nces.gov](http://www.nces.gov).

Currently, only one post-secondary educational facility is located in Riverview: the Detroit Business Institute-Downriver, a skills training center located at 19100 Fort Street. The institute had an enrollment of 76 for the 2013-14 school year.³ Although post-secondary educational opportunities within the City limits are limited, a wide variety of choices are found in the metropolitan Detroit area. Major community and technical colleges in the region include Wayne County Community College and Henry Ford Community College. Four year colleges and universities include Wayne State University in Detroit, University of Detroit Mercy in Detroit, Eastern Michigan University in Ypsilanti, University of Michigan - Dearborn, and the University of Michigan - Ann Arbor. Numerous other public and private trade schools, colleges, and universities are located in the metropolitan Detroit area.

FRATERNAL ORGANIZATION

As shown on the Community Facilities Map, only one fraternal organization is located within Riverview: the American Legion Post 389, with a hall on Quarry Road south of Pennsylvania Road.

CEMETERIES

One cemetery is found within Riverview: the Ferndale Cemetery on the north side of Sibley Road.

PARKS AND RECREATION

The City of Riverview boasts many and varied parks and recreational facilities and programs available to all City residents and visitors. The parks and recreation facilities are shown on Map 6, with a more detailed description of recreational facilities and programs provided below. Data on recreation facilities at each park was obtained from the 2012 City of Riverview Recreation Plan.

CITY OWNED PARKS

Jefferson Tot Lot

This small park is located on the west side of Jefferson Avenue and offers a playground structure and swingset.

Lloyd Carr Park

Totaling 7.0 acres, this park contains youth baseball diamonds (lighted and unlighted), a restroom/concession building, picnic shelter, picnic tables, basketball court, climbing structure, slides, and open space. Previously named Pennsalt Park, Lloyd Carr park is located west of Krause Avenue, between Longsdorf and Colvin Avenues.

Vreeland Park

A paved recreational trail, picnic shelter, picnic tables, tennis courts, roller blade area, benches, a sledding hill, climbing structures, and swingset are found at this 6.2 acre park located on the south side of Vreeland Street near Quarry Road.

Memorial Park

This approximately 4 acre park features a spray pool, outdoor ice rink, basketball court, benches, picnic tables, climbing structures, slides, swingset, paved recreational trail, and an open space area with mature oak trees. Memorial Park is located on the north side of Colvin Avenue near Memorial Elementary School.

Vos Tot Lot

The Vos Tot Lot is a small park located at the corner of Colvin Avenue and Quarry Road and contains playground equipment.

Ray Street Park

Ray Street Park is a small neighborhood park near Fort and Sibley that offers playground equipment.

Young Patriot's Park

Located on the north side of Sibley Road in the center of the City, this is also the largest park in the City at 92.1 acres. Facilities at the park include adult and youth ballfields (lighted and unlighted), tennis courts, a basketball court, restroom building, picnic shelters, picnic tables, recreational trails, climbing structure, swingset, reflection pond, soccer fields and a wooded nature area.

McShane Park

This 1.9 acre park serves the neighborhood west of Fort Street and north of City Hall. Facilities include a climbing structure, swingset, picnic tables, outdoor ice rink, adult softball/youth baseball diamond, and open space.

Kennebec Park

Located on the west side of Kennebec Avenue, south of Pennsylvania, this 1.5 acre park accommodates a basketball court, swingset and open space.

Riverview Glens Park

This 5.0 acre park serves the Riverview Glens neighborhood in the western portion of the City and features a basketball court, non-regulation baseball diamond, tennis court, paved recreational trail, swingset, picnic shelter, picnic tables, climbing structure, and volleyball area.

Coachwood Park

Located on the northern edge of the Riverview Forest neighborhood, this 8.0 acre park features a climbing structure, swingset, picnic tables, open space, and benches.

Kingswood Park

This park also serves the Riverview Forest neighborhood, but is mainly utilized as a passive recreation area. The park is situated in 10.3 acres of wooded open space and includes a nature trail.

OTHER CITY-OWNED RECREATION FACILITIES

Community Center

This recreation facility is located within the municipal campus and is adjacent to the library. The facility houses an indoor gymnasium and meeting rooms.



Riverview Highlands Golf Course

This city-operated golf course is the largest recreation facility in the City in terms of acreage. The Riverview Highlands Blue Nine Course is 76.6 acres and is located on the north side of Sibley Road in the western portion of the City. The Blue Nine Course includes nine holes of golf, a start facility, and a restroom building. The Riverview Highlands 18 Hole Course totals 336 acres of land and is located on the south side of Sibley Road in the southwestern portion of the City. This 18-hole course features a clubhouse, restaurant, pro shop, banquet facilities, fitness facilities, and a wedding chapel. In the winter, the golf course is used as a ski and sledding hill with chairlifts.



Boat Launch

This City-owned boat launch offers access to the Detroit River. Facilities include a boat launch pad, boat launch docks, parking spaces and a seawall.



RECREATION PROGRAMMING

The City of Riverview Parks and Recreation Department offers a wide variety of recreational programs throughout the year. These programs include sports leagues, educational classes, youth classes, adult enrichment, and community events such as concerts in the park. Seasonal recreation newsletters are distributed to the citizens of Riverview and detail the various program offerings.



COMMUNITY SERVICES

EMERGENCY SERVICES

The Riverview Police Department provides a full range of services to the community 24 hours a day, seven days a week. The department is supported by 22 certified sworn officers and two administrative support staff. The department consists of the patrol division and the detective bureau, code enforcement. In addition to traditional police services, the police department offers a Crime Prevention program.

The Riverview Fire Department is responsible for organizing, directing, and coordinating all fire and emergency medical service (EMS) resources to accomplish the mission of saving lives and property in the community. The Fire Department enforces the fire safety codes and ordinances of the City through routine inspections of businesses and industry for the purpose of reducing fire hazards. The department is specially trained in advanced life support, hazardous materials, and WMD protection. For the year 2005, the Fire Department logged more than 1,700 runs.⁵

RUBBISH AND YARD WASTE DISPOSAL

The City of Riverview provides one rubbish toter cart per single family. Acceptable household rubbish includes furnite and appliances. Composting and recycling is available at the Riverview Landfill. Yard waste collection takes place annually from April 1 to November 30.⁶

UTILITIES

Land-line telephone service within Riverview is provided by AT&T. DTE Energy provides natural gas and electricity. Cable service is available from Comcast Cable, AT&T Uverse and Wide Open West Cable.⁷

PUBLIC WATER, SEWER AND STORM SEWER

Public water, sewer, and storm water services are provided throughout the City of Riverview. The City Department of Public Works maintains nearly 37 miles of water mains along with nearly 4,000 water meters.⁸ All of Riverview's drinking water is provided by the Detroit Water

and Sewerage Department (DWSD), with two water supply connections between the DWSD and the City. These water connections provide Riverview with a sufficient water supply to meet the City's maximum daily demands, maximum hourly demands and fireflow demands.

Wastewater treatment for Riverview is provided by the Wayne County Department of Environment at the Wyandotte Wastewater Treatment Plant. The Wyandotte Wastewater Treatment Plant, located just north of Riverview, is capable of treating over 225 million gallons of raw sewage per day and serves a combined population of over 400,000 in thirteen Downriver communities.¹¹

Map 5, Utilities Network, shows the system of water mains, sanitary sewer mains, and storm sewer mains within the City of Riverview. As is clearly shown, a comprehensive utilities network extends throughout the City. This includes water, sewer and storm sewer lines that run along every major road to cover the higher intensity commercial and industrial establishments, and along most local streets to service the residential neighborhoods. The City of Riverview does not have plans for any major water, sewer or storm water extensions. Rather, as underdeveloped parcels within the City are developed or redeveloped for urban uses, the City would require complete infrastructure systems to be constructed by the developer.

(Footnotes)

1. Riverview Public Library Website. March, 2015. <http://www.riverviewpubliclibrary.com>.
2. National Center for Education Statistics Website. April, 2015. <http://www.nces.ed.gov/globallocator>.
3. National Center for Education Statistics Website. April, 2015. <http://www.nces.ed.gov/globallocator>.
4. "Police Department." City of Riverview Website. April, 2015. <http://www.cityofriverview.com/PD.html>.
5. "Fire Department." City of Riverview Website, April, 2015. <http://www.cityofriverview.com/Fire.html>.
6. "Rubbish and Yard Waste." City of Riverview Website, April, 2015 <http://www.cityofriverview.com/rubbish.html>.
7. City of Riverview Website, April, 2015 <http://www.cityofriverview.com/riverview/movingto.htm>.
8. "Water Maintenance." City of Riverview Website. April, 2015. <http://www.cityofriverview.com/watermaintenance.html>.

TRANSPORTATION ANALYSIS

Mobility constitutes a vital part of the social and economic well-being of a community. A successful transportation system is one that enhances the mobility of residents by providing efficient access from home to work and other facilities supplying basic needs. A successful transportation system also contributes to the success of businesses and industries, and allows for outside investment by attracting visitors to the community. Given the transportation system's great influence upon the overall framework and well-being of the community, the transportation element must be fully coordinated with the other elements of the Master Plan. Therefore, the purpose of this Chapter is to ensure that future improvements and land use decisions complement the needs and goals within the community for continued and improved mobility.

An unbalanced system dominated by one mode of transportation, such as travel by personal automobile, can be a significant hindrance to the mobility of certain segments of the community. This is particularly true for seniors, young people, and lower-income citizens who may not have access to an automobile. Limited mobility results in a lower quality of life as certain citizens have limited options to acquire requisite goods and services. Therefore, it is crucial to ensure that a community accommodates pedestrian and other non-motorized travel, such as bicycles, in addition to automobiles. If warranted by the size and regional position of the community, bus networks or other forms of public transit also become necessary to meet the goal of a multi-modal transportation system.

TRANSPORTATION NETWORK

NATIONAL FUNCTIONAL CLASSIFICATION

Map 6, Transportation Network, shows the National Functional Classification of the City of Riverview's roads. The National Functional Classification (NFC) is a federal classification system for all public highways, roads, and streets. This classification system provides the

basis for federal aid eligibility of roadways (United States Code, Title 23). In Michigan, MDOT has the primary role in cooperation with appropriate local agencies in updating and revising the NFC. Updates and revisions are subject to Federal Highway Administration approval.

Roads are classified first as rural or urban, dependent on their location within or outside the federal aid urban/rural boundary. All of the roads and streets in Riverview are designated as urban.

The two primary considerations in classifying highway and street networks functionally are access to property and travel mobility, as defined by trip travel time or operating speed. For example, local roads provide access to property, but would be rated low in mobility. The basic classifications for the functional systems are:

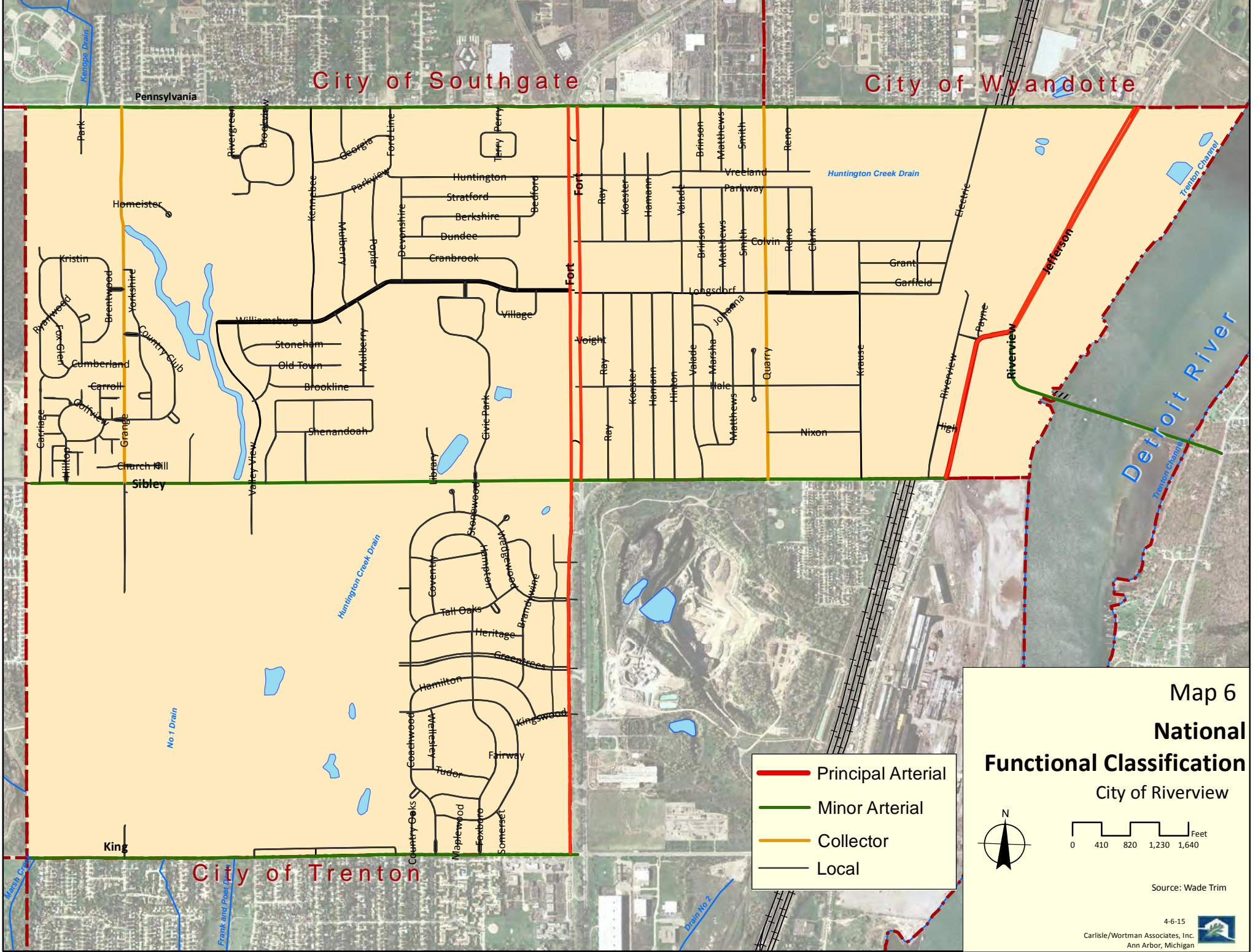
- Arterial highways, which generally handle longer trips and operate at higher and more uniform speeds;
- Collector roads, which collect and disperse traffic between arterials and the local roads; and,
- Local roads, streets, and other public ways, which serve the land access function to the residential areas, businesses, individual properties, and other local areas.

Several road segments in Riverview are classified as the highest level of road: arterial. There are two types of arterials, principal arterials and minor arterials. Arterial routes are designed to provide for relatively high travel speeds and minimum interference to through movement. Principal arterials generally carry long distance, through travel movements between cities and provide access to important traffic generators, such as major airports or regional shopping centers. Minor arterials are similar in function to principal arterials, except they carry trips of shorter distance and to lesser traffic generators.

City of Southgate

City of Wyandotte

Pennsylvania



Map 6
National Functional Classification
 City of Riverview

— Principal Arterial
— Minor Arterial
— Collector
— Local

0 410 820 1,230 1,640 Feet

Source: Wade Trim

4-6-15
 Carlisle/Wortman Associates, Inc.
 Ann Arbor, Michigan

Urban Principal Arterials include the following:

- Fort Street (M-85), running north-south through the center of the City; and,
- Jefferson Avenue, running north-south on the east side of the City near the Detroit River.

Urban Minor Arterials are the following:

- Pennsylvania Avenue, running east-west along the northern boundary of the City;
- Sibley Road, running east-west through the center of the City.
- King Road, running east-west along the southern boundary of the City; and,
- Riverview Drive (Toll Bridge), extending east from Jefferson Avenue and crossing the Detroit River to Grosse Ile.

Collector roads tend to provide more access to property than do arterials. Collectors also funnel traffic from residential or rural areas to arterials. Two urban collector road segments are found in Riverview as follows:

- Grange Road on the west side of the City, running north-south, between Pennsylvania Avenue and Sibley Road; and,
- Quarry Road on the east side of the City, running north-south, between Pennsylvania Avenue and Sibley Road.

The rest of the roads and streets in Riverview are classified as urban local roads or are not classified. The local road system, in comparison to collectors and arterial systems, primarily provides access to land adjacent to the collector network and serves travel over relatively short distances. Included in this category are streets throughout the many residential neighborhoods of the City.

ROAD OWNERSHIP AND MAINTENANCE

Roads in the community fall under the jurisdiction of State of Michigan, Wayne County Department of Public Service, and the City of

Riverview. Fort Street (M-85) is a state trunkline. County roads include Pennsylvania Avenue, Sibley Road, King Road, Jefferson Avenue, and Riverview Drive. The County Road Commission is responsible for road surface maintenance, sweeping, guardrail installation and repair, street signage, ditching, and snow removal. The remainder of the roads and streets in Riverview are under City control and maintenance authority.

RAILROADS

Currently, Canadian National (CN) and Norfolk Southern (NS) freight rail lines run north-south along the east side of Riverview. CN and CR are Class I railroads having annual operating revenues of more than \$256 million.¹

NON-MOTORIZED NETWORK

The City of Riverview features a comprehensive system of sidewalks extending throughout the City, as only a few street segments in the City do not feature sidewalks. Major roads in the City with no sidewalks include King Road, west of the King Service Drive, Pennsylvania Road, east of Reno Street, Grange Road, north of Yorkshire Drive, and Riverview Drive (Toll Bridge). Most of these non-sidewalk street segments are located in non-residential areas, and would not support significant pedestrian traffic if sidewalks were constructed. However, the non-sidewalk segment of Grange Road is located within a residential area, and could potentially provide an important pedestrian link within the vicinity.

Except for the City's system of sidewalks and internal path systems within parks or other community facilities, no other non-motorized pathways extend through Riverview. Additionally, no streets within Riverview have been designed to accommodate a bicycle route.

MASS TRANSIT

Public transportation in the greater Detroit area is provided by Suburban Mobility Authority for Regional Transportation (SMART). Currently, public transportation routes in Riverview include one park and ride route and one fixed bus route. The park and ride route runs the length of Fort Street with a designated parking lot at Fort and King Road. The fixed bus route runs along Fort Street (between Sibley and Pennsylvania), Sibley Road (between Fort and Jefferson), and Jefferson Avenue. Through connections to other routes within the SMART system, and links with the DDOT (Detroit Department of Transportation) bus system, Riverview residents have access to most communities and major destinations within the metropolitan area.

The closest passenger rail service to Riverview is provided by Amtrak, with the nearest station located in Detroit. Additionally, intercity bus lines operate out of Detroit, providing bus services to intrastate and interstate locations. Greyhound is the major intercity bus operation for the Detroit area.

AIR TRAVEL

The nearest commercial passenger airport to Riverview is Detroit Metropolitan Wayne County Airport, located less than ten miles west and slightly north of the City. Pennsylvania Avenue is the primary route connecting Riverview to the airport. Detroit “Metro” Airport offers numerous domestic and international flights from a wide variety of major and commuter commercial airlines. According to the airport’s website, Detroit Metro serviced 36.4 million passengers during the year 2005, approximately 3.1 million of which were international passengers. This places Detroit Metro as 17th highest in The United States for total passengers.² Several charter services operate from the airport, as well as cargo services, FedEx and UPS.

TRAFFIC VOLUMES

Southeast Michigan Council of Governments (SEMCOG) publishes the most recent traffic count data for the Riverview area, as shown in **Table 15** on the following page. Traffic is measured in Annual Average Daily Traffic (AADT) Counts.

The highest traveled road segments in Riverview are Fort Street north of Sibley Rd. (21,488 AADT) and Fort Street south of Sibley Rd. (19,614 AADT).

Besides Fort St., two road segments featured significant traffic counts ranging between 15,000 and 19,999 ADT: Pennsylvania Rd. between Grange and Fort St. (17,660 AADT) and Sibley Road between Allen and Grange (16,350 AADT). These higher traffic counts are logical as Sibley Road and Pennsylvania Road provide a link to Interstate 75, which is located approximately one mile west of the City and is the primary connection to the rest of the metropolitan area.

Several road segments feature moderate traffic counts ranging between 10,000 and 14,999 ADT. These road segments primarily consist of the City’s major east-west roads: Sibley Rd., King Rd. and Pennsylvania Rd.

Lower traffic volumes within Riverview (below 10,000 ADT) Roads are featured east of Fort St., near Toll Bridge Rd.

Table 15: Annual Average Daily Traffic (AADT) Counts

Road Name	Direction	Limits	Year	AADT
Fort	NB	North of Sibley Road	2003	21,488
Fort	SB	South of Sibley	2002	19,614
Fort	NB	South of Pennsylvania/Trenton	2002	19,443
Fort	SB	South of Pennsylvania/Trenton	2002	19,251
Fort	SB	South of Pennsylvania Road	2010	18,049
Pennsylvania	EB	Grange to Fort	2006	17,660
Fort	NB	South of Pennsylvania	2010	17,510
Sibley	2-way	Allen to Grange	2003	16,350
Fort	SB	South of Sibley	2010	15,545
King	2-way	Allen to Grange	2005	14,620
Pennsylvania	2-way	Fort to Quarry	2009	14,600
Pennsylvania	2-way	Allen to Grange	2006	14,250
King	2-way	West of Westfield	N/A	13,079
Sibley	2-way	Grange to Fort	2003	12,970
King	2-way	Grange to Fort	2005	12,790
Pennsylvania	2-way	Quarry to Jefferson	2006	10,030
Pennsylvania	EB	Allen to Grange	2006	9,500
Pennsylvania	2-way	Grange to Fort	2006	9,230
Sibley	2-way	Fort to Quarry	2003	8,180
Bridge	2-way	Jefferson to Meridian	2003	7,480
Sibley	WB	West of Fort	2004	7,390
Sibley	EB	West of Fort	2004	7,326
Sibley	WB	East of Fort	2004	5,473
Jefferson	SB	Toll Bridge to Pennsylvania	2009	5,280
Jefferson	NB	Toll Bridge to Pennsylvania	2009	4,670
Sibley	2-way	Quarry to Jefferson	2003	4,330
Jefferson	SB	Sibley to Toll Bridge	2009	4,270
Bridge	2-way	On Toll Bridge	2010	3,832
Pennsylvania	EB	Quarry to Jefferson, W.	2006	3,740
King	WB	West of Westfield	N/A	3,696
Sibley	EB	East of Fort St.	2004	3,153
King	EB	West of Westfield	N/A	2,748
Jefferson	NB	Sibley to Toll Bridge	2009	1,810

Source: SEMCOG Regional Traffic Counts Database (RTCD).

TRAFFIC ACCIDENTS

Table 16 displays an analysis of traffic accidents in Riverview, based on intersection and road segment accident reports from SEMCOG between 2009 and 2013. As the table shows, Fort at Pennsylvania is the most dangerous intersection, with the other major Fort Street intersections also on the top-five list. Pennsylvania between McCann and Trenton is the most dangerous road segment in the City. Other high traffic road segments include the entire length of Fort Street, and Sibley and King Roads west of Fort Street.

Table 16: High Crash Road Segments and Intersections, 2009 - 2013

Road Name	Road Segment	Annual Average
Pennsylvania Avenue	McCann – Fort	18.4
King Road	Grange – Fort	17.6
Sibley Road	Grange - Fort	17.4
Fort St.	Fort/Sibley Turnaround – Fort/Pennsylvania Turnaround	14
Fort St.	Fort/Sibley Turnaround – Fort/Pennsylvania Turnaround	10.4
Intersection Name		Annual Average
Fort at Pennsylvania		14
Fort at Sibley		10
King at Grange		9.8
Fort at King		8.8
Fort at Williamsburg		5.6

Source: SEMCOG Community Profiles

ROAD CONDITIONS

The City of Riverview maintains approximately 35.59 miles of major and local streets. The City receives revenues from the State of Michigan on a monthly basis in accordance with Public Act 51 to support the maintenance of these streets and associated right-of-ways. These revenues can also be utilized for snow removal, traffic signals, street signs and new street construction.

Road pavement ages with time and deteriorates gradually due to various loading conditions, environmental factors, original construction quality, and poor maintenance. A Pavement Surface Evaluation and Rating (PASER) scale provides the level of road deterioration ranging from 1 for very poor condition to 10 for excellent condition. PASER also provides a tool to set priorities for preventative maintenance and repair and for budgeting and funding allocation.

The results of the PASER survey were not available during the completion of this Master Plan update. However, City residents approved a new road millage in May of 2014 to cover the costs of road projects and maintenance. The millage will raise approximately \$8 million in order to pay for the cost of installing, improving, replacing and reconstructing streets and water mains.

(Footnotes)

1. Michigan Department of Transportation (MDOT) Website. April 2015

http://www.michigan.gov/documents/MDOT_Official_Rail_130897_7.pdf.

2. Federal Aviation Administration (FAA) Website, April 2015 http://www.faa.gov/airports/planning_capacity/

COMMUNITY CHARACTER

The focus of this chapter is an examination of current land use patterns, their distinguishing characteristics, and their impact on future land development. One of the most important tasks of a Master Plan is to develop a firm understanding of the overarching character of the community as well as the types of land use activities that are currently taking place within the community. Planners and community leaders must have an understanding of the existing character, land use patterns and site conditions within a community in order to make proper decisions and policies regarding future land use.

The City of Riverview is a well-established suburb of Detroit, located approximately 20 miles south of downtown along the banks of the Detroit River. Riverview was formerly a part of Monguagon Township, originally established in the 1820's. In 1922, the "river view" portion of Monguagon Township was incorporated as a village and officially named Riverview. The village grew steadily over the following three decades and was chartered as a city in 1959. Today, Riverview is a city of more than 12,000 residents, featuring a full range of neighborhoods, businesses, public facilities and services. Riverview could be described as a "bedroom" community, where many people live but work elsewhere.

RESIDENTIAL CHARACTER

Riverview's earliest residential development was located in close proximity to the Detroit River, with subsequent development progressing in a westerly direction. The earliest platted subdivisions include the Wyandotte Heights Sub (1890's), Wyandotte Highlands Sub (1900's) and Riverview Sub (1900's). These subdivisions form two distinct neighborhoods, one located between Jefferson Avenue and the railroad tracks, and the other located west of the railroad tracks along Grant Avenue and Garfield Avenue.

Naturally, these neighborhoods feature some of the oldest housing stock in the City, and are characterized by older single-family homes with a variety of architectural styles on small city lots. Because of their age, many of these homes are in poor condition. In total, U.S. Census data shows that approximately 7.1 percent of the City's homes were built before 1950, many of which are found in these two neighborhoods.

As the City of Riverview grew during the 1920's through the 1950's, residential development continued its westerly expansion toward Fort Street (M-85), and generally filled in the area east of Fort Street, south of Pennsylvania Avenue, and north of Sibley Road. Homes in the northern portion of this area are located on small lots and are typically small ranch or bungalow style homes. Homes in the southern portion of this area are located on slightly larger lots and are commonly brick ranch style homes. In general, the neighborhoods in this portion of the City are well-kept, consist of quality homes, and feature tree-lined streets. Limited multiple-family development is noted in this portion of the City.

During the 1950's through the 1970's, residential expansion moved to the west side of Fort Street. Extensive multiple-family development is noted along west side of Fort Street, between Sibley and King Roads, with single-family development west of the apartment complexes. In this neighborhood (Riverview Forest Sub), homes are built on large lots and are generally larger, two-story, and well-maintained. Lawns are landscaped, and mature trees are found. West of Fort Street and south of Pennsylvania Avenue, a large single-family residential area consisting of several contiguous subdivisions was established (Huntington Meadows Sub, Penn Villas Sub, Riverview Estates Sub). This neighborhood features good quality housing and a diverse mix of housing styles. Several apartment complexes

were also built in this part of the City during this time.

The newest residential developments, constructed since the 1970's and through today, are found in the northwest portion of the City. Subdivisions such as Riverview Meadows, Westbrook Highlands, Riverview Glens and Golf View Glens generally feature new and large upscale homes on estate-size lots with spacious streets, landscaping, open spaces, and a nearby golf course. Also located in this area is the Crown Point development, which is one of the few attached single-family neighborhoods in the City. As of 2007, new single-family construction was still occurring in the northwest portion of the City, but only a few large vacant properties remain in this area to accommodate future development.

As the City is now nearly fully built-out, future residential development is more likely to occur in the form of infill or redevelopment projects scattered throughout the City.



COMMERCIAL CHARACTER

The City of Riverview is not characterized by the traditional downtown, as would be seen in more rural cities of similar size. Rather, the majority of the commercial and office uses have developed along the northern one mile of Fort Street, the major transportation corridor within the City. This situation is common among other downriver suburbs of Metropolitan Detroit, including the Eureka Road commercial corridor in Southgate and the Telegraph Road commercial corridor in Taylor.



The Fort Street commercial area can be divided into two forms: commercial centers and strip commercial development. Commercial centers were constructed along the west side of Fort Street at every major intersection (Pennsylvania, Sibley and King). However, the commercial center at Fort and King was recently torn down. The typical commercial center includes a grocery store anchor and smaller retail/service uses in a multi-tenant retail building. Strip-commercial, which consists of



stand-alone businesses catering to passer-by traffic, is most common along Fort Street between the major intersections.

Many of these businesses are older and located on smaller lots. However, the redevelopment of obsolete commercial businesses and properties and construction of new businesses has transformed the corridor in recent years. Examples include the new DFCU Financial Center at the southwest corner of Fort and Williamsburg.



The King Road commercial corridor, located along the City's southern border, has experienced more-recent development, particularly in the form of new office establishments. Office development has also occurred along the south side of Pennsylvania Road, west of Fort Street. Another small commercial area is found along Quarry Road just south of Pennsylvania Road; this small district features older convenience commercial uses that serve the surrounding neighborhood.



INDUSTRIAL CHARACTER

At one time, the Downriver area was known for its wealth of industry. Many of these facilities were large plants that utilized the rail corridors and the Detroit River either as a part of their manufacturing process or for transportation. This same trend occurred in Riverview, where advantageous land along the riverfront and the railroad corridor was developed for intensive industrial use. Several large and intensive industrial establishments remain today east of the railroad tracks and along the riverfront. These include major facilities operated by Atofina Chemicals, Inc. and Materials Processing, Inc.



To the west of the railroad tracks and north of Sibley Road, a variety of less intensive industrial establishments are found. These industries are not located in a light industrial park-like setting, but rather are stand-alone establishments oriented toward the local grid street pattern. However, many of these industries feature



intensive berming and landscaping that effectively screen the use from the street front.

INSTITUTIONAL CHARACTER

Riverview's municipal complex is centrally located on a large site off Sibley Road, about one quarter mile west of Fort Street. This convenient location includes the city hall, police department, fire department, library, community center, Young Patriots Park, and the U.S. Post Office. The municipal complex is unique in that it is located above a former nuclear missile compound, which operated during the 1950's and 1960's. A replica missile is located in Young Patriot's Park and commemorates the Nike Missile site (Site D-54), which was constructed to protect the metropolitan Detroit area as part of the national nuclear response system.

Other institutional uses, such as churches, schools, parks, and recreation facilities are scattered conveniently among the residential neighborhoods.

EXISTING LAND USE

The initial existing land use information was derived from the Southeast Michigan Council of Government's (SEMCOG) 2008 land use data. SEMCOG's existing land use data was parcel specific and prepared based on aerial photography interpretation. The first task was to update the City's base map to reflect any changes such as new roads and property boundaries. The older land use map information was then brought into compatible Geographic Information System (GIS) software.

The resulting Existing Land Use Map was prepared using ESRI ArcGIS software. The Existing Land Use Map (Map 7) and accompanying acreage tabulation chart (Table 17) will serve as key reference points for City officials to utilize in their consideration of land use and infrastructure improvements in the future.

Table 17: Existing Land Use Statistics, 2008

Group or Category	Acres	Percent of Total
Agricultural	0	0%
Single-Family Residential	814	28.9%
Multiple-Family Residential	49	1.7%
Commercial	217	7.7%
Industrial	351	12.4%
Governmental/Institutional	426	15.1%
Park, Recreation and Open Space	485	17.2%
Transportation, Communication and Utility	454	16.1%
Water	24	0.9%
TOTAL	2,820	100%

Source: Source: SEMCOG 2008 Land Use Data, Updated 2010

The City encompasses 2,820 acres, or about 4.4 square miles of land. However, this acreage value includes existing road and utility rights-of-way (454 acres). Subtracting this right-of-way, total City acreage amounts to approximately 2,366 acres.

A total of five broad land use categories and eleven more specific land use categories are used for this land use analysis. The broad land use categories include Residential, Commercial, Community Facilities, Industrial, and Vacant.

One of the largest general land use categories is Residential, which comprises approximately 30 percent of the total area of the City (excluding rights-of-way). The majority of these residential lands are devoted to single-family homes with a few multiple-family developments. However, residential alternatives to single-family homes such as attached condominium living have become more prominent in the City in recent years.

Slightly ahead of the residential category are the Government/Institutional and Park/Recreation/Open Space categories with 32 percent of the land area. A significant percentage of this land is for recreational use, particularly the Riverview Highlands Golf Course.

Industrial lands are the third most prevalent land use category with approximately 12.4 percent of the total. Heavy industrial areas are generally found on the east side of the City, while the Riverview Landfill is located in the southwest corner.

The Commercial category is the least predominant general land use category, making up less than eight percent of the City's land area. The commercial uses are most commonly found in strip commercial settings along the major road corridors, especially Fort Street.

EXISTING LAND USE CLASSIFICATIONS

The Existing Land Use Map depicts the geographic distribution of the eleven specific land use classifications. Each classification is further described below.

1. SINGLE-FAMILY DETACHED

This category includes single-family detached structures used as permanent dwellings and accessory structures, such as garages, that are related to the units. In total, developments of this type comprise the largest percentage of the City at nearly 29 percent.

The vast majority of the City's detached single-family homes are found within residential subdivisions. Lot sizes within these subdivisions are typical for a mid-sized suburban City. Older residential areas on smaller lots are found in the eastern portion of the City, east of Fort Street, while newer, larger lot subdivision developments are most common in the western portion of the City.

2. SINGLE-FAMILY ATTACHED

This category includes single-family attached structures used as permanent dwellings and accessory structures, such as garages, that are related to these units. Typical attached dwelling units may include townhomes, attached condominiums, duplexes, and other attached residences having the character of a single-family dwelling.

Even though only two single-family attached developments are currently located in Riverview, this new housing type is becoming increasingly popular throughout the country. In total, lands classified as single-family attached comprise 38 acres, or 1.6 percent of the City. The two existing developments are located along the City's southern boundary on Country Oaks Drive (off King Road) and on the west side of the City near Sibley Road and Grange Road.

3. MULTIPLE-FAMILY

This category includes those properties containing two or more units on the same site, typically a stacked apartment-like configuration not resembling single-family units. They may be rental units, condominium units, cooperatives, assisted living facilities, or nursing homes in complexes or in single structures. Acreages classified in this category also include open space areas, parking areas, and any recreation facility associated with the development.

Multiple-family land use occupies a moderate amount of land in the City, totaling 49 acres, or about 2 percent, of the total land area. Most of the multiple-family housing in Riverview is in the form of apartment buildings or complexes and includes the following specific facilities:

- American House Senior Living
- Bell Fountain Assisted Living
- Bellaire Senior Apartments
- Colonial Village Apartments
- Greentrees Apartments
- Huntington House Apartments
- King Haven Apartments
- King's Forest Apartments
- Pennbrook Place Apartments
- Rivergate Terrace Apartments
- Rivergreen Apartments
- Riverview Towers Co-op
- Royal Woods Apartments

4. OFFICE

Office uses found in Riverview include financial institutions, medical offices, real estate offices, insurance offices and other professional service establishments.

A significant number of office uses are scattered along the primary commercial corridor, Fort Street, particularly in the vicinity of Williamsburg Drive. Other office uses are noted on King Road, Sibley Road, and Pennsylvania Avenue.

5. COMMERCIAL

Commercial uses include retail facilities that accommodate general shopping needs, such as a furniture store, garden center, or automobile dealership. The commercial category also includes retail and service establishments that cater to the public's day-to-day convenience needs, such as a grocery store, salon, drug store, or restaurant. Multiple-tenant shopping centers or strip malls are also included in this category

Most of these commercial uses are found along the City's major road corridors. In particular, large areas of commercial uses have developed along Fort Street, with some minor commercial development on Pennsylvania Avenue and King Road. Typical commercial establishments in Riverview include grocery stores, restaurants, specialty stores in strip malls, as well as personal service businesses.

6. PUBLIC

This land use category was established to embrace all developed lands owned by various governmental agencies, including public schools. Public parks are not listed with this category, but are included in the recreation category. Public uses include the following:

- City Hall
- Fire Department
- Library/Community Center
- DPW Garage
- U.S. Post Office
- Detroit River Boat Launch
- Pheasant Run Pool
- Public Schools (Huntington Elementary, Seitz Middle School, Forest Elementary, Memorial Elementary, and Riverview High School)

7. SEMI-PUBLIC

Semi-public lands are those which are privately owned, but can be used by the public. Such uses may include churches, cemeteries, fraternal organizations, private schools, and private

utility providers, along with their related accessory buildings and facilities. These land uses are generally scattered throughout Riverview.

8. RECREATION

This category includes all City and other publicly owned park and recreation properties and facilities. With nearly 500 acres, or 22.2 percent of the land area, recreation land is the second most predominant land use in the City. A more detailed description of each park facility and its amenities is provided in the Community Services, Facilities and Assets Chapter of this Master Plan.

9. INDUSTRIAL

Industrial uses include both light industries and heavy industries. Light industrial land use areas are categorized by the existence of wholesale activities, warehouses, and industrial operations whose external physical effects are restricted to the site and do not have a detrimental effect on the surrounding areas. Heavy industrial land uses are comprised by manufacturing, assembling, and fabrication activity areas whose physical effects are felt to a considerable degree by the surrounding area.

Almost all of the City’s industries are located in the eastern portion of the City near the

waterfront. Industrial businesses that can be characterized as light industrial are concentrated north of Sibley Road and on both sides of Krause Avenue. Several large “heavy industrial” establishments are located along Jefferson Avenue and directly on the waterfront.

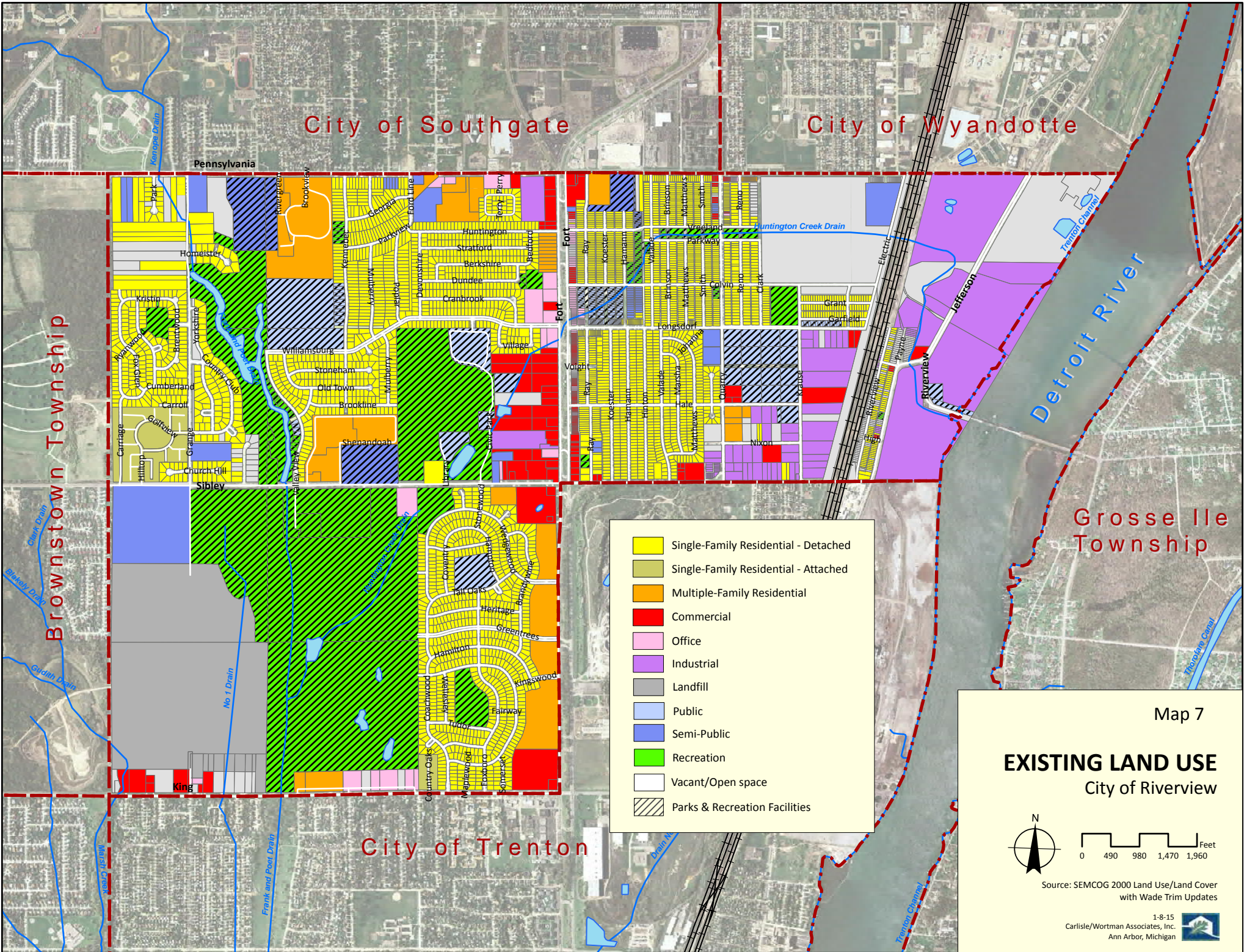
10. LANDFILL

The Riverview Landfill covers more than 200 acres in the City’s southwest corner. In addition to serving as a site for the disposal of household rubbish (including furniture and appliances), the facility has composting and recycling services. This site is also the location for Riverview Energy Systems, a landfill gas-to-energy project. More than 200 gas wells produce enough gas to power 7,200 homes, when converted to electricity.

11. VACANT

This land use category includes all lands which are presently unused, including undeveloped lots or lots with vacated buildings. Two large vacant properties are located on the east side of the City; one is adjacent to the Detroit River, and the other is on the west side of the railroad tracks. Other smaller vacant parcels are scattered throughout the City.





City of Southgate

City of Wyandotte

Brownstown Township

Grosse Ile Township


City of Trenton

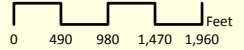
- Single-Family Residential - Detached
- Single-Family Residential - Attached
- Multiple-Family Residential
- Commercial
- Office
- Industrial
- Landfill
- Public
- Semi-Public
- Recreation
- Vacant/Open space
- Parks & Recreation Facilities

Map 7

EXISTING LAND USE


City of Riverview





Source: SEMCOG 2000 Land Use/Land Cover with Wade Trim Updates

1-8-15
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan



GOALS AND POLICIES

In order to appropriately administer goals and policies, it is important to understand the roles of each and their relationship to one another. The Riverview Master Plan utilizes two components: Goals and Policies.



To this end, the following definitions shall apply:

Goals

Goals provide the general direction and serve as the description of the desired future. Goals are ambitious and general. They address issues and specific needs or problems, but they are grand in scope and speak to fundamental change and directly serve the mission of the community.

Policies:

A policy is a plan of action that sets a more specific task within a goal and helps to gauge success. Policies must be realistic and attainable. The human, financial, and institutional resources necessary to achieve them must be in hand, accessible, or at the very least, identifiable. The acronym SMART is a good way to remember the basics of setting effective policies:

S	S P E C I F I C
M	M E A S U R A B L E
A	A C H I E V A B L E
R	R E L E V A N T
T	T I M E - B O U N D

RESIDENTIAL AREAS GOALS AND POLICIES

GOAL #1

Encourage the preservation and enhancement of existing neighborhoods.

- Policy A Ensure that new or infill residential development reflects the scale and character of adjacent existing residential development and neighborhoods.
- Policy B Situate transitional-density uses, such as offices or multiple family dwellings, between commercial and single-family neighborhoods.
- Policy C Continue the use of zoning standards such as landscaping, screening and wall requirements that protect residential neighborhoods.
- Policy D Facilitate community improvement programs or projects, including street tree plantings, community gardens, beautification awards, and sidewalk improvement.
- Policy E Ensure the prevention of blight through diligent code enforcement.
- Policy F Protect residential neighborhoods from encroachment by intensive non-residential uses and their related negative impacts.
- Policy G Encourage the formation of neighborhood associations where none presently exist.
- Policy H Promote the use of entrance details and gateway features such as signs, lighting and landscaping in all neighborhoods.

GOAL #2

Assure the interconnection of residential areas to allow vehicular and pedestrian movement between areas.

Policy A Create a path system throughout the City to link subdivisions, parks, schools and other key destinations.

Policy B As new residential development occurs next to existing subdivisions, require the connection to existing stub streets and require the creation of new stub streets where adjacent property is planned for residential use unless significant natural barriers exist.

Policy C Where feasible, require the installation of sidewalks for new residential development.

Policy C If any schools close in the future, the City should pursue the purchase to assure that redevelopment will occur in a manner that is both compatible with the neighborhood and maintains some outdoor recreation space.

Policy D Work cooperatively and assist the school district in school improvement plans.

GOAL #5

Plan sufficient space for a range of housing types for people of various incomes, ages and lifestyles.

Policy A Detached single family dwelling should continue to be the dominant housing type in the City.

Policy B Continue the use of the planned development option within the zoning ordinance and encourage its use for unique and environmentally significant parcels.

Policy C Plan to allow for multiple family housing to serve as a transitional-density use in some instances along major and secondary thoroughfares.

Policy D Encourage higher density housing in locations supported by the Future Land Use Plan, consistent with the capacity of existing or planned public roads and utilities, and where supported by market demand.

Policy E Through the use of the planned development option in the zoning ordinance and where supported by the Master Plan, allow for a mix of housing types and densities within a larger residential or non-residential development project.

Policy F Encourage development of residential types which provide services and amenities for an aging or disabled population including independent, assisted, and convalescent living options.

GOAL #3

Establish appropriate traffic patterns to ensure the privacy and safety of existing and future neighborhoods.

Policy A Utilize the concept of a hierarchical street system as established in this Master Plan to control the placement and traffic movement of non-residential uses that are permitted in residential districts.

Policy B As new residential areas are developed, discourage the creation of road layouts that induce cut-through movement.

GOAL #4

Maintain and enhance the quality of neighborhood school grounds.

Policy A Create cooperative arrangements with the school to assure public access to the school's indoor and outdoor recreation facilities.

Policy B Consider joint funding options for improvements to school grounds.

BUSINESS AREAS GOALS AND POLICIES

GOAL #1

Strengthen and enhance business districts in the City, with particular focus on the Fort Street business corridor and its role as the principal shopping and service district within the City.

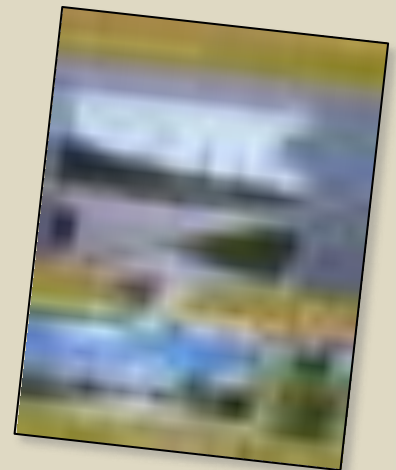
- Policy A Maintain high site design standards and encourage the use of landscaping, attractive signage, arcades and plazas, outdoor cafes, decorative paving, pedestrian ways, and decorative lighting to enhance the appeal of commercial areas and promote long term stability.
- Policy B Provide landscaping in the Fort Street median without blocking views of businesses on the opposite side of the street.
- Policy C Develop and adopt a Fort Street zoning district which adheres to the recommendations of the adopted Fort Street Strategic Plan. The zoning district should address building siting, massing, height, character and site design issues.

- Policy D Encourage the development of office/service businesses for the east side of Fort Street and a mix of uses (including residential) for the west side.
- Policy E Encourage the continuation of planned business center uses at the intersections of Fort and Pennsylvania, Fort and Sibley, and Fort and King.
- Policy F Coordinate with MDOT to improve Fort Street’s aesthetics and function.
- Policy G Where parcels planned for commercial or office use have narrow width, small land area or development constraints, parcels should be repackaged to facilitate their commercial use.
- Policy H Allow businesses to expand by selectively clearing parcels to provide parking in between buildings.
- Policy I Consider the creation of a Downtown Development District or other improvement district to stimulate the redevelopment and improvement of Fort Street.

Fort Street Strategic Vision Plan

Adopted in 2014, the Fort Street Strategic Vision articulates a vision for the future growth and development along Fort Street – the City’s “main street” and commercial center. The purpose of the Strategic Vision is to assist decision makers in developing the corridor to better fulfill its potential as a dynamic community asset. The goals and policies of this Master Plan update were closely aligned with the goals and strategies of the strategic vision, which include:

- Goal #1: Create a sense of place that is unique to Riverview, including streetscape elements.
- Goal #2: Review current City Ordinances and policies to help foster a business-friendly climate.
- Goal #3: Provide a mix of land uses and building heights to help create a vibrant corridor.
- Goal #4: Plan for pedestrian access both along the corridor and within developed sites, where possible.
- Goal #5: Encourage re-development of vacant and underutilized properties.



GOAL #2

Assure that all new commercial uses have circulation systems that provide for the safety of their patrons.

- Policy A Through site plan review, limit the number of drives permitted to sites, so that drives are well spaced and placed a reasonable distance from intersections.
- Policy B Encourage shared driveways and parking lot connections to facilitate movement between sites, reduce traffic and eliminate the number of curb-cuts.
- Policy C Assure that on-site circulation functions in a manner that does not promote spill-over onto adjacent thoroughfares. This would require parking setbacks of at least 20 feet to provide stacking between the parking area and the street. In addition, drive-through uses, such as fast food restaurants, banks, and oil change facilities, should have adequate stacking space.
- Policy D Provide for pedestrian circulation within parking lots.

INDUSTRIAL AREAS GOALS AND POLICIES**GOAL #1**

Diversify the City's industrial base by providing industrial areas that are attractive from a market standpoint to draw new industry and retain existing industry.

- Policy A The City should actively work to provide sites for industrial development that do not contain wetlands or contamination.
- Policy B Facilitate industrial growth by providing clean sites with modern infrastructure and appropriate lot sizes within a high quality business environment.
- Policy C Assure that new industrial areas are located so as to have direct access to a major thoroughfare, especially one that has direct access to I-75.
- Policy D Capitalize on the access provided by the existing railroad corridor to serve existing and potential industries.
- Policy E Plan for circulation systems to and through industrial areas that assure adequate access for emergency vehicles.
- Policy F Promote a high level of exterior maintenance and encourage high quality landscaping for new and existing industry.
- Policy G Provide a sound infrastructure to promote industrial growth.

GOAL #2

Ensure that industrial areas do not adversely impact adjacent land uses and the natural environment.

- Policy A Separate residential uses from intensive industrial uses to assure the well-being of both the residential and industrial areas. Require appropriate screening to adequately reduce nuisances from such industrial uses.
- Policy B Locate new industrial areas so that they do not encourage through traffic in residential areas.
- Policy C Provide transitional uses between industrial uses and single family uses where possible. Where it is not possible, provide screening through the use of walls or landscaped berms.
- Policy D Provide transitional uses between industrial uses and single family uses where possible.
- Policy E Require proper screening of industry in those areas where outside storage is visible from residential areas or public streets.

COMMUNITY FACILITIES GOALS AND POLICIES

GOAL #1

Maintain an efficient and logical provision of community facilities and public services.

- Policy A Provide a plentiful supply of potable water to all developed areas of the City that can be economically expanded to accommodate future development.
- Policy B Provide a sanitary sewer system that serves all developed areas of the City and can be economically expanded to accommodate future development.
- Policy C Provide a storm drainage system in combination with development regulations to reduce impervious surface areas and runoff, to minimize the effects of flooding on all areas of the City.
- Policy D Maintain harmonious relations with power, gas, telephone, cable, internet, cellular and other utility companies providing services to the City in an effort to increase the overall level of service.
- Policy E Plan for the continued maintenance and improvement of the City's infrastructure systems through capital improvement programming and the use of outside funding sources in addition to general funds.

GOAL #2

Provide sufficient parkland in appropriate locations to meet the needs of Riverview residents.

- Policy A Maintain the 5-year Recreation Plan according to the Michigan Department of natural Resources requirements, and seek State grant funding for park and recreation improvements.

Policy B The Recreation Plan should be considered an extension of this Master Plan. The Planning Commission should pursue the goals, objectives and actions of that plan just as diligently as if it were one document.

Policy C Review the Recreation Plan in terms of capital improvement programming.

Policy D Encourage the use of innovative techniques for land development, such as cluster housing and open space preservation, as a means to create additional land dedicated to recreation and permanent open space.

GOAL #3

Create a sense of identity for the City of Riverview.

Policy A Install signs identifying the City borders at key entrance points into the community.

Policy B Reinforce physical and psychological connections to the river.

Parks and Recreation Plan

The City of Riverview Parks and Recreation Master Plan articulates a vision for parks and recreation within the City. Adopted in 2012, the Parks and Recreation Plan serves as the official document of the City of Riverview regarding community recreation planning. The goals and policies of this Master Plan update were closely aligned with the goals and objectives of the strategic vision, which include:

Goal: *The City of Riverview should provide outdoor recreational opportunities for persons of all ages and all abilities that are clean, safe, functional and attractive. The focus of parks and recreation in Riverview should continue to be on the maintenance and improvement of community and neighborhood parks, the establishment of a community-wide bike/walkway network, and maintaining and improving recreation programs.*

Objective 1: *Maintain and improve existing parks.*

Objective 2: *Establish a continuous city-wide bike/walkway system.*

Objective 3: *Continue to improve recreation services, communications, and partnerships.*

Objective 4: *Provide for the efficient administration and funding of parks and recreation.*



TRANSPORTATION NETWORK GOALS AND POLICIES

GOAL #1

Maintain an effective motorized transportation network to facilitate efficient vehicular movement throughout the City.

Policy A Utilize a hierarchical street classification system that allows access to appropriate traffic levels for all developed areas of the City.

Policy B Promote safe and efficient traffic movements within nonresidential areas by limiting curb cuts and promoting shared entrances and marginal access drives.

Policy C Designate and develop King and Pennsylvania Roads as primary east/west roads for truck traffic.

Policy D Coordinate with State, County and the City of Southgate to alleviate the existing traffic patterns at the Pennsylvania, Fort and Trenton Road

intersection to eliminate traffic confusion, prevent accidents, and provide a safe passage for pedestrians trying to cross.

Policy E Where necessary, implement traffic calming devices within residential areas to eliminate or subdue drive-through traffic and increase safety.

GOAL #2

Provide an effective non-motorized transportation network to facilitate enhanced pedestrian and bicycle circulation throughout the City.

Policy A Require the installation of sidewalks in new residential developments.

Policy B Require the installation of sidewalks along major thoroughfares as development occurs.

Policy C Create a multi-use path system to provide access from residential areas to important pedestrian nodes such as parks, schools, and the library.

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FUTURE LAND USE PLAN

The Future Land Use Plan and Future Land Use Map are the physical results of the Master Plan development process; both serve as a guide for the future development of the City. The preceding chapters provide the background, or framework, on which the Future Land Use Plan was developed. In particular, the Future Land Use Plan is based on upon:

- Review and analysis of existing land use conditions;
- Infrastructure capabilities;
- Analysis of demographic data;
- Goals and objectives; and
- Public participation.

On June 5, 2008, Riverview citizens, Planning Commissioners and officials participated in a workshop to develop a Future Land Use Map. During the workshop, participants were asked to create a new Future Land Use Map for the City by revising the City's then current Future Land Use map. From the workshop, a general consensus arose regarding the optimal future land uses for much of the City. However, certain areas of the City, particularly those with significant redevelopment potential, received special focus and consideration by workshop participants.

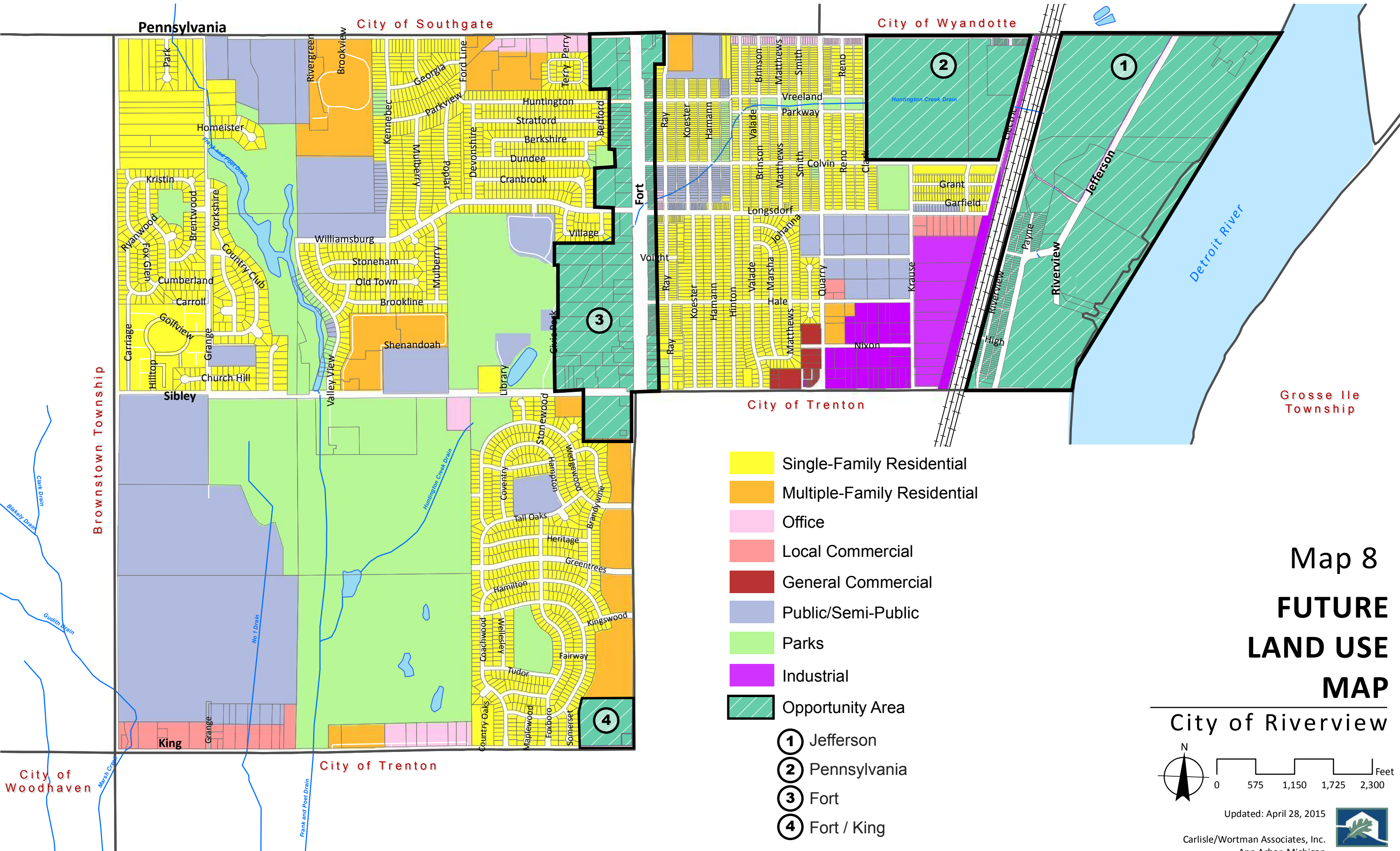
As required by the Michigan Planning Enabling Act, the City of Riverview initiated an update of the Master Plan (including the Future Land Use Plan) in 2014. Upon reviewing the 2009 Master Plan, City stakeholders determined that the public comments received during the previous Master Plan workshops continued to hold true. Therefore, these comments were reused in this Master Plan update to determine goals, objectives and future land use designations.

The City of Riverview Future Land Use Plan consists of the **Future Land Use Map** and the supporting text description found in this chapter. The Future Land Use Plan represents the vision the City of Riverview has established for itself for the next 10 to 20 years. The Plan will be a useful

tool on which to base zoning and capital improvement decisions, and will allow for consistent and sound planning in the community.

While similar to the 2009 Future Land Use Plan, the 2015 update contains several important modifications:

- **Consolidated Commercial:** The Center Commercial and General Commercial categories have been consolidated. The Planning Commission determined that recent development and zoning changes had left no property available for a Center Commercial typology.
- **Consolidated Industrial:** The Light Industrial and Intensive Industrial categories have been consolidated into a single industrial category. This change reflects the Planning Commission's vision to move from intense industry to light manufacturing, research and development, alternative energy and similar lower-intensity industrial uses. Recreation and supporting commercial uses are considered acceptable.
- **Opportunity Areas:** Planned Development Areas have been renamed "Opportunity Areas." Opportunity Areas are sub-areas of the City which should receive special planning consideration. This plan discusses four Opportunity Areas: Jefferson, Pennsylvania, Fort and Fort/King.



- Single-Family Residential
- Multiple-Family Residential
- Office
- Local Commercial
- General Commercial
- Public/Semi-Public
- Parks
- Industrial
- Opportunity Area

- ① Jefferson
- ② Pennsylvania
- ③ Fort
- ④ Fort / King

Map 8 FUTURE LAND USE MAP

City of Riverview

RESIDENTIAL AREAS

Residential areas comprise the largest land use within the City of Riverview (nearly 30 percent). The dominant residential type is the single-family home, concentrated within numerous single-family neighborhoods. Higher density multiple-family developments are scattered throughout the City, typically serving as transitional areas along the edges of the single-family neighborhoods and along the major thoroughfares.

Map 8 outlines two residential land use categories: Single-Family Residential and Multiple-Family Residential. A description of each category is provided below. It should also be noted that residential uses may be appropriate within the Opportunity areas, which are described later in this chapter.

SINGLE-FAMILY RESIDENTIAL

Areas designated as single-family residential are intended primarily for use by single housing units, each located on their own lot or land area. Historically, this housing type is seen as single-family homes in platted subdivisions. Within developed areas, existing single-family densities should be maintained. New development should reflect a density corresponding to the predominant lot size in the neighborhood or immediate area. To protect natural features and open spaces, alternatives to conventional single-family detached development, such as cluster housing and planned open space developments, should be encouraged. To a limited extent, and when consistent with the character of the neighborhood, this category could also be configured to accommodate two-family attached dwellings, as well as other related and compatible uses that serve the residents of the area without hampering the single family environment. Supportive neighborhood uses may include parks, schools and churches.

MULTIPLE-FAMILY RESIDENTIAL

Multiple-family areas are intended primarily for a range of residential uses allowed at a higher density than single-family areas. Areas designated as multiple-family should allow two or more housing units to be located on a single parcel at varying levels of density, based on capacity of the land, transportation access and adjacent properties. The multiple-family residential category is intended to serve as a transition between high traffic or non-residential uses and adjacent single-family areas. Related uses, such as playgrounds and other recreational facilities, may also be situated in multiple family areas. In addition, moderate and higher density housing is an acceptable use within the flexible Opportunity Areas.

COMMERCIAL AREAS

The City of Riverview has several commercial areas and several commercial forms. This includes planned office areas along King and Pennsylvania Roads, local commercial uses along the north side of King Road near the City limits and commercial spots in other areas of the City. However, the largest business concentration, and the largest range of business types, is located along Fort Street. The Future Land Use Plan identifies three commercial land use categories: Office, Local Commercial and General Commercial.

OFFICE

Office uses represent the lowest intensity business category, as they usually do not require large loading areas and have relatively low customer turn-over rates. These characteristics make office uses particularly suitable in areas adjacent to residential areas. This category comprises a range of office types such as professional offices, medical and other health related facilities, banking facilities and personal service establishments.

Office uses are planned in numerous areas within the City. Future office uses are envisioned in several locations along Pennsylvania Avenue

near Quarry. These properties are located on a major thoroughfare, feature shallow-depth and narrow lots, and are separated from established single-family neighborhoods by an alley. A nearly developed office area is located on the north side of King Road, west of Fort Street, while smaller concentration of office uses are planned along Pennsylvania Avenue west of Fort Street. Office uses are a key part of the Fort Street Opportunity Area, as discussed later within this chapter.

LOCAL COMMERCIAL

Local Commercial uses are the second-lowest intensity of the commercial categories, as they have a very narrow market area and are intended to serve the convenience needs of the City's residents. To do so effectively, it is important that local commercial uses be in close proximity to residential uses. Therefore, the uses allowed in these areas are limited to assure that they do not negatively impact nearby residences. Local commercial uses are planned along the north side of King Road near the City limits and on Krause and Longsdorf adjacent to Riverview High School.

GENERAL COMMERCIAL

The General Commercial category recognizes the demand for more intensive commercial uses not envisioned for local commercial areas. These properties are not concentrated and serve to support or transition to other land uses. General Commercial uses may be unique and unable to fit into another commercial category. The greatest concentrations of commercial uses are located within Opportunity Areas, with additional concentrations at the corner of Sibley and Quarry. The Industrial category also accepts ancillary commercial uses that support industrial uses.

INDUSTRIAL AREAS

The City of Riverview is dedicated to providing clean and pleasant space to accommodate existing industry and to attract new, low intensity facilities. The City understands the benefit that industry can have on a stable tax

base but will not sacrifice the quality of its environment. The Plan focuses on replacing contaminating industries with clean industry in certain locations. New industry should have no off-site negative effects and should not disrupt residential neighborhoods, parks and schools. Performance, design and location standards should be adopted in the zoning ordinance to effectuate a clean environment. The inclusion of art studios and showrooms, incubator workshops, museums and recreation and sports facilities can provide flexible reuse of the existing building stock. The City places great emphasis on transitioning the waterfront away from industrial uses so that the area can be redeveloped for use by the general public.

COMMUNITY FACILITIES

PUBLIC/SEMI-PUBLIC

The public/semi-public category includes all land presently owned by public agencies, including the City of Riverview, Riverview Community School District, county, state and federal government. This category also includes privately owned institutions that are generally accessible to the public such as churches, private schools, and fraternal organizations. The major public and semi-public facilities within the City have been designated as such on **Map 8**, while smaller public and semi-public facilities may be shown in a different category, such as single-family residential. New public and semi-public facilities, where necessary to serve the citizens of Riverview, are likely to be appropriate in most of the other future land use categories.

PARKS

The Parks future land use category includes all land planned for active and passive public recreation use and includes all existing public park facilities. In general, the City's Master Plan for Parks and Recreation serves as the primary document for the planning of recreation space. As such, that document should be the principle planning document for recreation matters and should be viewed as a supplement to this Master Plan.

INVESTMENT OPPORTUNITY AREAS

Investment Opportunity areas are locations within the City that are appropriate for large-scale investment and specific design and use standards. The Future Land Use plan identifies four Opportunity Areas:

- Jefferson Opportunity Area
- Pennsylvania Opportunity Area
- Fort Opportunity Area
- Fort/King Opportunity Area

The Jefferson and Pennsylvania areas are a redefinition of similar areas found within the 2009 Master Plan, while the Fort and Fort/King areas are a direct result of the 2013 Fort Street Strategic Vision Plan and are new to this update. The intent of these areas is to allow for land use and design flexibility conditioned upon the detailed visions for each area, provided below.

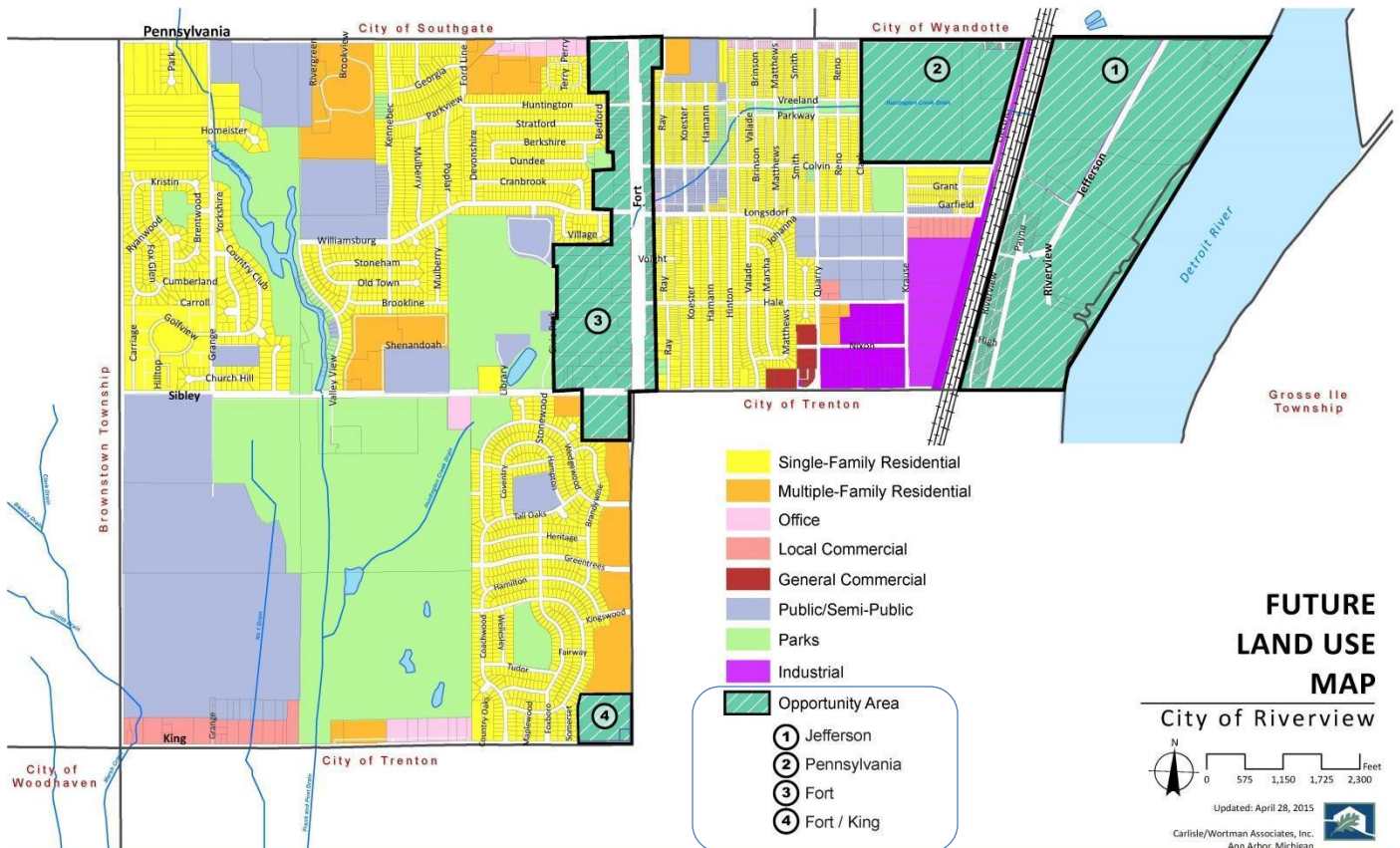
JEFFERSON OPPORTUNITY AREA

Location: Jefferson Avenue corridor between the Detroit River and rail lines.

Existing Land Use Pattern: No single land use defines the area. The corridor is a broad mix of vacant contaminated property, intense industry, a trucking company, pre-WWII single-family homes, a public boat launch and access areas to the Grosse Ile Bridge crossing.

Intent: The intent of this Opportunity Area is to reclaim and repurpose the existing industrial lands to construct parks, residences, supporting commerce, clean industry, alternate energy uses and research facilities. The long-range land use vision is multi-faceted. A subarea land use plan can provide a greater definition of land use locations and parameters.

Investment Opportunity Areas



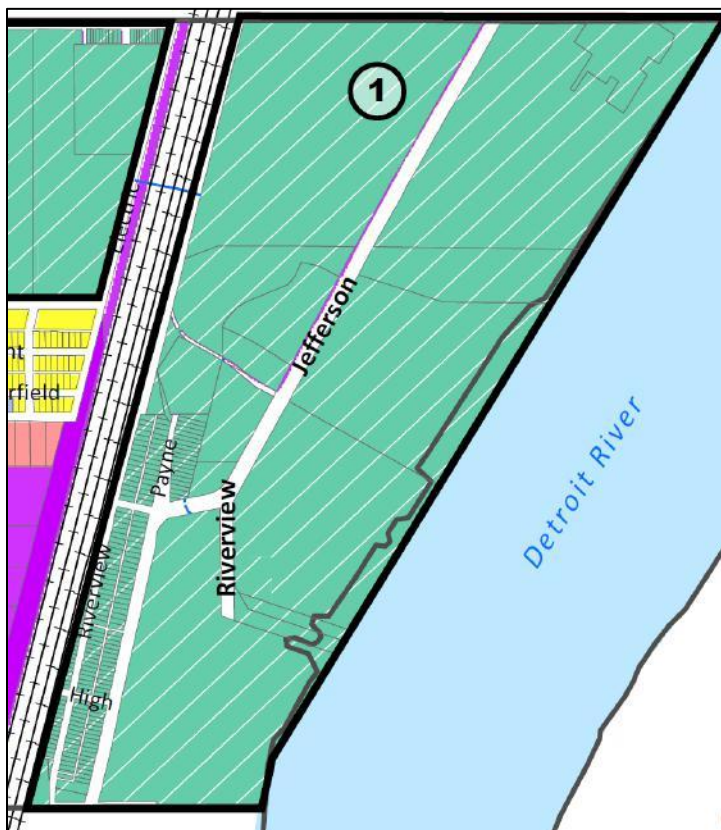
Ultimately, the goal for the Jefferson Opportunity Area is to reclaim the land for the enjoyment of Riverview residents. Envisioned land uses include a riverfront park, higher-density housing near the water, a supporting regional non-motorized path system and supporting local commercial uses, such as restaurants, cafes and local grocers and retailers. Envisioned land uses for the property south of the Grosse Ile Bridge include clean industrial uses and a public riverfront park.

The area west of Jefferson Avenue is envisioned to be redeveloped with clean industry, alternative energy, research and similar businesses generating high-paying jobs. Ancillary commercial uses are appropriate to support the adjacent industry, residences and recreation uses that could front Jefferson Avenue. All of these uses should be tied together via a non-motorized pathway system.

Planning and Design Considerations:

- Adopt design and performance standards as code.
- Arkema Company properties at Jefferson and Pennsylvania Avenues are planned for remediation. Other property may require remediation.
- Adopt environmentally-sensitive design standards.
- Residences must be buffered from the negative effects of industry by naturalized greenbelts or transitional land uses such as recreation or localized commerce.
- Allow and encourage mixed-use development.
- Design must encourage an active lifestyle with pedestrian connections, public park(s), and public access to the riverfront.
- Design should be of a large enough size and scale to brand Riverview to the region.

Jefferson Opportunity Area



PENNSYLVANIA OPPORTUNITY AREA

Location: Pennsylvania Road between Electric, Colvin and Clark Avenues.

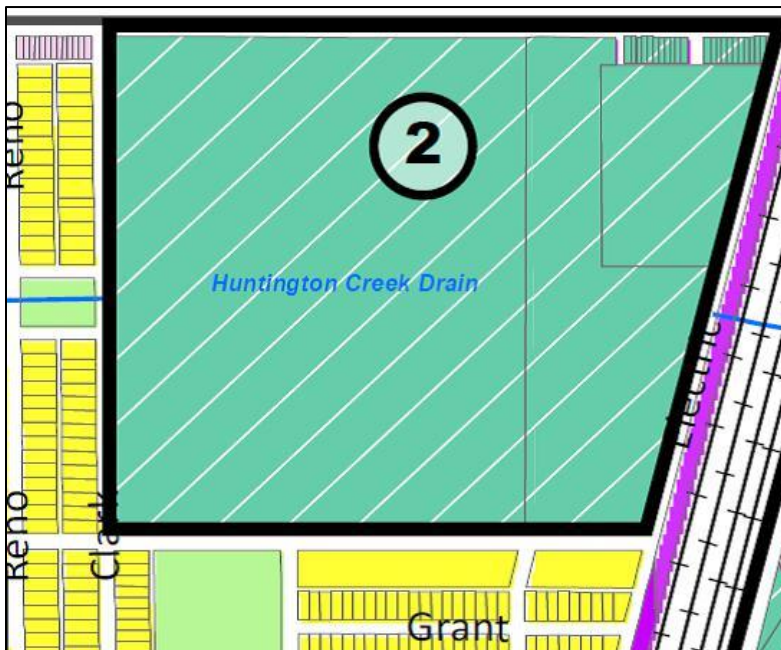
Intent: Two viable options are envisioned for the Pennsylvania Opportunity Area. One option envisions clean industry, alternative energy and similar low-impact industrial uses within the area buffered by a wide greenbelt adjacent to existing residential neighborhoods. A second option envisions the development of a residential neighborhood accommodating a mix of low, mid and high-density housing.

Existing Land Use Pattern: The area is primarily a former brine field owned by the Arkema Company. Property south of Colvin has been remediated and is currently ready for development. However, the main parcel requires remediation. A power substation is located on Electric Avenue near Pennsylvania; a thin strip of vacant property owned by a church separates the substation from Pennsylvania Avenue.

Planning and Design Considerations:

- Adopt design and performance standards.
- Environmental sensitive design is preferred.
- Residences must be buffered from industry effects by wide naturalized greenbelts.
- Housing design must encourage an active lifestyle with pedestrian connections and public park(s).

Pennsylvania Opportunity Area



FORT OPPORTUNITY AREA

Location: Both sides of Fort Street between Pennsylvania Avenue and the Sibley Road intersection.

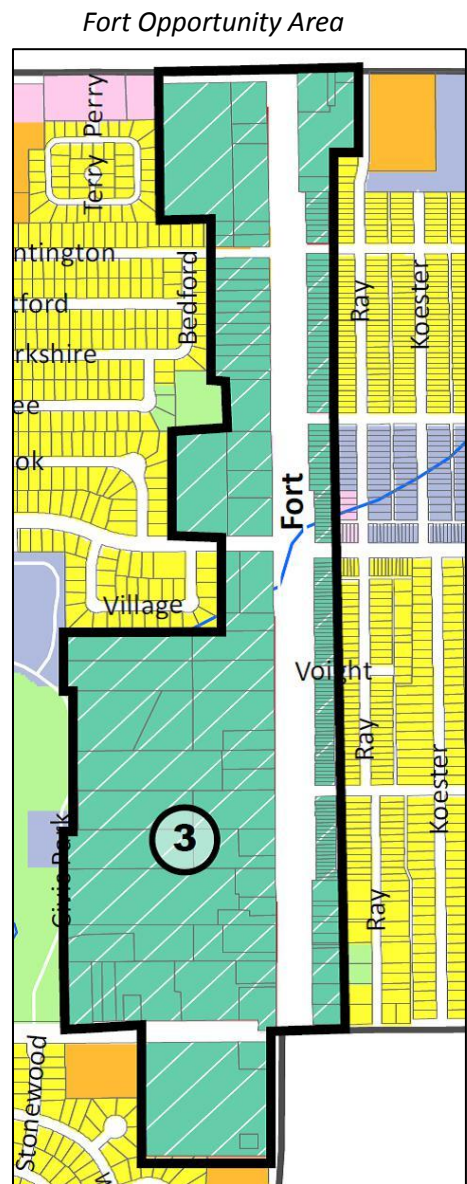
Existing Land Use Pattern: The corridor is lined with commercial centers, several stand-alone commercial and office buildings, industry and lower-density apartments. Property on the east side is shallow in depth. Much of the property on the west side south of Williamsburg backs to Civic Park Drive and Young Patriots Park, with industry located behind the commercial frontage. Fort Street was recently reconstructed allowing for a wider greenbelt between the sidewalk and traffic.

Intent: The intent of the Fort Opportunity area is to create a higher-density, pedestrian-friendly and well connected mix of uses. In order to meet the goals of the Fort Street Strategic Vision plan, the current mix of several zoning districts should be consolidated into a single zoning district. The mix of uses should allow residential above and adjacent to commercial and office uses.

Taller buildings with form-based design principles and more lenient parking requirements should be encouraged to incite investment beyond that which currently exists. Intensive industrial uses should be replaced with medium to high density residences overlooking Young Patriots Park. The urban design concept is that of a unified center rather than a collection of buildings.

Planning and Design Considerations:

- Adopt the proposed Fort Street district as recommended by the Strategic Vision Plan.
- Mixed-use development is preferred.
- Housing design must encourage an active lifestyle with pedestrian connections and public park(s).
- Design must encourage an active lifestyle with pedestrian connections, public park(s), and public access to the riverfront.
- Design should be of a large enough size and scale to brand Riverview to the region.



FORT/KING OPPORTUNITY AREA

Location: West side of Fort Street North of King.

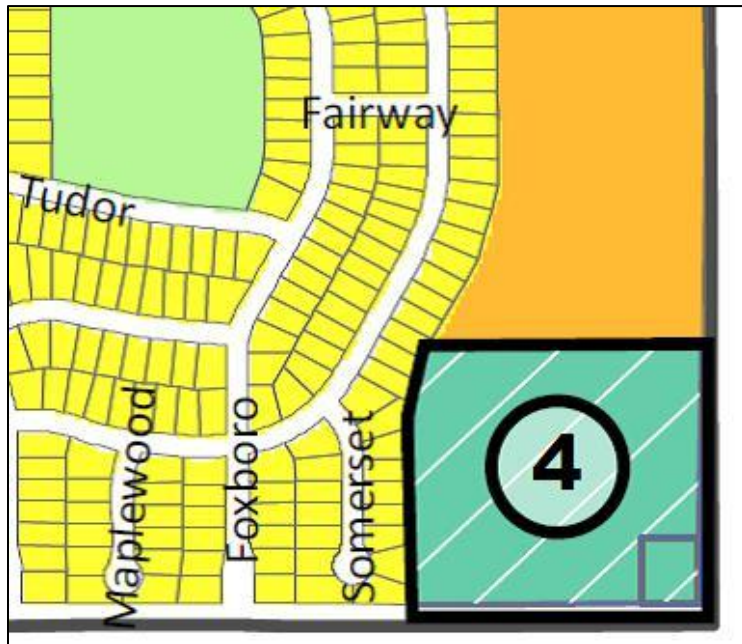
Existing Land Use Pattern: The corner was recently home to a supermarket. However, the structure has since been demolished. A nursing care facility has been approved for the west side of the site, while shallow commercial parcels remain adjacent to Fort St.

Intent: The intent of the Fort/King Opportunity area is to create a mixed-use node with the approved medical facility and new supporting office, commercial and/or residential uses. The uses should be connected to one another via pedestrian pathways. Attractive gateway features should be considered at the corner of Fort and King to provide a memorable entryway into the City of Riverview.

Planning and Design Considerations:

- Mixed-use development is preferred for lots adjacent to Fort St.
- Housing design must encourage pedestrian connections with any proposed commercial, park or office uses.
- Attractive gateway features should be provided at the corner of Fort and King.

Fort/King Opportunity Area



THOROUGHFARE PLAN

The Riverview Master Plan outlines a hierarchical thoroughfare system to guide land use and transportation-related decisions in the next 10 to 20 years. The hierarchical system views streets much like waterways; for example, drains flow into creeks which flow into tributaries which flow into rivers. Thus, the hierarchy moves from the narrowest classification (the local street) to the widest and busiest street (the freeway). The thoroughfare hierarchy concept for the City of Riverview is shown on the **Transportation Network** map, where three street types have been identified: local streets, collector streets and major thoroughfares. A description of the purpose and function of each street type, in terms of their ability to accommodate different types of land uses, is provided below.

LOCAL STREETS

Local streets are designed and intended only for traffic with an origin or destination being the immediate area and directly adjacent property. The local street should allow access to collector streets or major thoroughfares but in such a manner that through traffic movement on the local street is discouraged.

COLLECTOR STREETS

Collector streets are intended to collect vehicles from local streets and distribute them to local destinations or major thoroughfares. Grange Road, Kennebec Avenue, Williamsburg Drive, Valley View Drive, Longsdorf Avenue, Quarry Road, Krause Avenue and the Grosse Ile toll bridge are all classified as collector streets.

MAJOR THOROUGHFARES

Major Thoroughfares are intended to accommodate greater traffic volumes and provide for longer distance trip lengths than local and collector streets. The major thoroughfares therefore serve land uses which generate higher numbers of vehicle trips and are integrated into the regional thoroughfare pattern to accommodate the long distance movements. The major thoroughfares in the City include Jefferson Avenue, Pennsylvania Avenue, Sibley Road, King Road and Fort Street.

Local Street



Collector Street



Major Thoroughfare



ZONING PLAN AND IMPLEMENTATION

The Riverview Master Plan is intended to be a policy guide for future land development. As the City grows, it should grow in a manner consistent with this Plan. The primary tools for the implementation of this Plan are the City’s Zoning Ordinance and subdivision regulations.

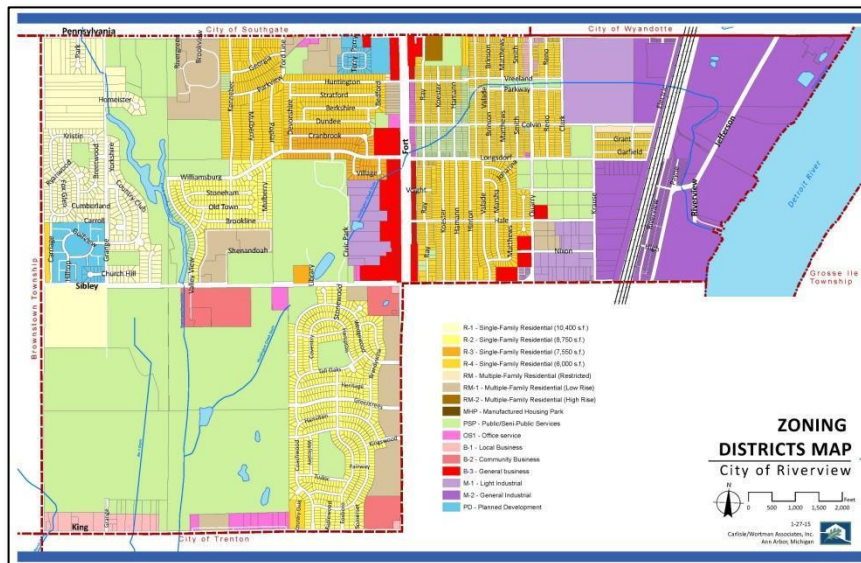
When properly applied, the Zoning Ordinance accepts the realities of existing land uses and gradually, as new development is proposed, directs growth toward achieving the goals and objectives of the Master Plan. As rezonings are considered, they should be compared to the concepts, policies and future land use designations of this Master Plan. If the Planning Commission determines that a proposed land use would be consistent with the goals and objectives of the Master Plan, and therefore a desirable alternative to the Plan, the Plan can be amended accordingly.

Finally, this Master Plan should be a flexible document which changes as the character of the community and its people change over time. This Plan should be periodically reviewed and amended as necessary (at least once every five years), to remain up to date.

It should be remembered that the Master Plan is simply the best estimate of what would be the desirable land use configuration of the community in the future, from a point in time at the present. As time moves on, this concept of a desirable community may change; therefore, the Plan must be flexible in order to accommodate such change.

ZONING PLAN

The current City of Riverview Zoning Ordinance was adopted and became effective in January of 2005. This Ordinance established a total of eight residential zoning districts, eight non-residential zoning districts and one planned development zoning district. As required by Public Act 33 of 2008, the following is an explanation of the relationship between the Future Land Use categories and the existing Zoning Districts established in the Zoning Ordinance. Additionally, possible zoning text amendments are proposed in order to bring the zoning ordinance into compliance with the goals of this master Plan.



The Master Plan and Future Land Use Plan are best implemented through the City’s Zoning Ordinance and associated Zoning Map.

The table below compares the future land use categories and the equivalent existing zoning district(s). A detailed discussion of each zoning equivalency and proposed zoning modifications is provided throughout this chapter.

Table 18: Zoning Equivalency Chart

FUTURE LAND USE DESIGNATION	CORRESPONDING ZONING DISTRICT
RESIDENTIAL	
Single-Family	R-1 One-Family Residential (10,400 sq. ft.) R-2 One-Family Residential (8,750 sq. ft.) R-3 One-Family Residential (7,550 sq. ft.) R-4 One-Family Residential (6,000 sq. ft.)
Multiple-Family	RM Restricted Multiple-Family Residential District RM-1 Multiple-Family Residential District (Low Rise) RM-2 Multiple-Family Residential District (High Rise)
COMMERCIAL	
Office	OS-1 Office Service District
Local Commercial	B-1 Local Business District B-2 Community Business District
General Commercial	B-3 General Business District
INDUSTRIAL	
Industrial	M-1 Light Industrial District M-2 Intensive Industrial District.
COMMUNITY FACILITIES	
Public/Semi-Public	PSP Public/Semi-Public Services
Parks	PSP Public/Semi-Public Services
OPPORTUNITY AREAS	
Jefferson	M-2 General Industrial District
Pennsylvania	M-1 Light Industrial District M-2 Intensive Industrial District
Fort	RM-1 Multiple Family Residential district OS-1 Office Service District B-2 Community Business District B-3 General Business District M-1 Light Industrial District
Fort/King	RM-1 Multiple Family Residential District B-3 General Business District

RESIDENTIAL AREAS

The Future Land Use Plan identifies two categories of residential uses: Single-Family Residential and Multiple-Family Residential. These future land use categories are represented by the following zoning districts:

SINGLE-FAMILY RESIDENTIAL

- R-1 One-Family Residential (10,400 sq. ft.)
- R-2 One-Family Residential (8,750 sq. ft.)
- R-3 One-Family Residential (7,550 sq. ft.)
- R-4 One-Family Residential (6,000 sq. ft.)

MULTIPLE-FAMILY RESIDENTIAL

- RM Restricted Multiple-Family Residential District
- RM-1 Multiple-Family Residential District (Low Rise)
- RM-2 Multiple-Family Residential District (High Rise)

The long-term implementation of the residential future land use categories outlined in this Master Plan will be accomplished, in terms of height, area, bulk, location and use, by the specific requirements outlined in the residential Zoning Districts.

The following modifications to the Residential Zoning Districts should be considered:

- *R-1 through R-4*: Remove cemeteries as a principal use.
- *RM, RM-1 and RM-2*: Remove Hospitals as a special land use.

COMMERCIAL AREAS

The Future Land Use Plan identifies three commercial land uses: Office, Local Commercial and Commercial. These Future Land Uses are represented by the following zoning districts:

OFFICE

- OS-1 Office Service District

LOCAL COMMERCIAL

- B-1 Local Business District
- B-2 Community Business District

GENERAL COMMERCIAL

- B-3 General Business District

The long-term implementation of the commercial future land use categories outlined in this Master Plan will be accomplished, in terms of height, area, bulk, location and use, by the specific requirements outlined in their equivalent Zoning Districts.

The following modifications to the Office and Commercial Zoning Districts should be considered:

OFFICE

- Expand nursing home description to address foster care large group homes and assisted living facilities.

COMMERCIAL

- Consolidate B-2 Community Business District and B-3 General Business District into a single General Business District.
- Modify outdoor eating references and expand on funeral home description.

INDUSTRIAL AREAS

The Future Land Use Plan identifies one industrial land use category. The Industrial land use category is represented by the following zoning districts:

- M-1 Light Industrial District
- M-2 Intensive Industrial District.

The long-term implementation of the industrial future land use categories outlined in this Master Plan will be accomplished, in terms of height, area, bulk, location and use, by the specific requirements outlined in the Industrial Zoning Districts.

The following modifications to the Industrial zoning districts should be considered:

- Consolidate M-1 Light Industrial District and M-2 Intensive Industrial District into a single Industrial District, with an emphasis on research and development.
- Expand permitted uses to be more flexible.

PUBLIC/SEMI-PUBLIC AREAS

The Public/Semi-Public and Parks future land use categories are represented primarily by the PSP Public/Semi-Public Uses District, although other Zoning Districts allow public, semi-public and recreational uses and may work to accomplish the intent of the respective future land use categories.

The long-term implementation of the public/semi-public land use categories outlined in this Master Plan will be accomplished, in terms of height, area, bulk, location and use, by the specific requirements outlined in the Public/Semi-Public Zoning District.

OPPORTUNITY AREAS

The Future Land Use Plan identifies four Opportunity Areas. These Opportunity Areas are currently represented by a variety of existing zoning districts, as follows:

JEFFERSON OPPORTUNITY AREA

- M-1 Light Industrial
- M-2 General Industrial

PENNSYLVANIA OPPORTUNITY AREA

- M-2 General Industrial

FORT OPPORTUNITY AREA

- RM-1 Multiple-Family Residential
- OS-1 Office Service
- B-2 Community Business
- B-3 General Business
- M-1 Light Industrial

FORT/KING OPPORTUNITY AREA

- OS-1 Office Service
- B-1 Local Business

In order to meet the visions for these Opportunity areas, as identified in the Future Land Use Chapter, the following Zoning Ordinance and Zoning Map modifications should be considered:

JEFFERSON OPPORTUNITY AREA

In addition to the recommended industrial zoning district consolidation, special zoning standards should be considered for this area to meet the vision of the Opportunity Area Future Land Use section. A zoning overlay district should be considered which permits a flexible mix of land uses, including but not limited to clean research and development and industrial uses, multi-family residential, supporting commercial uses, and public park/river access. Zoning standards should encourage larger-scale developments to brand Riverview to the region. The City should consider preparing a sub-area plan for this spark area, as its redevelopment could revitalize the City's riverfront.

PENNSYLVANIA OPPORTUNITY AREA

In addition to the recommended industrial zoning district consolidation, special zoning standards should be considered for this area to meet the vision of the Opportunity Area Future Land Use section. Special zoning standards could include design and performance standards. Similar to the Jefferson Opportunity Area, an overlay zoning district could be considered for this area which promotes a flexible mix of light industry, low, mid and high-density residential areas and pedestrian connections.

FORT OPPORTUNITY AREA

The Fort Street corridor serves as a gateway and the main corridor through the City of Riverview. In order to meet the vision for the Fort Street Opportunity Area as well as the goals of the Fort Street Strategic Vision, the City should adopt a new Fort Street Zoning District. The new zoning district should promote form-based design standards as well as a mix of uses (both horizontal and vertical) to create a sense of place for this vital corridor.

Additionally, the new zoning district should:

- Ensure that development is pedestrian-oriented and designed to create attractive streetscapes;
- Improve economic development potential for the entire city;
- Orient building entrances and storefronts to the street;
- Encourage attractive residential development at varying densities; and
- Give the City flexibility in determining appropriate uses and site design.

Overall, the Fort Street zoning district should enhance the Fort Street streetscape through flexible uses, high-quality architecture, gateway features, and pedestrian-friendly design and amenities

FORT/KING OPPORTUNITY AREA

The northwest corner of Fort and King should be rezoned to accommodate a mix of uses, such as

multi-family uses (nursing home, apartments) and supporting commercial and office uses. The new Fort Street Zoning District may be applicable at this corner to promote pedestrian connectivity and gateway features at the intersection.

ZONING IMPLEMENTATION TIMETABLE

The following table indicates an approximate timetable for the recommending zoning modifications. The timetable is split into three schedules: short-term, mid-term and long-term

- *Short-Term:* Recommendations to be implemented within the first year after adopting the Master Plan.
- *Mid-Term:* Recommendations to be implemented within two to four years after adopting the Master Plan.
- *Long-Term:* Recommendations that will take five years or longer to be implemented.

Table 19: Zoning Modification Timetable

RECOMMENDATIONS	SCHEDULE FOR IMPLEMENTATION		
	Short-Term	Mid-Term	Long-Term
RESIDENTIAL			
R-1 through R-4: Remove cemeteries as a principal use.	✓		
RM, RM-1 and RM-2: Remove Hospitals as a special land use.	✓		
COMMERCIAL			
Office: Expand nursing home description to address foster care large group homes and assisted living facilities.	✓		
Consolidate B-2 Community Business District and B-3 General Business District into a single General Business District.		✓	
Modify outdoor eating references and expand on funeral home description.	✓		
INDUSTRIAL			
Consolidate M-1 Light Industrial District and M-2 Intensive Industrial District into a single Industrial District, with an emphasis on research and development.		✓	
Expand permitted uses to be more flexible.		✓	
OPPORTUNITY AREAS			
Jefferson: Develop and adopt Jefferson Overlay District.			✓
Pennsylvania: Prepare and adopt special performance and design standards.		✓	
Fort: Prepare and adopt Fort Street Zoning District.	✓		
Fort/King: Rezone corner to new Fort Street Zoning District.	✓		

ADDITIONAL POLICIES FOR IMPLEMENTATION

The City of Riverview Master Plan contains many land use recommendations that function as benchmarks and provide basic guidelines for making development decisions. The completion of this Master Plan is but one part of the community planning process. Realization or implementation of the recommendations of the Plan can only be achieved over an extended period of time and only through the cooperative efforts of both the public, private and nonprofit sectors.

Implementation of the Plan may be realized by actively pursuing a myriad of topics. These include, but are not limited to, the following action items:

- Continuing public involvement processes;
- Auditing, analysis, revisions, and adoption of existing or new City ordinances or regulations pertaining to continued development and redevelopment within the City;
- Supporting and ensuring enforcement and consistent administration of in-place policies, ordinances and regulations;
- Providing a program of capital improvements and adequate, economical public services to encourage continued community growth; and,
- Developing and then prioritizing municipal programs and joint public/private partnerships.

PLANNING COMMISSION

Implementation of this Plan is primarily the responsibility of the Planning Commission. The Planning Commission is the body that reviews requests for rezonings, establishes a capital improvements program and is responsible for periodic course corrections regarding land use plans. At the same time, the recommendations of this Plan are ambitious and bringing it to fruition will not be possible without a concerted effort by a number of different groups and people.

COMMUNITY DEVELOPMENT DEPARTMENT

The Community Development Department is responsible for keeping the Zoning Ordinance and other land use regulations up to date, reviewing site plans and working with building officials to assure compliance with City codes. The Department also works with developers to explain land use regulations. In a broader role, the Department must focus on gaining high quality development in the City to supplement the City's tax base, with the authority and expertise to undertake the following:

- Assemble and repackage land that has inherent constraints to quality development.
- Prepare a policy and a plan for remediation of contaminated sites and provide assistance to developers.
- Serve as "business ombudsman" to help local businesses cope with City regulations.

CITY COUNCIL

To be successfully implemented, this Plan will require the support of Council to provide proper financing and proper staffing.

CITY PROGRAMS AND PARTNERSHIPS

Riverview's Master Plan has focused on providing an overall recommended pattern for future land uses in the City. At the same time, however, it has also identified a number of programs and services that will be important for the successful implementation of the Plan's goals. These programs and services include, but are not limited to, neighborhood beautification programs, marketing of the business district, and access management techniques.

To accomplish these goals, City leaders, in conjunction with City staff, should begin to develop criteria and priorities for such efforts including the provision of technical assistance and coordination of project funding. However, in this time of diminished revenue from local, state, and federal sources, communities such as Riverview can no longer rely solely on these traditional funding sources. Therefore, more

regional funding options and public/private partnerships should be pursued. Potential partners may include the Michigan Economic Development Corporation (MEDC), Michigan State Housing Development Authority (MSHDA), Riverview Public Schools, Economic Development Corporation, charitable foundations, regional redevelopment authorities and public investors.

CONTINUING PLANNING EDUCATION

Planning Commissioners should be encouraged to attend planning and zoning seminars to keep themselves informed of current planning issues and learn how to better carry out their duties and responsibilities as a Planning Commissioner. These seminars are regularly sponsored by the Michigan Association of Planning (MAP), Michigan Municipal League (MML), Michigan Downtown Association, and the Michigan State University Extension Service and are valuable resources to the Riverview Planning Commission.

REVISIONS TO THE PLAN

The Plan should be updated periodically. Any extension, addition, revision, or other amendment to the Master Plan shall be adopted under the same procedure as the original Plan or a successive part of a Plan as outlined in the Planning Enabling Act, Public Act 33 of 2008.

At least every five years after adoption of the Master Plan, the Planning Commission is required to review the Plan and determine whether to commence the procedure to amend or adopt a new Master Plan. These reviews are necessary in order to be responsive to changes in growth trends and current community attitudes on growth and development within the City

