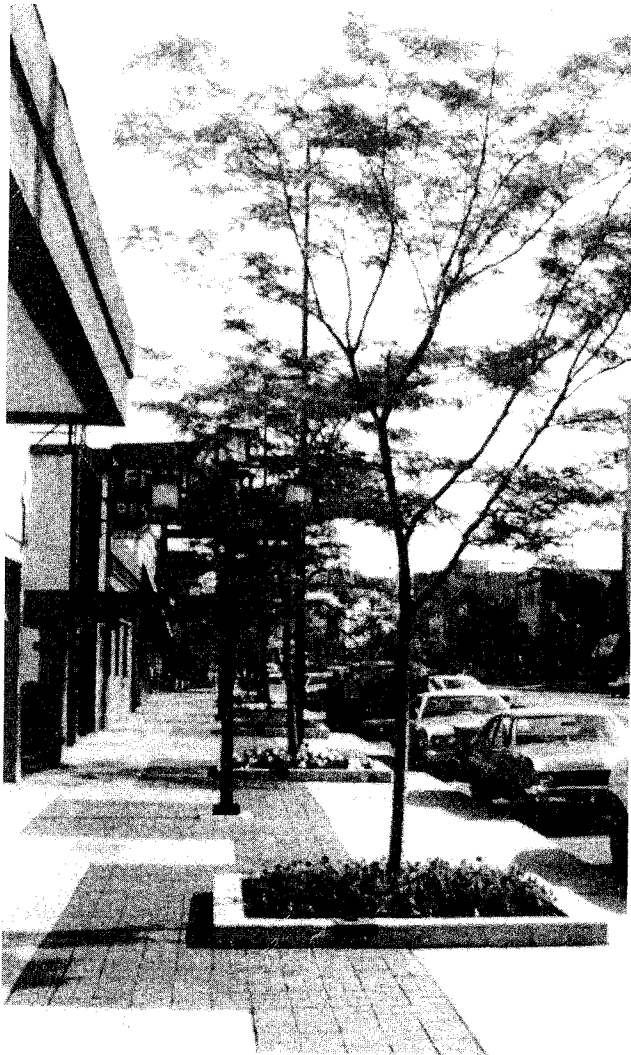




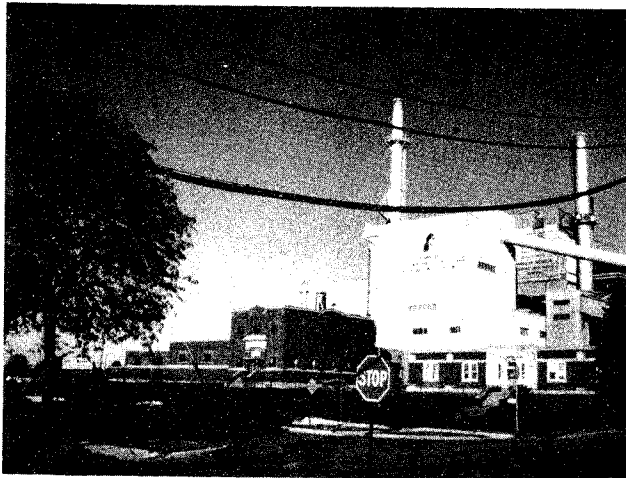
City of Wyandotte - Master Plan

Master Plan for Future Land Use, October 1994.	1 – 82
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Master Plan for Future Land Use

The City of Wyandotte, Michigan



CITY OF WYANDOTTE MASTER PLAN FOR FUTURE LAND USE

prepared by:

**THE CITY OF WYANDOTTE
PLANNING AND REHABILITATION COMMISSION**

assistance provided by:

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OCTOBER, 1994

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INTRODUCTION

Wyandotte was established in 1854 and for a span of nearly 100 years the city's development patterns were guided largely by market forces. By the early 1960s, when the city's first master plan was prepared, there were few remaining vacant areas. That plan and subsequent plans focused largely on improvement of most areas and redevelopment of blighted areas.

The city's most recent master plan was prepared in 1974. This was a time of tremendous change in Wyandotte and the metropolitan region as a whole. The children of baby boomers were of school age, causing growing classroom sizes and school building expansions. Growth in the suburbs exploded as young families left older developed areas in search of open space and security.

Current development patterns, families and the make-up of the population are considerably different than those of 20 years ago. Family sizes are shrinking, the popularity of regional shopping malls has diminished, the number of cars per family has increased and many industrial uses have become less intense. Whereas newer suburbs once offered safety and reasonably priced housing, they are increasingly becoming enclaves of the wealthy. They are also acquiring many of the traits which people hoped to avoid, high taxes, crowded schools, traffic congestion and lack of open space. All of these factors work in Wyandotte's favor.

PURPOSE

For almost 20 years the City of Wyandotte has relied upon the future land use plan that was adopted in 1974. Since that time the city and the world outside have changed considerably. There is a renewed interest in the older suburbs; such as Wyandotte. Re-evaluation of the city's future land use plan was essential to assure that the city is well situated to benefit from this interest. Namely, to bring shoppers back to downtown, to revitalize the city's neighborhoods and to attract industrial users to appropriate areas of the city.

The purpose of this plan is to provide a guide for zoning and land use decisions. But further, the plan was prepared to guide the City of Wyandotte so that land use decisions will continue to be based in the context of a future view for the city.

METHODOLOGY

The creation of this plan followed a process which was designed specifically for the City of Wyandotte. This unique process spanned nearly seven years of laborious study and included various city departments, the planning commission and consultants. The process was uncommon because initially it focused on specific areas of the city rather than on land use types. This allowed greater attention to be placed on the unique needs of various places. To assure that city policies reflected the findings of the studies the existing master plan map was amended several times. The result was a patchwork of maps, all based on sound analysis and goals, but different enough to add confusion.

This document brings together the patchwork of maps and text from the various studies into a unified future land use plan. However, the maps and goals were not simply pasted together. The entire city was re-evaluated, this time as a whole, and the goals for the individual areas were woven into a format that addresses both the individual and universal context.

Residential Areas

RESIDENTIAL AREAS

Wyandotte's housing exhibits great diversity of size, age and architectural style. Each neighborhood has a distinct character; and its own obstacles, which is one of the reasons that neighborhoods were analyzed on an individual basis.

Although resultant policies were derived for specific areas, in many cases goals and objectives, which are by nature more general than policies, can be applied to other areas. Four sectors of the city were defined for residential area planning purposes. These include the following:

- The Southeast Neighborhood (McKinley School area), south of Grove from the river to the railroad;
- The Garfield Neighborhood, north of Oak to Alkali and from Biddle to the railroad;
- The Railroad Corridor Area which covers both sides of the railroad corridor from Pennsylvania to Ecorse Creek; and
- The West Neighborhoods from the railroad corridor to the west city limits (Fort Street)

The residential goals and objectives for these residential planning areas are summarized for each sector of the city and are included on the following pages.

Vision

Wyandotte offers a range of housing forms to meet the needs of all residents.

Our neighborhoods are safe, clean and attractive. Older

homes have been restored with

sensitivity to their architectural form

and new homes have a character and style

which blend with the older homes.

Throughout the city,

we take pride in our neighborhoods.

GOALS FOR THE SOUTHEAST NEIGHBORHOOD

Existing uses of land in this neighborhood include a cross section of business, industry and residential development. In years past, the entire area between Biddle Avenue and the railroads from Pennsylvania to Eureka Avenue was predominantly developed as a single-family residential area. The area east of Biddle was all used by heavy industrial development with a direct tie to waterfront shipping on the Detroit River for raw material import and for export of processed materials.

Changes in site needs by industry and changes in public service facilities (County waste water treatment plant) have impacted this area. The 1974 Master Plan for the City of Wyandotte foresaw a need for directing development in a direction that would change the land use pattern for the area. The installation of a large Wayne County waste water treatment facility southeast of Central Avenue and the need for lands for industrial expansion led to designating on the Master Plan the entire area south of Grove along with all of the riverfront property east of Biddle (then occupied by the BASF South Works and the Pennwalt Company) to a heavy industrial usage.

The housing area between Eureka and Grove was designated as a high density residential area. It was intended that by encouraging the development of apartments, a gradual clearance of spots of deteriorated housing would occur and thereby upgrade housing in the neighborhood. Though this has occurred in some instances, the over-all effect on the neighborhood was not positive. More recent planning returned the neighborhood to a single family designation with a strong emphasis on proper land use relationships and buffering. This, coupled with strong neighborhood activism has brought about a virtual renaissance of the area. Many new homes have been constructed including a series of homes on Forest Street that served as the center for a "Festival of Homes." In addition, activity is apparent throughout the area as home-owners renovate once dilapidated dwellings. These changes have resulted in a sharp increase in property values for the area and point toward a bright future for the neighborhood.

Industry in the area south of Grove has gradually replaced a substantial amount of housing; however, most of the sites have been developed with light industrial operations. The area east of Biddle, formerly occupied by the BASF South Works, has been cleared. With much city involvement and assistance from BASF and the Department of Natural Resources, plans were prepared and construction is now under-way for the creation of a park and golf course complex for this valuable riverfront property.

GOAL

Within the southeast neighborhood, the Pine Street Waterfront Development Area is defined as an area extending south of Eureka to the general Plum Street area, east to the River and west to Third Street.¹ In this area suitable locations should be provided to attract a mix of high quality development which is oriented to the Detroit River waterfront.

OBJECTIVE: Based on careful interaction with developers, encourage a mixture of multiple family residential types of a high density character oriented to either waterfront views and/or waterfront access.

OBJECTIVE: Freestanding, commercial marinas should be discouraged as a use of land along the river. Instead, marinas integrated within multiple family or office projects and public recreation facilities should be promoted.

OBJECTIVE: Through careful interaction with developers, encourage a mix of non-residential uses which are complementary to both the existing and future residential uses in the area as well as to the adjacent Wyandotte Central Business District. Among such uses are full service restaurants, taverns (if ancillary to a restaurant), hotels and motels and their customary support facilities, and office uses. The latter uses

¹ This does not include the northern portion of the former BASF South Works which forms part of the BASF South Waterfront Recreational Design.

should be of a minimum three story height so as to encourage an intensive development character in the area.

OBJECTIVE: Encourage a mix of multiple family complexes from townhouse and mid-rise styles to high rise structures with parking decks.

OBJECTIVE: Encourage Wayne County to upgrade the appearance of the pumping station at Pine and the River through landscaping and/or facade alteration. This will reduce the impact of the facility on future office, business, residential and recreational uses in the area.

OBJECTIVE: Encourage private developers to create boardwalks and/or fishing piers for public access to the River as part of their development.

GOAL

Preserve and continuously improve the residential area surrounding McKinley School and provide for a cross section of high quality housing suitable for all segments of population while maintaining an emphasis on single-family homes.

OBJECTIVE: Maintain and enhance the residential character of the existing neighborhoods north of Grove Street.

OBJECTIVE: Stabilize the housing mix (single-family and multiple-family) to provide housing opportunities for all segments of present and future residents while maintaining the single-family character of the neighborhood.

OBJECTIVE: Through a program of property acquisition, eliminate all housing south of Grove Street.

GOALS FOR THE GARFIELD NEIGHBORHOOD

Recent events show that the Garfield neighborhood is on the rebound. New homes are under construction on in-fill lots, many homes are being improved or restored and some housing is being converted back from multiple family to single family use. The Garfield neighborhood has a wide variety of housing types from many different eras. Large ornate homes of historic value, small post World War II homes, and a number of new modern homes are included in the assortment. However, there are also apartment buildings and rental units scattered throughout the neighborhood.

The apartments are generally of two forms. Some have been constructed in recent years specifically for multiple family use. Others were created by dividing older homes into a number of dwelling units. Regardless of the building form, multiple family housing in the Garfield Neighborhood has proven to be disruptive. The converted multiple family units add to the number of cars parked on streets, in some cases show a lack of concern for outward appearance and in many instances a deterioration of architectural characteristics. The apartment buildings and their associated parking and trash collection facilities are out of character with surrounding homes.

GOAL

To improve the quality of housing in the Garfield Neighborhood.

OBJECTIVE: Where homes constructed for single family purposes were previously converted to use for more than one family, encourage a return to single family use.

OBJECTIVE: In the long term, eliminate multiple family uses within the neighborhood.

OBJECTIVE: In the short term, where apartments exist in single family areas which were built for use by more than one family, improve their compatibility with adjacent single family areas.

Policy: Encourage generous and professionally designed landscaping.

Policy: Brick screening walls and deciduous trees should be encouraged where parking is adjacent to single family homes.

Policy: Where parking is adjacent to a road, ornamental fencing and shrubs should be provided next to the parking areas to soften the view of parked cars.

Policy: As improvements occur, encourage design which relates to the surrounding homes.

OBJECTIVE: Promote a sensitivity to architectural character for all housing forms.

Policy: Retain a staff architect, knowledgeable in historic preservation, to guide improvements.

Policy: Purchase and restore selected homes.

Policy: Include some areas and certain homes in a historic district.

OBJECTIVE: Reduce the density of housing in the area north of Ford Avenue.

Policy: Continue the city's program for the purchase and demolition of eyesore homes.

Policy: Continue the city's policy of land sale of unbuildable lots to adjacent owners.

Policy: One impact of the area's high housing density is on-street parking and traffic congestion. To relieve cut-through traffic, the closing of McKinley and Second at Alkali should be considered.

OBJECTIVE: Provide landscape treatment in public ways.

Policy: Provide additional street trees throughout the neighborhood to create a canopy over the road and improve the "curb appeal" of the housing.

Policy: Use landscaping and berms along the railroad corridor to screen the view and to help reduce noise.

Policy: Evaluate the use of ornamental pedestrian scale lighting.

GOALS FOR THE RAILROAD CORRIDOR

The railroad corridor and the city as a whole are in flux. It is a time of change. Many old industries are no longer in the city while at the same time many of the neighborhoods are experiencing a renaissance. Understanding these changes and taking appropriate action are pivotal to the future of the city.

The removal of some industries from the neighborhoods will resolve some of the land use conflicts which stand in the way of further improvement. At the same time, the loss of industries will be sorely felt. To a large degree, many of the industries have removed themselves. Should all of these areas be used for industry in the future? Should the city focus on stabilizing neighborhoods at the cost of some industry?

Stable and desirable neighborhoods will increase property values. Increasing property values can help to supplement the city's tax base. Furthermore, stable areas will become more desirable to people with greater disposable income. This will provide many opportunities for the downtown and other city businesses which should boost the local economy.

The Wyandotte Railroad Corridor has a variety of housing types with styles from many different periods and in ranging degrees of condition. Homes east of the railroad corridor are among the area's oldest and consequently have some of the best promise for maintenance or renovation due to their architectural character. A number of these homes were constructed at the turn of the century and though it is sometimes difficult to see, offer a unique historic asset to the community.

Many of the homes west of the railroad can be labeled as "post-war" housing; developed during the late 1940s and 1950s. The demand for new single family homes was related to changing values in society that resulted from the war and the beginning of the baby boom. Of course, government programs also had a hand in the development of this new housing. In some cases, traffic and the railroad corridor have negatively impacted these areas. In other cases, these homes are well maintained and offer an excellent housing opportunity.

GOAL

The continuing stabilization and improvement of neighborhoods.

OBJECTIVE: Relieve the impact of industries on the neighborhoods.

Policy: Purchase homes along the west side of Eleventh Street between Cherry and Lee and develop the land for municipal parking as a transition from the industrial areas to the residential areas. The parking area should include planting areas between parking and adjacent roads with generous landscaping.

Policy: Provide right-of-way plantings adjacent to the outdoor storage area at the east end of Orange Street.

Policy: Improve zoning ordinance standards to assure appropriate screening in cases where industrial uses are adjacent to residential uses.

Policy: Provide landscaped greenbelts between the former McCord site and adjacent residential areas.

OBJECTIVE: Preservation and improvement of areas with historic potential.

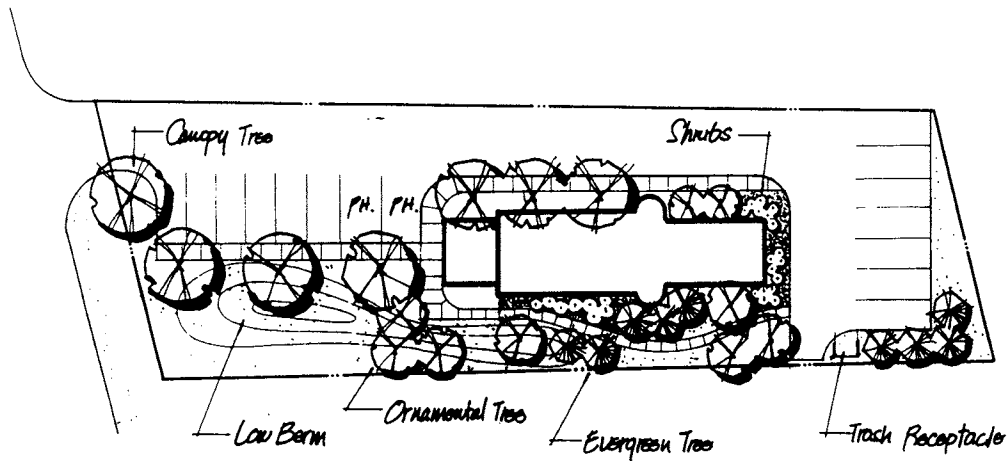
Policy: The city should pursue a street lighting program for the area using period poles and lamps.

Policy: All homes east of the railroad tracks from Emmons Ct. to the northern city limit and all homes on the east side of Biddle Avenue to the northern city limit should be considered for inclusion within a historic district.

Policy: Design guidelines should be adopted by the city for structures in the district.

Policy: Plans for repair, additions or renovation of these homes should be reviewed prior to issuance of a permit to assure that design guidelines are met.

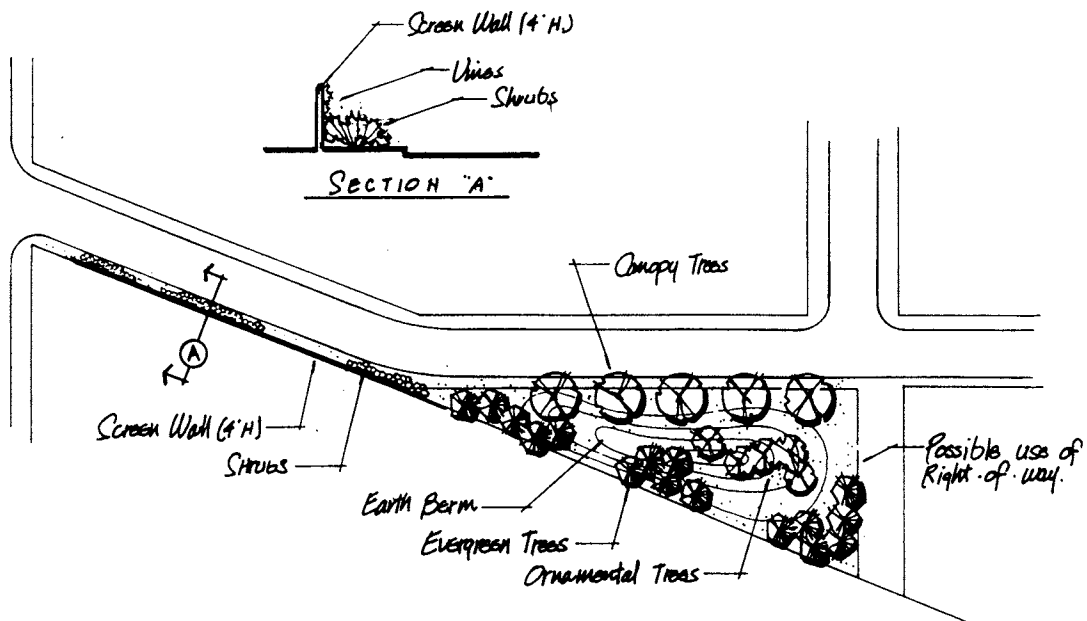
Policy: The city should undertake demonstration projects to illustrate the architectural potential of homes in the area.



RAILROAD DEPOT CONCEPT

north 

Railroad Corridor, City of Wyandotte



PARK / GREENBELT CONCEPT

north 

Railroad Corridor, City of Wyandotte

OBJECTIVE: Reduce the negative impacts that the railroad imposes on the adjacent residential areas.

Policy: Provide a landscaped berm adjacent to the rail corridor on Ninth Street south of Maple.

Policy: Encourage the development of multiple family housing and landscaped berms on the land between Seventh and the railroad from Walnut to Cedar.

Policy: Add a landscaped berm on the land between Sixth and the railroad from Ford to Davis.

Policy: Add a landscaped berm on the land between Fifth and the railroad from Antoine to Baumeys.

Policy: Consider the purchase of the two existing homes on the land between Garfield and the railroad from St. Johns to Bondie and renovate for park and open space use.

Policy: Add landscaping on Park Lane and the alley from Clinton Avenue to the city limits.

OBJECTIVE: Provide general improvement to the area.

Policy: Provide landscaping adjacent to the maintenance building located at Sixth and Davis.

Policy: Pursue the use of ISTEA funds to restore the train station. If the building remains on site it could be purchased and renovated by the

city assuming that it could be used for some transportation function. If the building is relocated a dual use function may be appropriate combining transportation and general retail, restaurant, or other related activity.

Policy: Pursue additional park sites east of the railroad in Neighborhood 8 as stated in the Wyandotte Comprehensive Recreation Plan.

GOALS FOR THE WEST NEIGHBORHOODS

The residential neighborhoods bordering the western city boundary (Fort Street) extending east to the railroad corridor area contain housing which was largely constructed in the 1950s and later. Based on visual observation, these are very stable residential areas and there is little evidence of housing deterioration. Many of the residential goals and objectives outlined for the Garfield, McKinley and Railroad Corridor areas apply to Wyandotte's western neighborhoods as well. In brief, the goals for this area can be summarized as follows:

OBJECTIVE: Maintain and enhance these stable residential neighborhoods.

Policy: Promote economically diverse housing stock for all age groups in Wyandotte.

Policy: Promote a visually attractive residential environment.

Policy: Preserve and maintain housing of historic or architectural value.

Policy: Build on the success of the 1994 Festival of Homes to promote interest and enthusiasm for all of the city's residential neighborhoods.

Policy: Limit higher density multiple dwellings to the fringes of the neighborhoods and as a suitable land use in some business areas of the city.

Policy: Continue to carry out housing inspections to assure building and housing code compliance.

Policy: Encourage and support the rehabilitation or demolition of isolated substandard dwellings.

Policy: Protect residential areas from encroachment by incompatible land uses (business, industry, etc.).

Policy: Promote pedestrian safety in neighborhoods.

Policy: Encourage the establishment of neighborhood associations similar to that for the Southeast Neighborhood.

Industrial Areas

INDUSTRIAL AREAS

Wyandotte's industrial areas are a unique blend of old and new. The diversity was born of changes in the way that goods and services are transported, technological advances, consumer demand and general mobility of the population. Railroads and rivers once provided an important means of transportation for raw materials and finished products. Therefore, industries historically located along the river and adjacent to the rail corridor. Today, many modern industries rely on trucking as their primary means of transportation and thus, the need to locate adjacent to a river or rail line is now diminished for many industries.

For the most part, the nature of industry in Wyandotte fits under three broad categories, related to their location. First, there are industrial uses that have historically been located along the river and have remained there over the years. At present, there are only two industrial uses of this nature remaining; the BASF North Works site and the municipal electric plant. The second form of industrial use is that which was oriented toward the railroad and still exists in some form. These users tended to be of a smaller scale than river oriented sites and have poor visibility and access to major roads. There are only a few of these sites remaining and the ones still actively in use present difficult planning issues due to their location within residential areas. Third, is industrial use that has developed more recently in industrial parks in the southern portion of the city. The goals provided below address the unique needs of each area.

Vision

Active involvement in the creation of open land has resulted in the attraction of clean, modern industries and the retention of historic industrial residents. This, coupled with selective re-alignment of some industrial areas for other uses has resulted in industrial areas that bolster the tax base and serve as a model of planning for older cities.

GOALS AND OBJECTIVES

GOAL

Industrial uses are a desirable supplement to the city's tax base. They also provide direct and indirect employment opportunities for Wyandotte residents. Where industrial uses are appropriate from a land use planning standpoint, improvements should be made which make sites more attractive for current and potential users.

OBJECTIVE: Removal of homes to allow for industrial location or expansion.

Policy: One of the greatest impediments to industrial development is the availability of open land. Even though the future land use plan shows significant area for industrial use, much of this area is occupied with single family homes or under the control of many different owners. Unfortunately, because there is generous land in other communities that is more easily developed, there is often little incentive for developers to assemble land. The city should assemble land for sale to industrial developers and if necessary, sell the land at reduced cost.

Policy: Remove select homes from the area between Alkali and Goddard as shown on the Future Land Use Plan to provide open land for creation of a new industrial park and to provide land for expansion of existing industrial uses.

Policy: Remove homes along the north side of St. Johns east of the railroad tracks to provide land for industrial expansion.

Policy: Remove homes from the area south of Grove Street, west of Biddle to allow for replacement with new industries and to allow for the expansion of existing industrial uses.

OBJECTIVE:

There is often little incentive for the owner of a vacant industrial site to remove obsolete buildings. This is especially true considering that the removal of buildings can uncover soil contamination problems that have existed for years that may or may not have been caused by current owners. Once discovered, clean-up of contaminated sites can be very costly and may further encumber the land. Thus, it is essential that the city continue their active role in addressing old industrial sites.

OBJECTIVE:

Modern industrial users demand sites that are visually appealing and often provide extensive landscaping and creative and attractive architecture. The city should impose standards that address the visual character of industrial areas; both existing and proposed.

Policy:

Obsolete industrial buildings are a blight to adjacent areas and hamper the potential for new industrial development. The city should continue to actively pursue the clearing and preparation of these areas to allow for new development; regardless of the eventual use.

Policy:

Preparation of sites not only includes cleaning of sites, but assurance of a high quality visual character. The provision of streets and right of ways that are well maintained and suitably landscaped can be vital to attracting industrial uses.

Policy:

The city should require that landscaping and buffering be provided with all site plan submittals.

Policy:

The city should provide assistance in the preparation of landscape plans for existing industrial uses and encourage their implementation.

Policy: The city should assure that existing and proposed industrial uses are screened from adjacent residential uses.

Policy: When city-owned land is sold for industrial development there should be covenants in place to assure superior architecture and landscaping.

OBJECTIVE: Provide proper road layouts and circulation patterns for industrial development.

Policy: Encourage industrial uses on industrial streets where direct access to a major thoroughfare can be achieved.

Policy: Discourage the use of residential streets for industrial use.

Policy: Create a new road to direct the flow of truck traffic between Clark to Goddard. This would provide a direct means for trucks to access industry rather than passing through residential areas as is presently required.

Policy: Create a new access drive from St. Johns to the McCord site to clearly define a boundary between parking areas, separate industrial and residential traffic and provide a more desirable entryway for the existing industrial buildings.

Policy: Where there is the potential for new industrial development, the city should consider the upgrade of adjacent and related roads.

CBD

CENTRAL BUSINESS DISTRICT

Within the Wyandotte Central Business District (CBD) and its immediate fringe there are approximately 500,000 square feet of retail space. Businesses within the area are supported by a customer base that extends well outside of the Wyandotte city limits. In fact, it is estimated that almost 200,000 people are served by the Wyandotte downtown. The infusion of capital from outside of the city through the downtown is of great economic benefit and the businesses add substantially to the city tax base. The continued health and prosperity of the central business district is a prime concern in providing a direction for present and future uses of land in and around the CBD. Because of the downtown's importance and its distinctive attributes it is essential that this plan devotes a special emphasis to its future. For these reasons the Central Business District, CBD is included apart from other commercial aspects of the city.

Over the past several decades (1960, 1970, 1980) strong inroads have been made by new shopping centers in competing for the retail shopping dollar. While the Wyandotte CBD cannot hope to directly compete with large scale regionally oriented, enclosed shopping malls like Southland or Fairlane, it can serve a separate need. Most of the current shopping center complexes in the downriver area are of contemporary design and unspecialized in tenant mix or "theme." This mass appeal meets many needs. However, a shopping area attuned to its rich architectural history, ethnic diversity and waterfront access such as the Wyandotte

Vision

*The Wyandotte
Central Business
District is a special
place. It is one of the
most outstanding
business areas in
metropolitan Detroit
and it is a
fundamental element
that sets Wyandotte
apart from other
communities.
Residents and non-
residents are drawn
to the pleasant
atmosphere, special
events, unique shops
and fine restaurants.*

CBD can also meet shopper needs for the "unique," the "colorful" and the "different." A combination of well designed store facades, a complementary streetscape, adequate and convenient parking and a strong linkage to the CBD's unique natural resource - the riverfront, coupled with vigorous self promotion by CBD businessmen should enable the CBD to expand its commercial base while retaining its urban small town atmosphere.

A strong sense of community exists in downtown Wyandotte. Great efforts have been given to assure that the CBD remains both a strong retail center and an attractive activity center. Building maintenance, streetscape improvements, pleasant lighting and a solid business/government partnership have all played significant roles in the preservation of the downtown and in making it more than just a regional retail center. Past accomplishments with regard to the improvement of the CBD, while laudable, should not lull the community into a false sense of security regarding the well being of downtown for the years ahead. Times and conditions are constantly changing. With this thought in mind the Wyandotte Planning and Rehabilitation Commission, with the assistance of the Downtown Development Authority, have provided the following goals and objectives:

GOALS AND OBJECTIVES FOR WYANDOTTE'S CBD AREA

The city's primary goal for the downtown is to work in partnership with businesses to enhance the CBD and thus assure its continuance as the retail, service and community event center for the downriver area. Improvements will be done in a fashion that is sensitive to the existing character of the downtown area with an emphasis on maintaining and strengthening proximity and access to the river. Each new development will be expected to contribute to the economic vitality, service capability and attractiveness of the CBD.

GOAL I- Accessibility

Routes to the CBD should be distinctively identified and their visual character should be improved. This should be done for the north entrance along Biddle and entrances from the south (Biddle) and the west (Eureka).

OBJECTIVE: Improve the north access route.

Policy: An attractive entrance to the city is provided as you leave Ecorse however, the Ecorse Creek bridge should be improved and beautified as an entrance feature to Wyandotte.

Policy: The appearance of marina and boat storage areas along Biddle Avenue should be improved to create a more attractive image.

Policy: Encourage the continued improvement of the appearance of the industrial districts bordering on Biddle Avenue.

Policy: Intensify tree planting in all residential business and industrial areas along Biddle Avenue from Ecorse Creek to the CBD.

Policy: A study should be undertaken to determine the feasibility of boulevarding Biddle Avenue north of the CBD.

Policy: CBD identification signage should be provided.

Policy: An extension of pedestrian level lighting north to the hospital should be considered.

OBJECTIVE: The creation of a park at the old BASF/Atochem site has improved this access route tremendously. However, additional improvements should be made to reinforce this important entrance to the downtown and the city as a whole.

Policy: The city should continue the Biddle Avenue boulevard from Pennsylvania to the south edge of the CBD.

Policy: Attractive Wyandotte identification signage and landscape treatment at the intersection of Pennsylvania and Biddle should be provided.

Policy: Pennsylvania Avenue street conditions should be improved to encourage traffic to utilize Biddle Avenue as an entrance to downtown.

Policy: Additional tree planting on both sides of Biddle Avenue should be provided.

Policy: CBD style pedestrian lighting should be extended from Eureka to Plum Street.

Policy: CBD identification signage should be provided at Plum Street.

OBJECTIVE: Improve the west access route.

Policy: Identification signage and downtown event announcement signage should be provided at or near Eureka and Fort Street.

Policy: Access by way of Eureka is the most important western entrance to the CBD. Many improvements to the appearance of this corridor should be made and particular emphasis should be given to the area from the railroad tracks east.

Policy: Implement plans to rehabilitate the railroad viaduct and the underpass embankments to provide a safe and pleasant entrance to the CBD.

Policy: Create a landscaped boulevard roadway for Eureka between Biddle Avenue and Fourth Street.

Policy: Update and implement, as appropriate, the landscaping and parking plan prepared for Eureka in 1991.

Policy: Identification of the entrance to the CBD should be provided at or near the railroad.

Policy: CBD style pedestrian lighting should be provided on Eureka from Biddle Avenue to Fourth Street.

Policy: Street tree planting should be intensified on Eureka between the railroad and Biddle Avenue.

Policy: Both Oak Street and Northline are important CBD feeder streets and should be improved to increase their traffic carrying ability into the CBD. Excessive turning movement options on Northline appear to diminish its traffic flow potential.

OBJECTIVE: Improve access to the river.

Policy: Create access for boaters wherever possible, particularly as it relates to encouraging Canadian tourism and trade.

Policy: Explore the potential for ferry service to Canada.

Policy: Pursue the potential for the use of Grassy Island as a recreation facility with a downtown connecting ferry service.

GOAL II-Traffic Circulation

Downtown streets should provide easy access, smooth traffic flow to the business district and points of pedestrian and vehicle traffic conflict should be minimized.

OBJECTIVE: Improve vehicular circulation.

Policy: Eliminate unnecessary through truck traffic from Biddle Avenue.

Policy: The speed limit for traffic on Biddle Avenue in the CBD should be evaluated.

Policy: Turning movements to and from Biddle Avenue need to be identified.

Policy: Parking lot access points need to be identified.

Policy: Semi-truck turning movements create traffic blockages; semi-truck servicing of stores should be discouraged.

Policy: Alleys should be designed to encourage pedestrian movement and provide shopper safety while maintaining their function of circulating automobiles and providing access for service vehicles.

OBJECTIVE: Improve pedestrian circulation.

Policy: A comfortable, safe and inviting pedestrian atmosphere is essential to all shopping streets in the CBD. The enhancement of features that promote these aspects should receive the highest priority.

Policy: Pedestrian cross walks through downtown streets should be visually identified by brick pavers, paint, or other means.

Policy: Signalization of cross walks should favor the pedestrian on all streets and particularly on Biddle Avenue.

Policy: Pedestrian safety in parking lots and at the rear of stores should be evaluated relative to night lighting.

Policy: Vehicle conflicts with pedestrian access to rear store entrances should be minimized.

GOAL III-Parking

Every effort should be made to maximize the number of convenient, safe and attractive customer parking spaces, particularly in areas where a deficiency in parking exists.

OBJECTIVE: Minimize the impact of employee parking in the downtown.

Policy: Continued effort must be made to discourage the use of prime parking spaces by employees in the CBD.

Policy: Explore the provision of shuttle bus service for employees to and from remote parking lots.

OBJECTIVE: Assure that convenient parking is provided for downtown patrons.

Policy: Parking areas should be expanded wherever feasible with particular attention to the core area of the CBD. (Eureka, Third, Oak to the river).

Policy: Customer walking distances should be no greater than 500 feet between any store and a parking facility.

- Policy:** Parking standards as specified in the zoning ordinance should be re-evaluated particularly as they relate to business and office uses.
- Policy:** Address the parking deficit along Biddle Avenue between Oak and Elm Streets, projected by the 1992 Downtown Traffic and Parking Study.
- Policy:** In order to provide early relief for areas of high parking deficiency the provision of a shuttle bus which circulates throughout the CBD should be implemented.
- Policy:** The possibility of providing additional parking on Biddle Avenue should be analyzed.
- Policy:** The financial feasibility of deck parking for employees and customers should be explored.
- Policy:** Existing parking lots should be landscaped and screened to lessen the visual impact of expansive areas of parking and to provide an attractive appearance in keeping with CBD character.
- Policy:** Parking lot lighting should be evaluated to assure a safe atmosphere for the parking lot user.

GOAL IV- Size of the CBD

An additional 50,000 square feet of retail and supporting business activity in the Wyandotte CBD should be achieved by the year 2000. Although the CBD will need to expand to keep pace with market area growth, future growth should be concentrated as a compact business area conducive to walk-in business. Also, through careful interaction with developers, the city should assure that the unique character which typifies Wyandotte's CBD is continued with new development.

OBJECTIVE: Designate areas for future CBD expansion to assure that growth continues in a manner that is planned and in context with surrounding areas.

Policy: The major retailing activities in the CBD should be concentrated and should include both sides of Biddle Avenue from Eureka to Chestnut and all of the area between Eureka and Oak west to Third Street.

Policy: The city should encourage developers to incorporate into their designs a sensitivity for and relationship with the river front and its park-like setting.

Policy: Under-utilized blocks or buildings with retail user potential within the CBD should be upgraded through land and building assembly and marketed for uses that will strengthen the CBD.

OBJECTIVE: Plan areas on the CBD fringe in a manner that relates and strengthens the downtown.

Policy: Areas immediately adjacent to the CBD core should serve as areas for higher density housing and office uses to reinforce the market for downtown business and services. Such uses must be developed with sensitivity to the surrounding neighborhoods.

Policy: Activities or uses related to or which support the vitality of the CBD such as housing, entertainment and waterfront recreation should be encouraged in the areas south of Eureka to Plum Street, west to Third and east to the river, except the northern portion of the former BASF South Works which forms part of the 1992 BASF South Waterfront Recreational Design.

Policy: The Eureka Avenue frontage from Fourth to the railroad should be upgraded as a high school business and campus area with emphasis on the provision of activities operated by and serving the student population.

Policy: The development of new multiple family housing pursuant to current zoning standards should be considered for the area adjacent to the CBD on the west side of Third Street from Oak to Sycamore and in the area between Third and Fourth Streets between Plum and Orange

Policy: The north entrance to the CBD along Biddle Avenue from Poplar south should be carefully monitored as changes in land use occur. The preservation of historic structures in this area is essential and should become a special historic preservation district which emphasizes this entrance to the CBD.

Policy: A change in land use should be encouraged for isolated properties which are out of character with the area in which they are located (such as general and automotive types of business in a neighborhood business setting).

OBJECTIVE: The city should promote activities that generate business for the CBD.

Policy: The CBD should be promoted as an activity center for varied area-wide events. Not less than one major event per month should take place in downtown Wyandotte.

Policy: Yack Arena should continue to serve as a multi-purpose event center and should be a major focal point for the expansion of other civic facilities and related business. Expansion should occur in the blocks to the south and west between Sycamore and Eureka.

Policy: The provision of bed and breakfast facilities in close proximity to the CBD should be encouraged.

Policy: On-going activities, in addition to currently programmed events, which promote the ambience of downtown should be encouraged such as:

- (1) Waterfront activities - In water boat shows, tall ships display, naval or coast guard ship visits.
- (2) Musical events in the park and at various street locations downtown.
- (3) Street vendors and outdoor cafes.
- (4) Outdoor art displays at various locations.
- (5) Farmers market.

GOAL V-Appearance

Provide a clean, efficient and tasteful environment that will enhance the Central Business District's appeal as a place to do business and as a place in which all Wyandotte citizens will take pride.

OBJECTIVES: Assure that future improvements fit the architectural character of the area and help to work toward a vision for the area. The whole of downtown Wyandotte creates a town center character which should be preserved and nurtured through all possible means including:

- Policy:** Individual existing building architecture should reflect initial building design - store front, remodelling should be encouraged to reflect a unifying architectural theme.
- Policy:** No single motif should be promoted; however, the style of the early tradition of the city should be respected as it relates to new construction in the CBD. A chronology of building construction in the downtown area should be prepared.
- Policy:** Color coordination in both new construction and in remodeling is essential.
- Policy:** The two-story character of downtown, particularly along Biddle Avenue, should be preserved and encouraged for both building remodelling and new developments.
- Policy:** Efforts should be made to promote the use of second floor space for activities which will lend support to downtown's primary retail function i.e., offices and dwellings.
- Policy:** Awnings which obscure building facades or obliterate the true nature of the building design should be discouraged.
- Policy:** Awnings which serve as signs should be discouraged and should be carefully scrutinized under the city's sign ordinance for compliance with sign size provisions.
- Policy:** Awnings, when provided, should be so designed as to provide a unifying effect to the downtown area.

Policy: All new permanent signs should be reviewed by a design professional or a committee of the DDA to assure compatibility with the character of the downtown.

OBJECTIVE: Provide improvements to the shopping street to encourage a unified theme for the area and improve the environment for patrons.

Policy: Additional decorative paving should be programmed for installation on sidewalks where none now exists to add a unifying effect to all of downtown Wyandotte.

Policy: Additional street tree planting should be undertaken.

Policy: Downtown pedestrian-level lighting in keeping with that provided on Biddle Avenue should be considered for additional downtown streets and for streets bordering the CBD for both its utility and its decorative appeal.

Policy: Side street lighting should be pedestrian oriented wherever possible.

Policy: Street furniture (benches, directional kiosks , trash receptacles, etc.,) that fits the architectural context of the area should be added at appropriate locations throughout the CBD.

Policy: Street and traffic signage should be effectively located and be distinctively designed to be functional without creating excessive clutter in the downtown area.

Policy: The use of "Downtown Wyandotte" street banners should be limited to the CBD area and major approaching streets.

OBJECTIVE: Alleyways provide an important circulation function for pedestrians and vehicles in the CBD. Attention should be given to enhance the visual quality and function of these areas.

Policy: A long term program should be instituted to place all overhead utility lines underground.

Policy: A continuing emphasis should be placed on the improvement of rear store facades and entrances to the rear of stores providing convenient access to parking facilities.

Policy: Alleys at the rear of businesses should serve for both service access and as an attractive and safe pedestrian area.

Policy: Alley service delivery hours should be restricted to off peak shopping hours.

Policy: Trash receptacles should be screened from public view.

GOAL VI-The Riverfront

The Detroit River is Wyandotte's most attractive natural feature. Every effort should be made to make the river accessible to the public with particular emphasis on linking the downtown area more intimately to the river.

OBJECTIVE: To integrate the riverfront into the function and activities of the CBD.

Policy: Create ties to the river in the downtown area through the construction of pedestrian ways, visual access points and special events.

Policy: Aggressively pursue the development of a river walk along as much river frontage as possible.

Policy: Downtown Wyandotte should be one of the major terminuses in a river walk system.

Policy: As lands near the river in the CBD area and its fringe develop, encourage exposure to the river which will provide public access.

Policy: The city should continue to emphasize waterfront activities and events as a downtown activity.

Policy: Encourage events and provide transportation to the CBD for people utilizing the waterfront from marinas, the yacht club, and other remote riverfront locations.

Policy: Bishop Park should be improved so that it can serve as an event center. This could include the addition of some daily use facilities such as an outdoor ice and roller skating rink, music event center, and additional senior citizen recreation facilities.

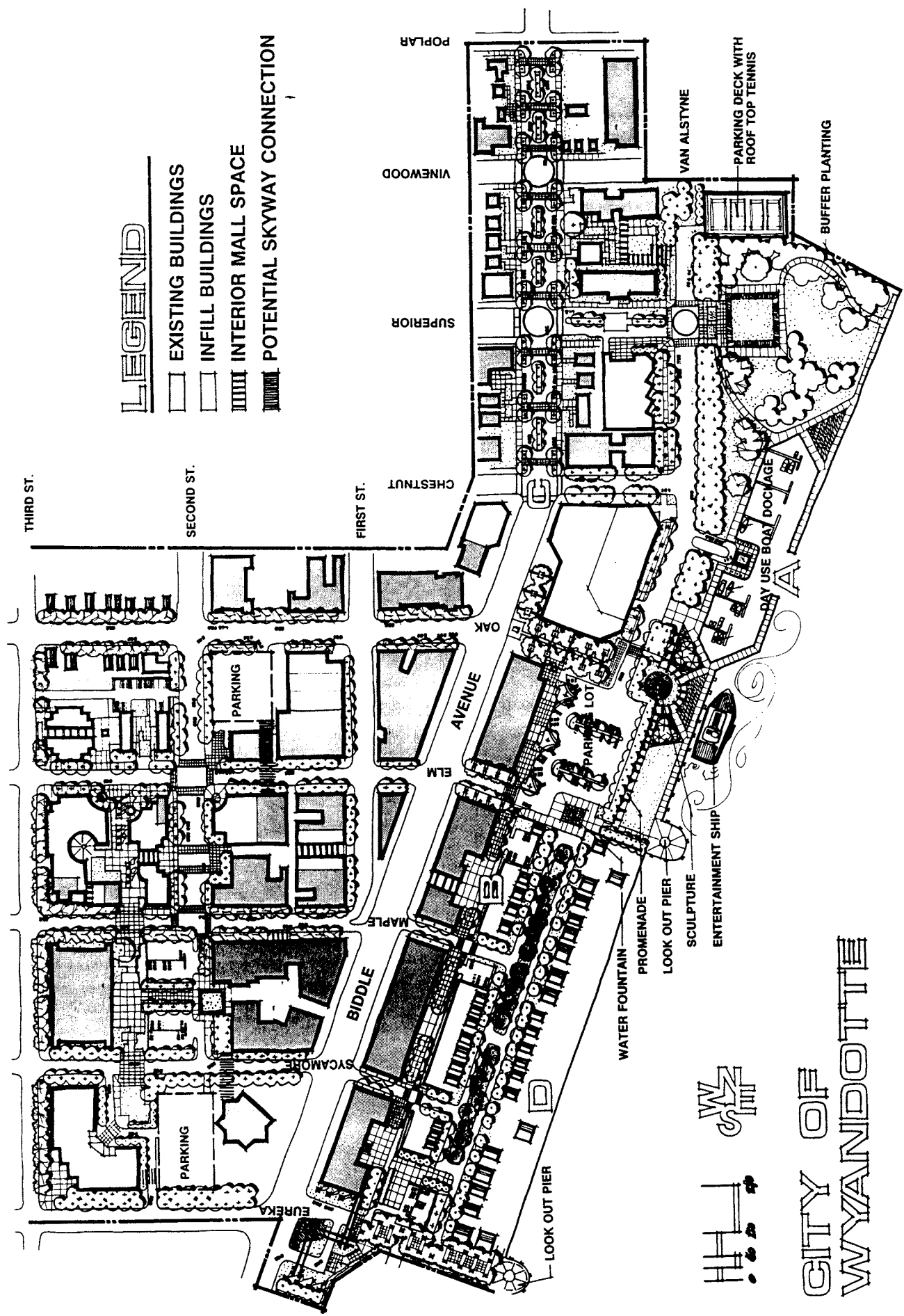
Policy: Pedestrian access from the CBD should be improved through the installation of specially designed walkways or sidewalks on streets leading to the riverfront (Eureka, Elm, Oak, Chestnut and Superior).

Policy: Explore the potential for State assisted marina development.

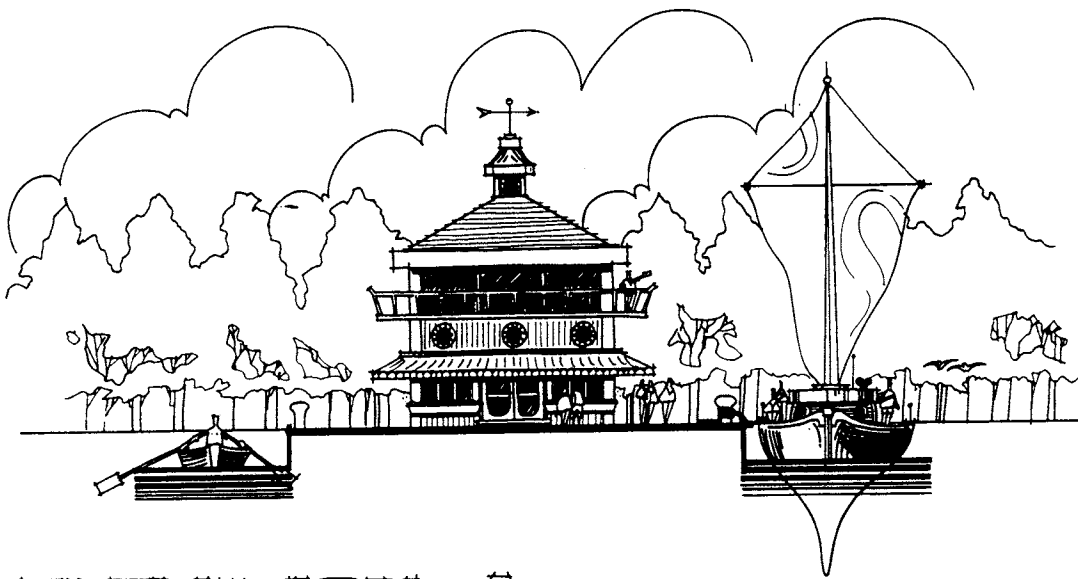
GOAL VII-Maintenance

A neat, orderly and safe downtown attracts and keeps high quality businesses and maintains a comfortable retail atmosphere for the shopper. Maintenance of the downtown is a priority.

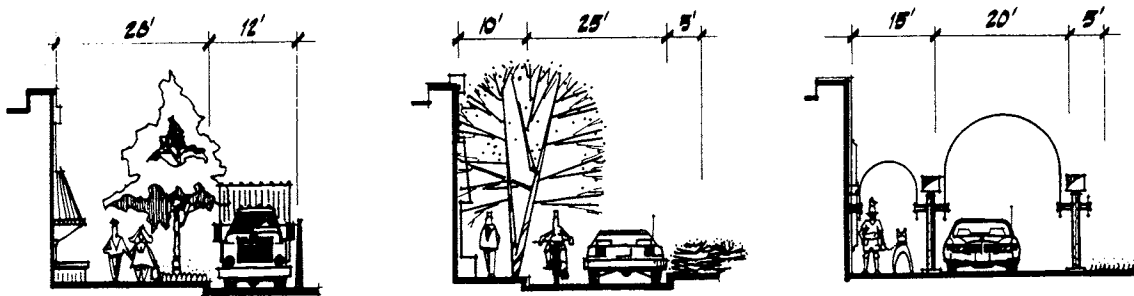
Policy: Undertake a building inspection program for all buildings.



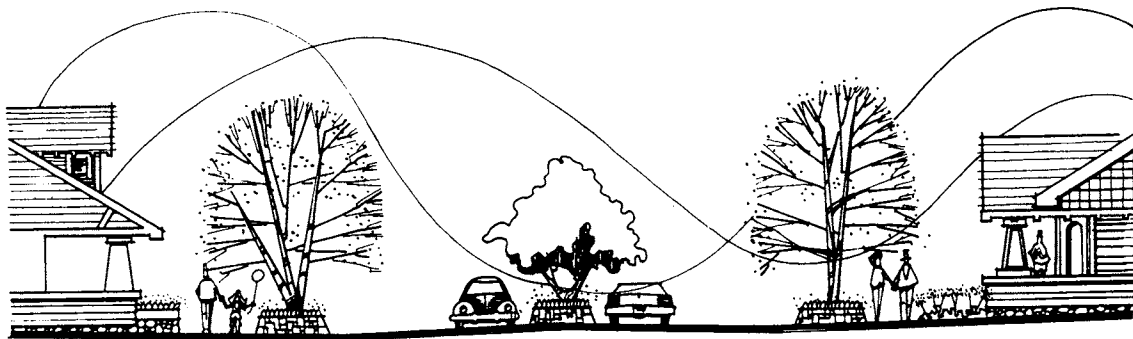
CITY OF WYANDOTTE CBD DESIGN PLAN



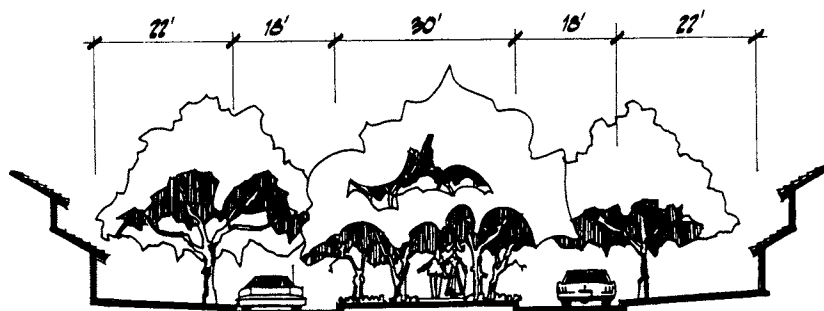
ELEVATION A



ELEVATIONS B



ELEVATION C



ELEVATION D

Policy: Every merchant will maintain both front and rear of his/her business establishment on not less than a daily basis. This will include both public and private pedestrian and service areas.

Policy: Maintenance of public access (streets, alleys and parking areas) will be programmed on a regular basis.

Policy: Explore the possibility of steam heating sidewalks for snow and ice removal during winter months.

Policy: The screening of trash receptacles should be undertaken whenever feasible.

Policy: Merchants and property owners, in partnership with the city, should assist in the control of vandalism to both public and private property.

GOAL VIII-Effectuation

Every available tool for the improvement of downtown Wyandotte will be pursued to assure that the goals and objectives of this plan will be implemented.

OBJECTIVE: Strengthen alliances with a range of organizations.

Policy: The continued strong leadership and support of the Mayor and City Council is essential in improving the downtown. Their assistance and involvement should be encouraged.

Policy: Continued support for the Wyandotte Downtown Development Authority's improvement program is essential.

Policy: Efforts of the Wyandotte Planning and Rehabilitation Commission as a recommending body to the City Council in support of downtown improvement is essential.

Policy: The Wyandotte Business Association should be made a partner in all CBD improvement programs. The Business Association should be strengthened.

OBJECTIVE: Build support for organizations, programs and activities which will assist in improving downtown.

Policy: Wyandotte Community Alliance.

Policy: Investigate programs for financing building improvements.

Policy: The city should provide assistance to business owners who seek financing from lender institution.

Policy: Explore the use of P.A. 120 of 1991 as amended, to address Downtown maintenance, promotion and operation.

Policy: Support efforts to revive Act 255 of 1978 Commercial Redevelopment District Act relative to tax incentives for real property improvements.

Policy: Explore the development of a bank holding company Community Development Corporation as a possible tool for assisting in developing activities.

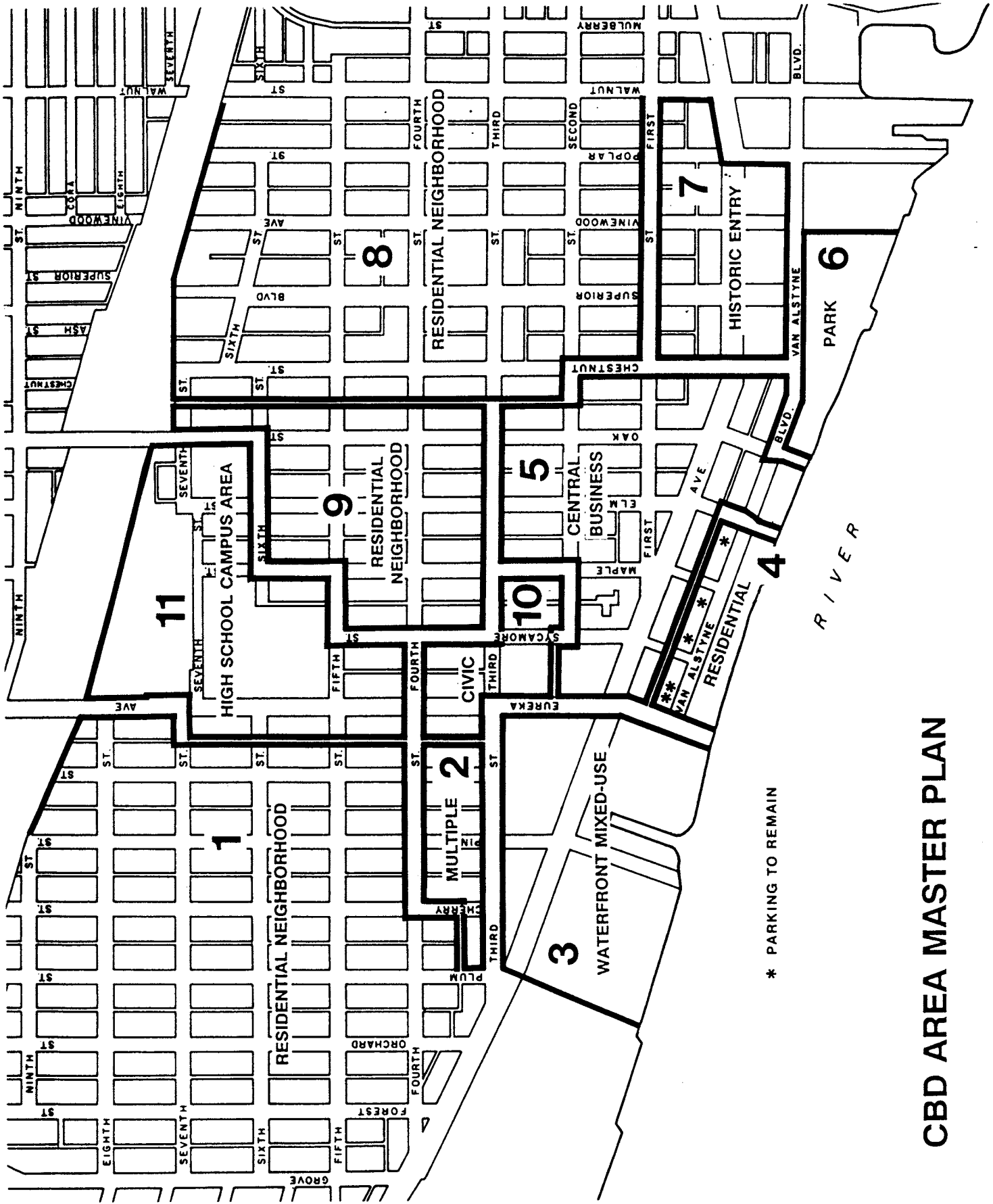
Policy: Explore the potential for tax credits under the Community Revitalization Tax Act, for the restoration of historic structures in the downtown area.

Policy: Assess the ramifications of licensing Wyandotte businesses to provide an inventory and record of active businesses and to provide assistance in code enforcement.

THE CENTRAL BUSINESS AREA FUTURE LAND USE PLAN

The Future Land Use Plan for the Central Business District Area, as shown on the following page, presents a composite of land use decisions that resulted from studies of current land use, land and building value studies, a population analysis, a potential retail market analysis and a parking study all conducted with the Downtown Development Authority, Planning and Rehabilitation Commission, residents, property owners, business owners, City Officials and city staff. The map is intended to promote the goals and objectives identified in this section. The map should also be viewed as a supplement to the city's Future Land Use Map included at the end of this document.

The Central Business District for the City of Wyandotte and its immediately bordering area comprises eleven land use sectors or distinctive parts as depicted on the accompanying Future Land Use Map. A mixture of land uses exist in the Central Business District with a primary emphasis on retail activity. The core retail area, sector 5, is bordered by areas having a direct impact on the core area and are considered a part of the Central Business District Area in order to provide a well integrated Master Plan which respects the effects of abutting land use activities.



CBD AREA MASTER PLAN

Commercial Areas

COMMERCIAL AREAS

As with other land uses in the city, historical development patterns have been a key influence on the planning of commercial areas. Traditionally, commercial development has occurred in Wyandotte in three areas; in the downtown, along major thoroughfares and to a limited extent, within neighborhoods. The potential and the needs for these different areas are extremely diverse and the planning for them must address each individually.

CORRIDOR BUSINESS

Planning for the downtown was, of course, addressed in the section which immediately precedes this one. This section focuses primarily on different corridors and nodes of business use. Corridor business have generally developed in relationship to high traffic along the few roads which traverse the railroad tracks, and along the two primary roads oriented in a north south direction, Biddle and Fort. High traffic volume along the roads has made them attractive to businesses that require good access and visibility.

There are nine roads that traverse the railroad tracks. Two of these, Emmons and St. Johns, are of less importance as traffic carriers because they do not provide a direct and continuous link in Wyandotte between Biddle and Fort streets. Consequently, there are no businesses located along those streets. Of the seven streets in Wyandotte that do directly link Biddle and Fort, Eureka Avenue and Ford Avenue have the most prominent business identity.

Vision

Businesses are thriving. Needs for parking, visibility and signage are met and through business and government cooperation an aesthetically pleasing environment has been created.

Different areas have their own distinct character based on the types of uses, architectural style and landscape and all have their own unique qualities.

There are certain constraints along the corridors that have affected the nature and type of businesses that would desire to locate there. The most prominent constraint is lot size. Lots fronting on Ford, Eureka, Fort and Biddle are shallow, ranging from 100 to 120 feet. In addition, there are often many lots and uses in a frontage block. This has made parking, storage and circulation scarce. Thus, uses which require any or all of these attributes tend to avoid the corridors. Other uses that have located in the corridors have paved nearly every square inch of surface area in an attempt to improve circulation and maximize the number of parking spaces. In addition, because many of the lots within the corridors are narrow, the visibility usually related to traffic volume is diminished. Consequently, many businesses have attempted to compensate through abundant or overly large signage.

GOALS AND OBJECTIVES FOR COMMERCIAL CORRIDORS

All of these existing conditions have resulted in function and appearance that are less than ideal from a planning, design and circulation standpoint. The following goals and objectives are provided to address these concerns and to promote a future vision for the corridors.

GOAL

Promote a viable business atmosphere through compatible commercial uses while maintaining the integrity of adjacent residential uses.

OBJECTIVE: Assure that new land uses are of an intensity that meshes with adjacent single family areas.

Policy: Previous master plan maps have not differentiated between neighborhood business and general business types; there was only "general" business. The Future Land Use Map should differentiate between general business and neighborhood commercial. This will provide the ability to more finely tune the placement of commercial uses and would also be more consistent with current zoning classifications.

Policy: Reduce the area, wherever practical, which is within the general business zoning district. This is especially true along Ford Avenue where current uses are predominately of a character that would be consistent with a Neighborhood Business zoning district. This district is less intensive and more compatible with adjacent residences.

Policy: On Eureka Avenue, redesignate the areas west of the railroad R.O.W. to Eleventh Street, as shown on the Future Land Use Plan, from general business use to single family use and provide right-of-way plantings to improve the environment.

Policy: On the north side of Ford Avenue, redesignate the area from Lindbergh to Cora from general business use to multiple family use.

OBJECTIVE: Assure that negative impacts related to accessory uses or functions will be properly mitigated.

Policy: Uses that require outdoor storage must only be allowed in very limited instances in the corridors.

Policy: Revise the zoning ordinance to require that dumpsters be screened.

Policy: Encourage shared dumpsters for each block.

GOAL

Improve off-site and on-site circulation

OBJECTIVE: Improve the relationship between parking areas and the street.

Policy: Keep the number of curb cuts to a minimum for new developments and encourage the elimination of some curb cuts for existing uses.

Policy: Promote parking lot entrance from side streets and alleys rather than Ford Avenue.

Policy: Discourage curb cuts in close proximity to side street intersections to avoid confusion and conflict of turning movement.

Policy: Require a front yard landscaped setback for parking areas to allow vehicles entering parking areas to stack without interfering with on-street vehicular movement.

Policy: Promote shared drive arrangements and parking lot inter-connection.

OBJECTIVE: Improve on-site circulation.

Policy: Require landscaped islands at the end of parking rows to funnel traffic, to provide a clear vision triangle and to break-up the view of paved areas.

Policy: Discourage excessive driveway widths and aisle widths. Widths of a proper dimension more effectively channel and direct vehicle movement.

Policy: Separate vehicular and pedestrian movements.

GOAL

Improve the aesthetic quality of the corridors.

OBJECTIVE: Provide a range of landscape areas to meet various aesthetic and safety objectives.

Policy: Revise the zoning ordinance where appropriate to require proper landscaping.

Policy: Plant street trees to soften the view of buildings from the street and to provide shade along the sidewalks.

Policy: Provide a ten foot landscaped setback between sidewalks and parking areas. Allow for reduction of this space to five feet with a hedge where a parking layout cannot be practically accommodated.

Policy: To provide shade and to soften the view of paved areas, parking lot trees should be required.

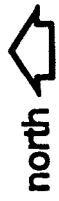
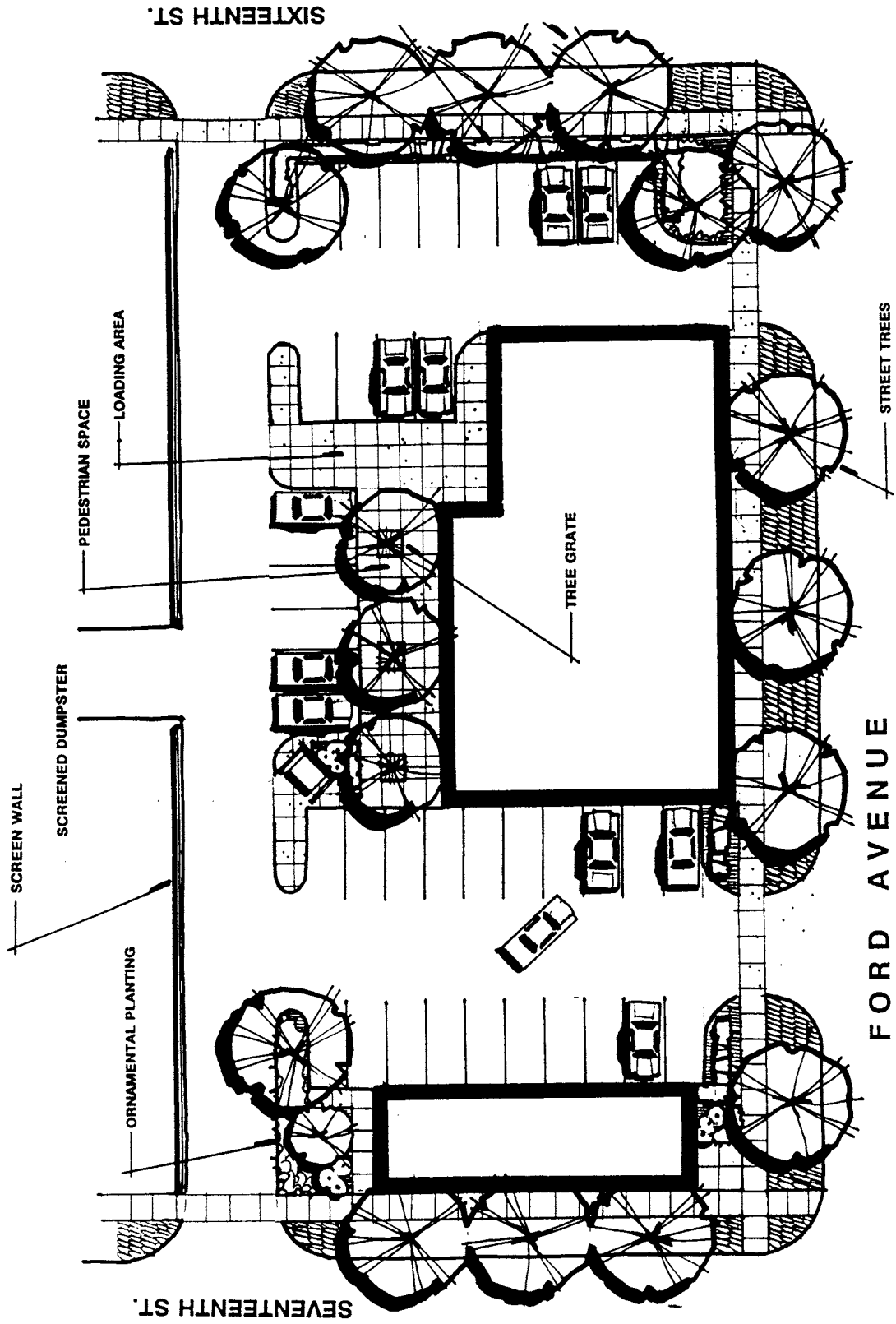
Policy: Provide canopy trees adjacent to stark building frontages.

OBJECTIVE: Encourage architecture that reflects the urban nature of the Ford Avenue and Eureka Avenue corridors.

Policy: Encourage narrow front yard setbacks for new buildings; only enough to provide some landscaped area.

Policy: Provide a wall, setback ten feet with a landscaped area, between gaps in building frontages to retain the continuity of the facades and screen the view of areas between buildings. These would also make excellent locations for benches or other street furnishings.

Policy: Encourage parking in the rear of buildings when new plans are presented.



DESIGN ANALYSIS CONCEPT

Ford Avenue, City of Wyandotte

Policy: Screen walls or fences should be set back from adjacent sidewalks to allow room for landscaping.

Policy: Consider design analysis for blocks along the corridor to show building owners how to effectively improve their areas.

OBJECTIVE: Reduce the impact of signage in the corridors.

Policy: Consider creation of a provision to "sunset" non-conforming signs, which will assure their eventual elimination.

Policy: Strictly enforce controls on the number and area of signs.

TRADITIONAL NEIGHBORHOOD BUSINESSES

Businesses exist throughout the city which provide convenient goods and services to nearby residents. For the most part, these are either small pubs, grocery stores or beauty salons. While they do provide a useful function, most of them are non-conforming and inconsistent with past plans for the area. As such, these uses would be ultimately removed according to the standards for non-conforming uses provided in the zoning ordinance. However, several problems exist.

1. Many of the businesses are in old commercial structures which are unsuitable for residential occupancy. Conversion to residential use would be costly and would not result in a character which is harmonious with existing neighborhood dwellings. Due to the high cost of adapting these buildings for residential use, and what would be an awkward appearance, residential use is not practical. The potential for use of the buildings for single or multiple family units is not likely and probably should not be encouraged.

2. Most of the uses have been in existence for years. If they have survived this long, it is probably because there is a consistent demand for their services and thus, will likely remain viable. Therefore, it is unlikely that they will simply go out of business.
3. These uses could be purchased by the city and eliminated. The buildings would be removed and the land would then be returned to the market and sold for single family use. Such an undertaking would be extremely costly and would provide a limited gain for the neighborhood.

Realistically, it is unlikely that these uses will be eliminated. Thus, in the best interest of neighborhood residents, some compromise should be reached which would allow the uses to remain if they can meet certain requirements. These requirements would be intended to reduce any negative impacts between the business uses and the adjacent homes.

When the State Zoning Enabling legislation was amended in 1978, a provision was added which allows for the continuation and improvement of nonconforming uses if certain strict criteria are met. Under this system, uses are classified by type; for example "A" or "B". Uses with one designation can be improved and the others would be subject to eventual elimination as provided by the current zoning standards. If such an arrangement were included in the zoning ordinance, certain guidelines would need to be established.

1. The floor area of the uses must not be expanded.
2. Outside storage of any sort should not be permitted.
3. The use of trash dumpsters should not be permitted.
4. Plans must be submitted showing streetscape improvements. Such improvements should be professionally prepared and can include paving details, landscaping, sidewalk trash receptacles, outdoor seating arrangements and other such details.

5. A plan for facade improvement must be submitted for review by the Planning and Rehabilitation Commission and building department.
6. Any change in use shall be to a neighborhood service or business that does not draw traffic from outside the neighborhood. All requirements for class A designation must be met at time of change.

It could be argued that such improvement may be impractical for such modestly sized uses. However, these uses enjoy the benefits of proximity to clients, low land cost and no off-street parking. Similar uses in other areas would at least be burdened by high rent or mortgage payments. Furthermore, these uses are only allowed to continue as a privilege; such uses would normally be eliminated. Certainly, no new business uses should be allowed in residential areas on small isolated lots; under any circumstances. Regarding these traditional business uses, the following goals and objectives have been created:

GOAL

Nonconforming commercial uses exist within some of the city's neighborhoods. Even though they are clearly out of place, these uses appear to be stable and useful and it is unlikely that they will simply disappear. The city should attempt to work with the business owners to improve the businesses and at the same time assure that nonconforming commercial uses do not negatively impact surrounding residences.

OBJECTIVE: Do not allow the establishment of new commercial uses within areas planned for residential use.

OBJECTIVE: Improve existing commercial uses within the Garfield Neighborhood to provide a more harmonious relationship with surrounding residences.

Policy: Provide mechanisms within the zoning ordinance which allow for the improvement and continuation of non-conforming uses if certain criteria are met.

Policy: Carefully review all plans to assure that proposed improvements will relate harmoniously to surrounding uses.

OBJECTIVE: Eliminate existing nonconforming commercial uses within the neighborhoods which do not meet the objectives stated in this plan.

BUSINESS NODES

Some commercial uses exist within the city which do not follow a lineal pattern along a thoroughfare, but instead are pockets or nodes of activity. In each case, particularly along Goddard, Oak and Vinewood, frontage on a through-road has been a factor in the establishment of these nodes. However the distribution of businesses is, in some cases, inconsistent and interspersed with single family homes and other uses of a lesser intensity. The following goals and objectives are established to plan for the unique characteristics of each area.

GOAL

To recognize and plan for areas where businesses have developed that follow a nodal form of development and to provide land uses which are a reasonable alternative to single family homes in nodal areas where vehicular traffic, the railroad, and existing uses make single family housing impractical.

OBJECTIVE: Uses at the intersection of Vinewood and Ninth are tightly contained, well established neighborhood uses which should remain.

Policy: Planning and zoning for the area should show the intersection as single family with recognition of the traditional neighborhood uses.

Policy: Treat the traditional neighborhood businesses as classified non-conforming uses to allow for their continuation and improvement but with tight control over any potential expansion or changes.

OBJECTIVE: A node of business activity exists on Goddard west of the railroad corridor. Uses in this node are extremely diverse with no sound identity and includes single family, two family, multiple family, office, commercial and industrial uses. However, it is clear that traffic, proximity to the railroads and the existence of commercial and industrial uses make it less than ideal for low intensity uses such as single family and two family homes.

Policy: Provide a focused node of commercial activity, as shown on the Future Land Use map, at the intersection of Fifth and Goddard from the area east of Lincoln and east of Fifth Street.

Policy: Maintain and expand industrial areas in this node adjacent to the railroad right-of-way.

Policy: Encourage the preservation of single family homes around the node through the creation of a landscape buffer along the railroad, transitional zoning, and screen walls between businesses and adjacent residences.

OBJECTIVE: The intersection of Ninth and Oak has a node of non-residential activity. Although some commercial uses exist in the area, the major influence in this node is the Oak Club and its related parking. Areas surrounding the node are in solid residential use. To protect these residences from negative impacts, future planning for the area should focus on low intensity, non-residential alternatives such as office uses, along Oak Street.

In the Eureka corridor, between Eleventh Street and Fourteenth Street a collection of businesses exist which have a distinct "entertainment" identity. Many of these uses are bars which have been established for years while other uses, such as a video rental shop are relatively new to the area. All of these uses have long hours of operation and many of them cater to residents from the immediately adjacent neighborhoods or workers from the nearby industrial area. The existing character of this area should be promoted and other complimentary uses should be encouraged to locate here.

GOAL

Create an area along Eureka, west of the railroad corridor which focuses on providing restaurant and entertainment services.

OBJECTIVE: Restaurants, and entertainment businesses tend to benefit from proximity to one-another. Thus, clustering of these uses should be encouraged through the creation of a zoning district which focuses on providing space for compatible food and entertainment uses.

Policy: Include uses in the district which will concentrate similar and complimentary uses and yet, provide the necessary regulations to reduce negative impacts.

Policy: Special provisions for streetscape improvements should be built into district requirements for the area to assure that sidewalks are in good condition, and to assure that pedestrian areas contain proper amenities such as lighting, landscaping and seating.

OBJECTIVE: Provide suitable parking areas for these businesses which typically have a high traffic demand and quick turn-over rates.

Policy: Allow for the creation of additional parking areas in the district where appropriate. To accomplish this, homes should be purchased either by the city or by business owners, adjacent to existing businesses along Eureka where shown on the Future Land Use Map.

Policy: An emphasis must be placed on screening of the new parking areas created through this land acquisition to assure a sound land use relationship to adjacent residences.

Thorofares

THOROFARES

Because Wyandotte is, for all practical purposes, fully developed, there is little opportunity for major changes to the existing road structure. There are, however, many subtle changes that could be made to improve vehicular and pedestrian circulation in the city. Wyandotte has two major north-south traffic carriers, Fort Street and Biddle. These are the only two north-south roads that traverse the entire city. Thus, north and south bound traffic to major east-west streets often uses residential streets. Major east-west feeder streets include Pennsylvania, Eureka and Ford. To a lesser degree, Oak and Goddard are also important because they traverse the railroad tracks and connect Biddle and Fort. However, their relationship to residential areas is such that additional traffic should not be encouraged. In all, nine east-west roads traverse the railroad corridor. The major traffic carriers criss-cross the railroad tracks at irregular points along the corridor, while other streets bluntly stop as they reach the edge. This is the root of many problems.

- Due to a scarcity of streets which traverse the railroad corridor an unusually high number of vehicles utilize north-south streets to reach the few cross-over streets. This can create a negative impact on housing located on residential streets which have, by necessity, become north-south feeder streets.
- Streets which dead-end at the tracks often cause an inconvenience for vehicles to turn-around. This is

Vision

The city has made tremendous progress to create a road system that meets the needs of residents and businesses.

Commercial and industrial traffic is now well separated from residential areas. In addition, roads serving

business areas have been improved to handle high traffic volumes while

retaining a pleasant, environment.

exacerbated in residential areas which have garages accessed by an alley; no driveways are present in the street. If this is a problem for the typical car, consider the difficulties presented to a fire truck or moving van.

- If only a few streets traverse the corridor, then these few roads must bear a considerable amount of traffic. This decreases the appeal for housing units in the vicinity and increases the appeal for businesses to locate at intersections around the tracks...a situation which may not be desirable from a land use standpoint.

Because the area is already developed, the creation of additional north south feeder streets would be impractical. Likewise, the creation of additional railroad cross-over points would probably not be allowed by the Railroads and could be potentially disruptive to the neighborhoods. The plans for the area must focus on improving circulation, reducing poor land use relationships and minimizing negative impacts. The land use components of this plan, discussed earlier, address land use relationships and the reduction of negative impacts. The goals which follow address the improvement of circulation within the city.

GOAL

Improve the city street system in keeping with the demands of the users they serve both within the neighborhood and for city-wide and through traffic movements.

OBJECTIVE: Discourage the use of residential streets for business and industrial traffic.

Policy: Establish a truck route to serve as a direct link between the Clark street planned industrial area and Goddard. This road should also serve as a defining edge of industrial land use to protect residential areas to the south.

Policy: Provide one-way circulation systems in limited cases where "cut-through" traffic is disruptive to a neighborhood.

Policy: Selectively close streets where necessary to force trucks toward major thorofares and to limit their travel through neighborhoods.

OBJECTIVE: Strengthen the ability of major thorofares (Biddle Avenue, Fort Street, Ford Avenue Eureka Road and Pennsylvania Avenue) to serve their primary function, allowing a smooth flow of high volume traffic within and through the city.

Policy: Keep the number of curb cuts to a minimum for new developments and encourage the elimination of some curb cuts for existing uses.

Policy: Promote parking lot entrance from side streets and alleys rather than directly from major streets.

Policy: Discourage curb cuts in close proximity to side street intersections to avoid confusion and conflict of turning movement.

Policy: Require a front yard landscaped setback for parking areas to allow vehicles to stack on site rather than in a street or driveway.

Policy: Promote shared drive arrangements and parking lot inter-connection.

Policy: Require landscaped islands at the end of parking rows to funnel traffic, to provide a clear vision triangle and to break-up the view of paved areas.

Policy: Discourage excessive driveway widths and aisle widths. Widths of a proper dimension more safely and effectively channel and direct vehicle movement.

- Policy:** Separate vehicular and pedestrian movements.
- Policy:** Impose standards to control the number and spacing of curb cuts for certain uses, such as gas stations and fast food restaurants.
- Policy:** Create car stacking space requirements for various uses.
- OBJECTIVE:** Realign angular street intersections and eliminate local streets and alleys wherever possible within industrial areas.
- OBJECTIVE:** Improve the appearance of all streets through beautification measures.
- OBJECTIVE:** Pursue boulevarding Eureka to provide an attractive entrance to the CBD for the blocks between the railroad and Biddle Avenue.
- OBJECTIVE:** Continue the boulevard of Biddle Avenue.
- OBJECTIVE:** Improve the viaduct at Eureka and the Railroad with proper landscape treatment and refinish the viaduct structure.
- OBJECTIVE:** Provide a means of turn-around on dead-end residential streets.
- Policy:** Pave alleys at dead end streets to create a loop street system where possible.
- Policy:** Connect parallel dead end streets through right-of-way acquisition wherever possible. For example, a loop should be provided for Bennett, Bondie and Clinton east of the railroad tracks. Other areas are also shown on the Thorofare Plan.

Policy: Where it is impossible to provide a loop system, cul-de-sacs should be made. If insufficient space exists for a cul-de-sac, T-turn arounds should be created. For example, a T-turn around should be provided at the end of Chestnut street west of the railroad tracks. Other areas are shown on the Thorofare Plan.

OBJECTIVE: Eliminate portions of streets that are not needed to provide more open space and to relieve the city of maintenance concerns.

OBJECTIVE: A grade separation should be provided under the railroad tracks on Ford Avenue.

OBJECTIVE: A path should be created which utilizes or abuts the railroad right-of-way to facilitate pedestrian, bicycle and emergency vehicle movement through the city.

OBJECTIVE: Amend the Zoning Ordinance to improve circulation throughout the city in keeping with the Goals and Objectives of this plan.

OBJECTIVE: Create a hierarchy of streets so that land use can be coordinated with carrying capacity of roads.

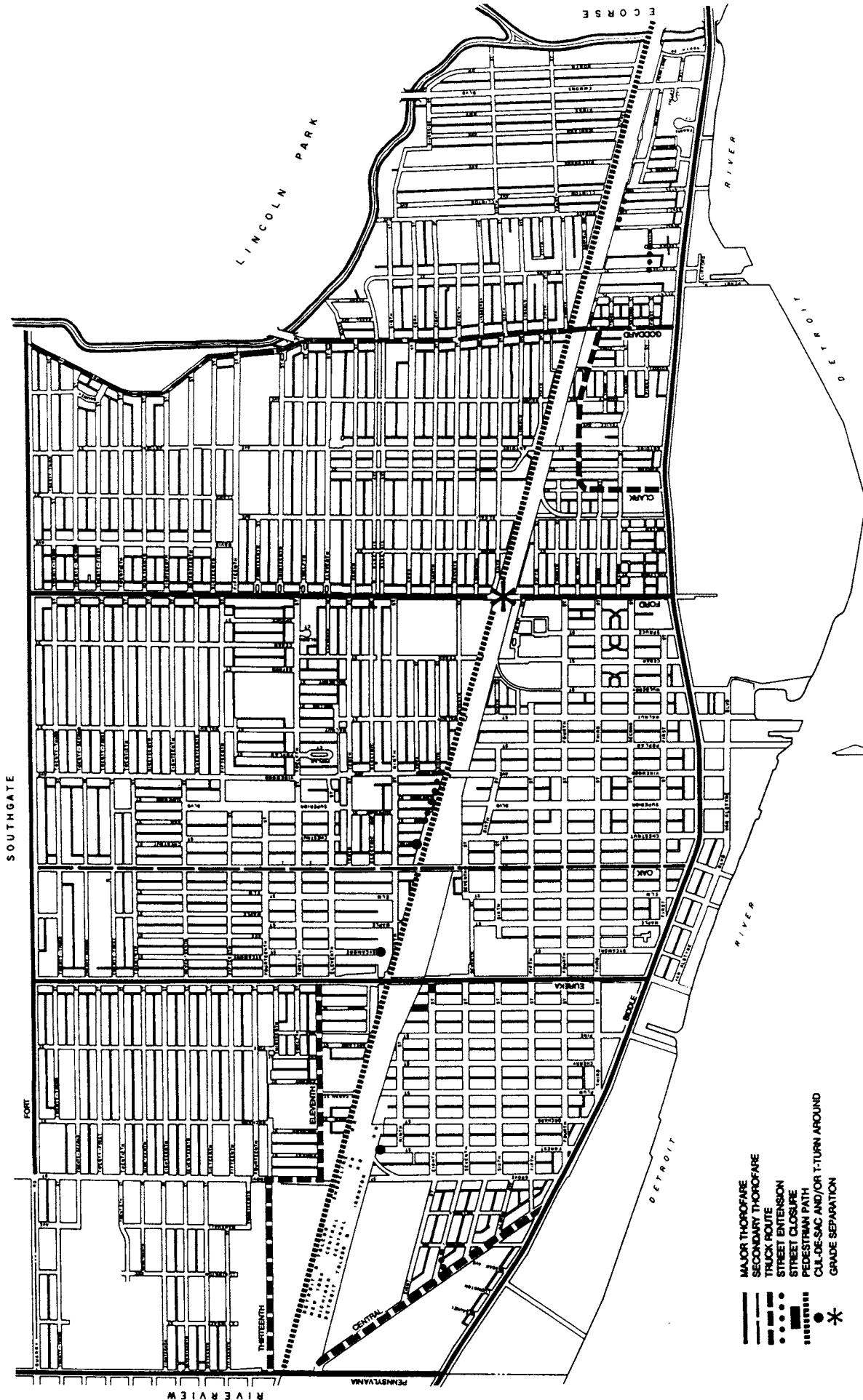
Policy: Establish, Pennsylvania, Eureka, Ford, Biddle and Fort streets as major thorofares which will carry residential and non-residential traffic from east to west or north to south for the entire length of the city.

Policy: Establish Oak and Goddard as secondary thorofares which will carry primarily residential traffic with some non-residential traffic. These roads should be used as a link for residential areas to either Biddle or Fort and should not serve primarily as a through traffic link between Biddle and Fort.

Policy: Establish the following existing streets as truck routes; Central Avenue, Thirteenth from Pennsylvania to Grove and Eleventh from Grove to Eureka.

Policy: Consider all other roads, as minor streets, intended primarily for residential use and not intended for use by non-residential traffic. Also, these roads should serve as access points between homes and a major or secondary street and not as a means of traversing the entire length of the city.

Policy: Though separate from the Future Land Use map, the Thorofare Plan should be of equal weight in land use and planning decisions.



THOROFARE PLAN

CITY OF WYANDOTTE MICHIGAN

city of wyandotte planning & rehabilitation commission
wilson leman & associates, inc., planning consultants

Future Land Use

FUTURE LAND USE

Achieving the goals and objectives set forth in this Master Plan requires that planning be carried out on a continuing basis. The Planning and Rehabilitation Commission must continue to take an active role in reviewing each new development in light of the long-range objectives of the Plan. The planning program must also provide for continual re-evaluation of the Plan to take into account changing conditions, trends and technology. In this way, the Plan will remain a dynamic instrument for guiding the development and redevelopment of Wyandotte.

The city planning process, of which land use planning is but one part, involves a continuing program of assessing development and redevelopment projects that bring about change to the existing fabric of the community. The objectives of communities change over time and unforeseen events sometimes make the best plans obsolete. The process of plan making should try to guide the direction and rate of change in keeping with the overall goals and objectives of the plan.

The planning process thus becomes time oriented in three ways: (1) It is continuous, without termination. (2) It seeks to affect and make use of change, rather than provide for a static future land use plan. (3) It is expressed in part in long and short range programs of action through capital improvements programming.

Vision

Wyandotte is a community with quality housing, thriving businesses, excellent parks and schools and clean industry. The vision and forethought of the city's early leaders have helped Wyandotte to become an ideal community. Continual efforts to strive for quality in every endeavor will assure that the city retains its high quality of life.

IMPLEMENTATION

The Future Land Use Plan for Wyandotte is of little value unless it can be realistically implemented. The first and most important factor in effectuation of the Plan is reflected in the independent actions of the people who live in Wyandotte and by property owners, business, industry and the developers who buy and sell property, homes, businesses and industries. Overall, the Plan will serve as a framework within which these individual actions can take place, thereby lending stability to them. Other factors which can serve as means for implementing the Plan include:

Zoning Ordinance

The Zoning Ordinance is the most powerful legal instrument available to the city for controlling the use and development of land. The proper administration of a sound zoning ordinance will bring about a pattern of development called for in the Future Land Use Plan. In addition, zoning regulates the density of population and structures, lot sizes and coverage of lots by buildings, building setbacks and off-street parking, in order to serve the best interests of community at large. Application of the Planned Development District, as new development takes place for specific projects, will provide property use and design flexibility to accomplish plan objectives. The city's zoning ordinance must be revised to assist in accomplishing the objectives of this Master Plan.

Capital Improvements Program

There are three basic purposes for having a capital improvements program: (1) To assist in the development of a realistic program of capital spending relating proposed projects to the city's fiscal ability to support such ventures. Therefore, all proposed projects must be related to the city's debt outstanding, the tax base, and the wealth of the community. (2) To coordinate the various public works projects and improvements with one another. (3) To accomplish the community's Future Land Use Plan in providing the improvements contemplated therein in a practical, economic and timely manner.

FUTURE LAND USE MAP

The Future Land Use map, included within this document is the embodiment of the policies and concepts stated throughout the Master Plan. The Future Land Use map is intended to guide land use decision and illustrate a future vision of land use patterns for the city. The map includes a range of land use categories laid out to promote the goals of the Master Plan. Those categories can be summarized as follows:

Low density residential: Areas designated as "low density residential" are intended primarily for use by single housing units, each located on their own lot or land area. Within this category other related and compatible uses should be encouraged which serve the residents of the area without hampering the single family environment.

Multiple family: Multiple family areas are intended primarily for a range of residential uses that would be allowed at a higher density than single family areas. In addition, areas designated as multiple family would generally allow two or more housing units to be located on a single land area. Related uses would also be situated in multiple family areas.

Office: Office areas are a restricted business classification which allow for business offices, professional and medical office space. The office category is often used as a transition from more intensive land uses to residential areas. Also, due to their trip generation characteristics, office uses are logically placed along thoroughfares where access and visibility may be limited due to narrow lot frontages; making more intensive business uses impractical or undesirable.

Central Business District: The central business district is a special place with a range of uses. The central business district is primarily a place for comparison retail uses and every effort should be made to assure that this continues. Thus, uses which complement the retail uses, such as parking, office space, restaurants and high density housing are encouraged.

Neighborhood business: Neighborhood business areas are intended to include small convenience commercial uses and service establishments that complement nearby residential areas. Automobile oriented uses such as repair shops, gas stations and drive through restaurants should not be permitted in these areas. They are not consistent with the objective of providing convenient goods and services and have residual affects that can negatively impact the nearby neighborhoods.

General commercial: Areas designated for general commercial use could include a wide range of business types that cater to the needs of the entire Wyandotte population. They may also cater to uses which rely on good access and high visibility afforded through passer-by traffic on major thorofares. This is the most intensive of the business categories.

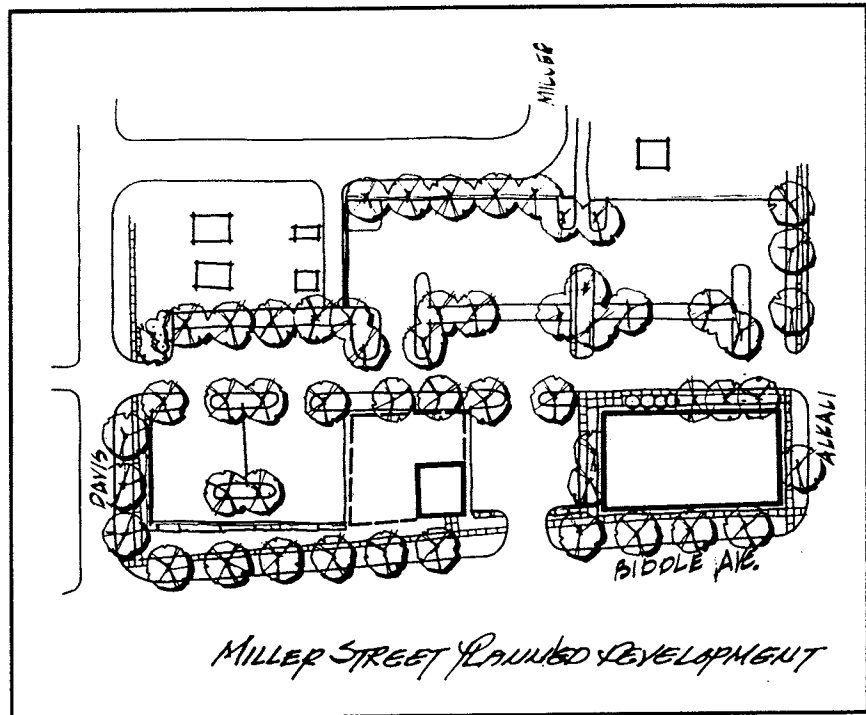
Traditional neighborhood business: Businesses exist within the city neighborhoods which provide convenient goods and services to nearby residents. While they do provide a useful function, most of them are non-conforming and inconsistent with past plans for the area. As such, these uses would be ultimately removed according to the standards for non-conforming uses provided in the zoning ordinance. By showing these uses on the master plan, the intent is to allow for their continuation assuming that suitable measures can be taken to make them more compatible with adjacent residential uses.

Parking: Areas designated for parking use are intended to service adjacent business areas while placing a buffer between homes and those businesses.

Industrial: Industrial areas provide for the manufacture, assembly and processing of goods and materials.

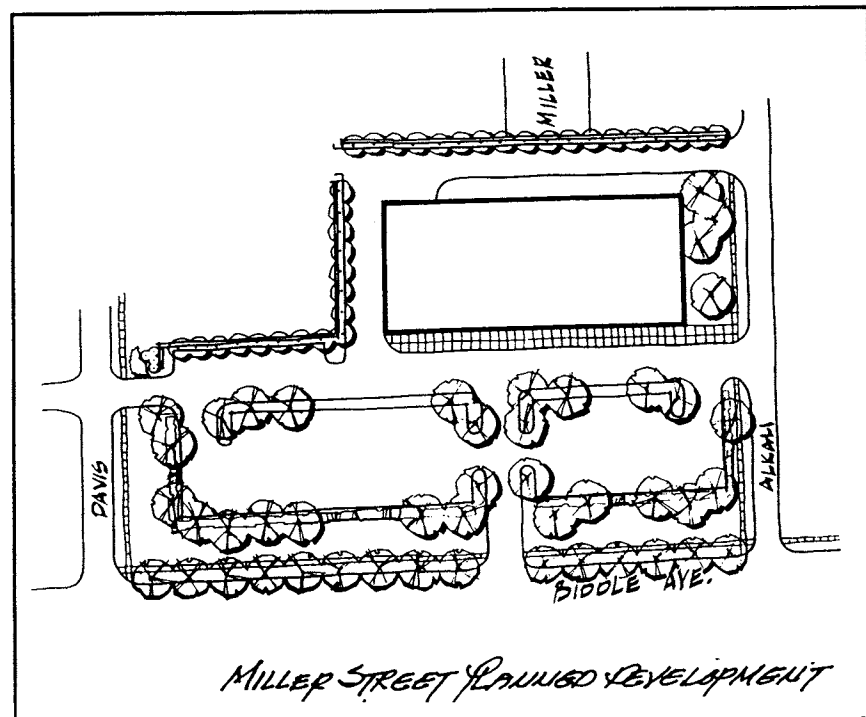
Planned development areas: Throughout the city, there are several areas with unique characteristics and potentials. These areas are shown on the plan as "Planned Development". The intention of illustrating these areas in such a manner is to suggest some flexibility in dealing with future land use given that plans can be drawn to address each area comprehensively. In total, there are seven PD areas that can be summarized as follows:

The Miller Street Planned Development area is a small pocket of non-residential uses along Biddle Avenue. Problems include a poorly defined boundary between business and residential uses, blight caused by dilapidated non-residential structures, lack of a residential entranceway and abundance of hardscape.



ALTERNATE A

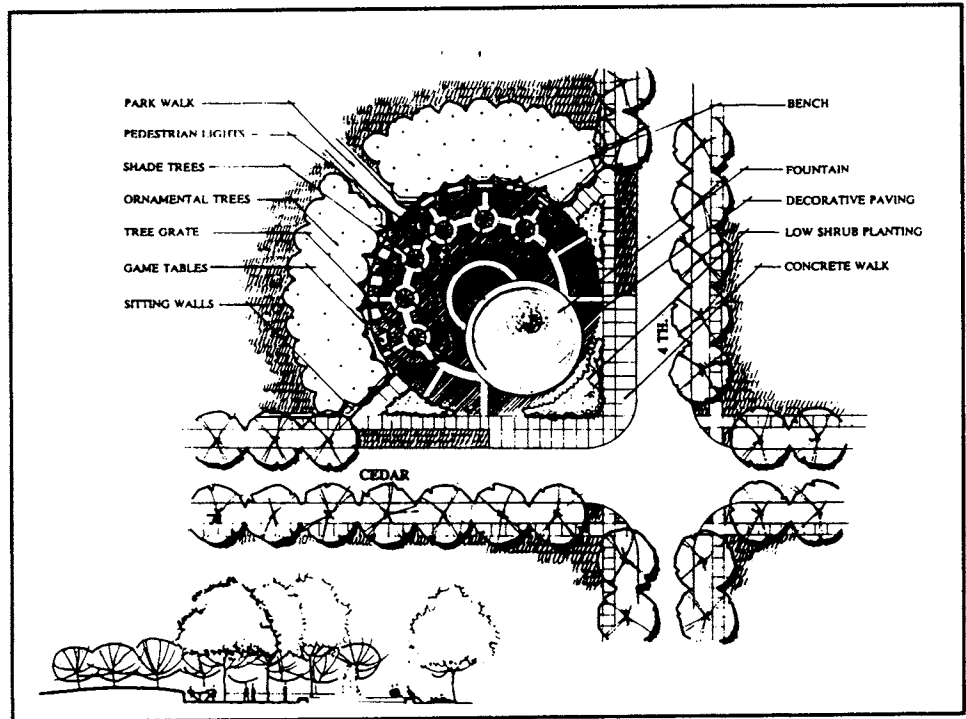
On the other hand, the area has potential for commercial use due to increasing home values, high visibility and good access from Biddle. Two conceptual plans for the area are provided at the right. The plans are intended to illustrate the potential for viable re-development that also provides a sound land use transition to the adjacent neighborhood.



ALTERNATE B

The Mulberry Residential Site was formerly the location of a couple of factories and a warehouse. The factories closed several years ago and fires in the vacant buildings made re-use for industrial purposes impractical. With the elimination of the uses on the site, the city realized that it would be necessary to take an active role to assure that re-development would occur and that it would take place in a manner that would complement its surroundings. The city acquired and cleared the land and began planning for its re-use.

A reorientation toward residential use was one of the early assumptions of the design process. It was felt that re-introducing industry to the area may continue the blighting effect on the adjacent neighborhoods. Also, the strong market for housing in Wyandotte



PARK PLAZA CONCEPT

would suggest that a project such as this would be viable. A low to medium density development is envisioned for the area that includes at least two housing forms and generous open area. A plaza and fountain which would serve as a focal point are included in the concept and a detail drawing of that space is shown above. A conceptual layout for the site is included on the following page. Though not included in this document, a landscape concept was also completed. That plan shows generous street tree plantings, a path that winds through the development and appropriate screening of the railroad and buffering of adjacent residences.

LINEAR OPEN SPACE PROVIDES
PEDESTRIAN LINKAGES AND
SOFT RELATIONSHIPS BETWEEN
NEW AND EXISTING HOUSING

STREET CLOSURE:
DRIVEWAY REALIGNED AND
PEDESTRIAN ACCESS CREATED

SENIOR CENTER TO REMAIN

ALLEY TO REMAIN OPEN

EXISTING PARKING

SINGLE FAMILY DETACHED
CLUSTER UNIT

TRADITIONAL TOWNHOUSE
RESIDENCES

PLAZA AREA WITH FOUNTAIN
OR OTHER VISUAL FOCAL
POINT - SEE DETAIL

LARGE OPEN AREA FOR
OPEN FIELD PLAY AND
ORGANIZED EVENTS

ALLEY TO REMAIN OPEN

MULBERRY RESIDENTIAL SITE

City of Wyandotte

north



The Vinewood and Sixth Street Planned Development area currently has a wide range of land uses of various levels of visual quality. Land uses include industrial buildings, multiple family housing, commercial uses, single family and two-family homes. The lack of continuity in the land use patterns shows that the area is in transition or responding to various pressures. These pressures likely include adjacent land uses, such as the rail corridor and industrial buildings, as well as vehicular traffic. Vinewood is one of the few roads that cross the railroad corridor and thus a large share of traffic is funneled to this point. Of course there are a number of solutions available.

Redevelopment of the land would probably include a large multiple family complex between Vinewood and Poplar and a smaller series of clustered units north of Vinewood. Realignment of the area for multiple family use would be compatible with other existing uses and would be of an intensity which relates to the adjacent vehicular traffic and rail corridor.

The Walnut-Chestnut Planned Development Area is a historic entry zone along Biddle Avenue identified on the CBD Area Master Plan which is included in this document. The plan for the CBD recognizes that it is important to preserve the character of this area to create a sense of identity and arrival to the downtown. To assure that the historic character of the area is preserved, future land uses should be strictly limited to single family and office uses. Areas which do not front on Biddle, but are a part of the district should be restricted to single family use.

The concept for the Pine Street Waterfront Development (Mixed Use) Area was first conceived during planning for the southeast neighborhood. However, the boundaries of the area later changed as a portion of it was tied to the development of park land along the Detroit River. Land use planning for the balance of the area remains and would primarily focus on the development of townhouse and mid-rise multiple family housing. It is also imperative that such housing be oriented toward and have a sensitivity for the river.

The "Eureka Avenue High School Campus Area" is located adjacent to Roosevelt High School. It is intended as a multi-use plaza that would encompass three blocks of Eureka Avenue from seventh to fourth streets. (see attached graphic) The space would provide a campus environment for a range of uses including:

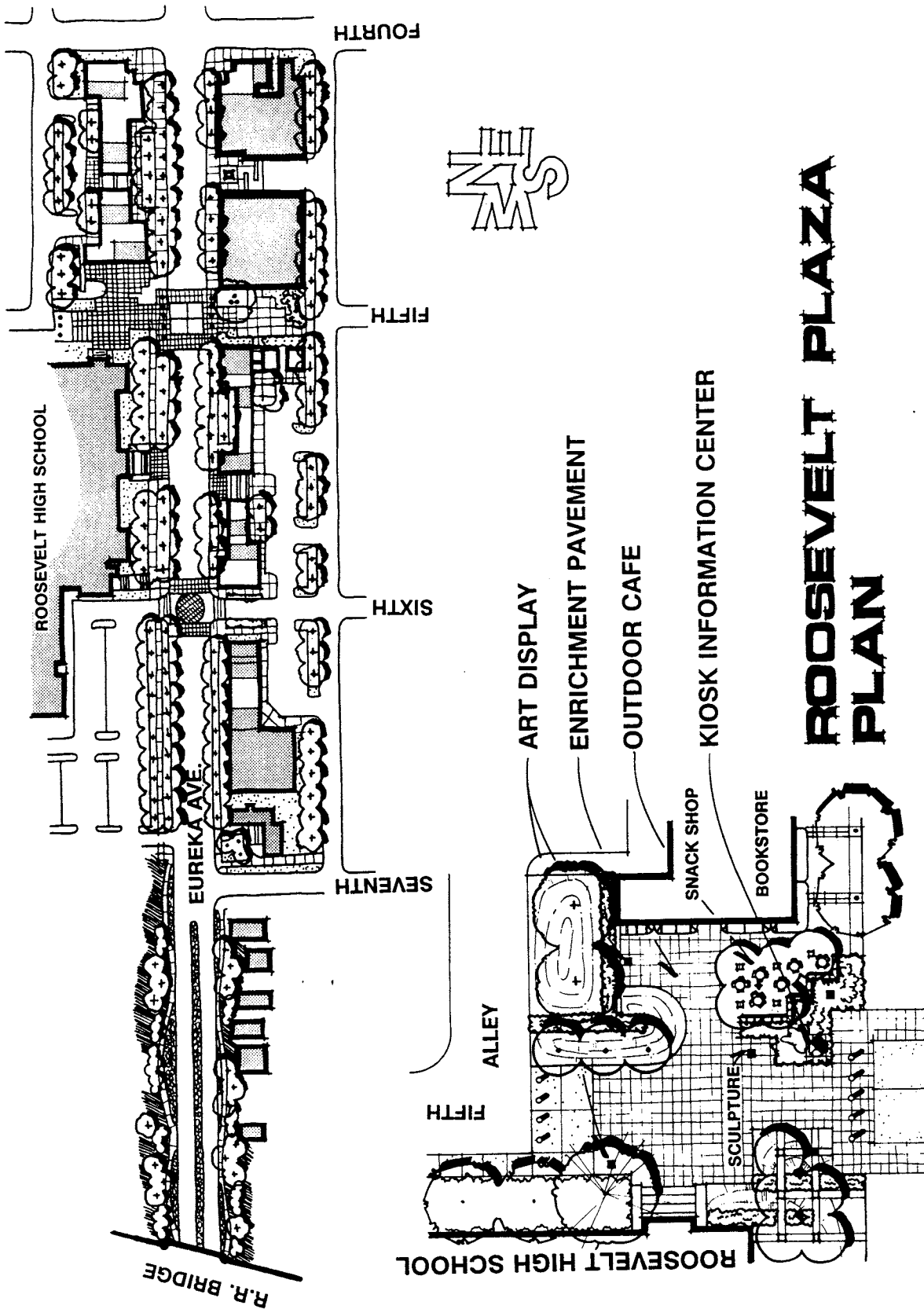
- A plaza for public discussion and debate.
- Space for the display of works of outstanding educational and artistic quality.
- Pilot programs for enterprise between students and private businesses.
- Private businesses that provide education in various trades.
- Book shops, snack shops and other campus service businesses.

These uses are intended to provide cultural, social and educational experiences with real-world value for Wyandotte students. Such an area would provide a worthwhile activity for students and provide the opportunity for unique facilities and programs that would establish the Wyandotte School District as a pioneer in education forms.

The Wye Street Industrial area consists of 25.5 acres which is privately owned and formerly used for industrial activity. It is currently the site of certain remedial investigations and under Consent Order with the EPA. This site is adjacent to a public park and golf course that are currently under construction. Future use of this area is proposed for additional waterfront park activities.

Public park and greenbelt: This category includes all land planned for active and passive public recreation use as well as greenbelts and open spaces within public areas.

Schools: This category includes all land presently owned by the School District or by a private institution that provides private education. No additional school land is planned or shown.



ROOSEVELT PLAZA PLAN

EUREKA AVENUE
EDUCATIONAL AREA

Public and quasi public: The city has a broad range of departments to administer various activities. Land use planning for municipal activities reflects the current planning for individual departments. Other uses are "quasi public" in nature and are also within this category. Such uses include hospitals, churches and other similar institutions. The intended continuation of these uses is suggested by the Future Land Use map. However, should any of these uses cease to exist, it is assumed that future plans for the sites would reflect a low-density residential use. In some instances, should a use cease to exist, it may be necessary to re-evaluate the land use planning for the area; as is appropriate whenever the circumstances and assumptions that this plan is based upon change.

OFFICIALS

William R. Griggs
CITY CLERK

Andrew A. Swiecki
CITY TREASURER

Colleen A. Keehn
CITY ASSESSOR



JAMES R. DESANA
MAYOR

COUNCIL

Todd M. Browning
Sheri M. Sutherby-Fricke
Johnny A. Kolakowski
Joseph Peterson
Jason Ptak
Patrick J. Sutka

March 20, 2007

RESOLUTION

Planning and Rehabilitation Commission
3131 Biddle Avenue
Wyandotte, Michigan 48192


By Councilman Todd M. Browning
Supported by Councilman Joseph Peterson

RESOLVED by the City Council that the communication from the Planning and Rehabilitation Commission dated March 14, 2007 relative to an amendment to the City of Wyandotte's Master Plan regarding the vacant land on Biddle Avenue south of Wye Street and abutting the City of Riverview is hereby adopts the recommended Master Plan amendment for the City of Wyandotte as prepared by Vilican-Leman.

YEAS: Councilmembers Browning Fricke Kolakowski Peterson
NAYS: None

RESOLUTION DECLARED ADOPTED

I, Maria Johnson, Deputy City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at the regular meeting held on March 19, 2007.


Maria Johnson
Deputy City Clerk

MASTER PLAN REVISION

The City of Wyandotte has very little land that is not developed or under development. A 25+/- acre riverfront parcel on the City's south side abutting the City of Riverview has been vacant and undeveloped for a number of years. The site is currently master-planned as park and open space and was so designated on the 1994 Master Plan and again on the updated Master Plan in 2003. This site is currently zoned for industry, which is not in keeping with the current Master Plan. The Zoning Ordinance districts should, whenever possible, be in consort with Master Plan land use designations. There appears to be little prospect for development of this site for park and open space though it does border the Wyandotte golf course to the north. Both the Master Plan and the zoning districting need to be revisited for this land area.

As we are all aware, industrial competition and rapidly changing trends in industrial processes and technology and in requirements for transportation for industry have resulted in a major shift in planning for industry. More and more emphasis on research and office facilities, often in the same building, is predominating new industrial development in the region. Modern technology can make high tech and light industrial operations relatively nuisance free. Moreover, the traditional industrial district provides little incentive to encourage the elimination of nuisances and thus improve the environment.

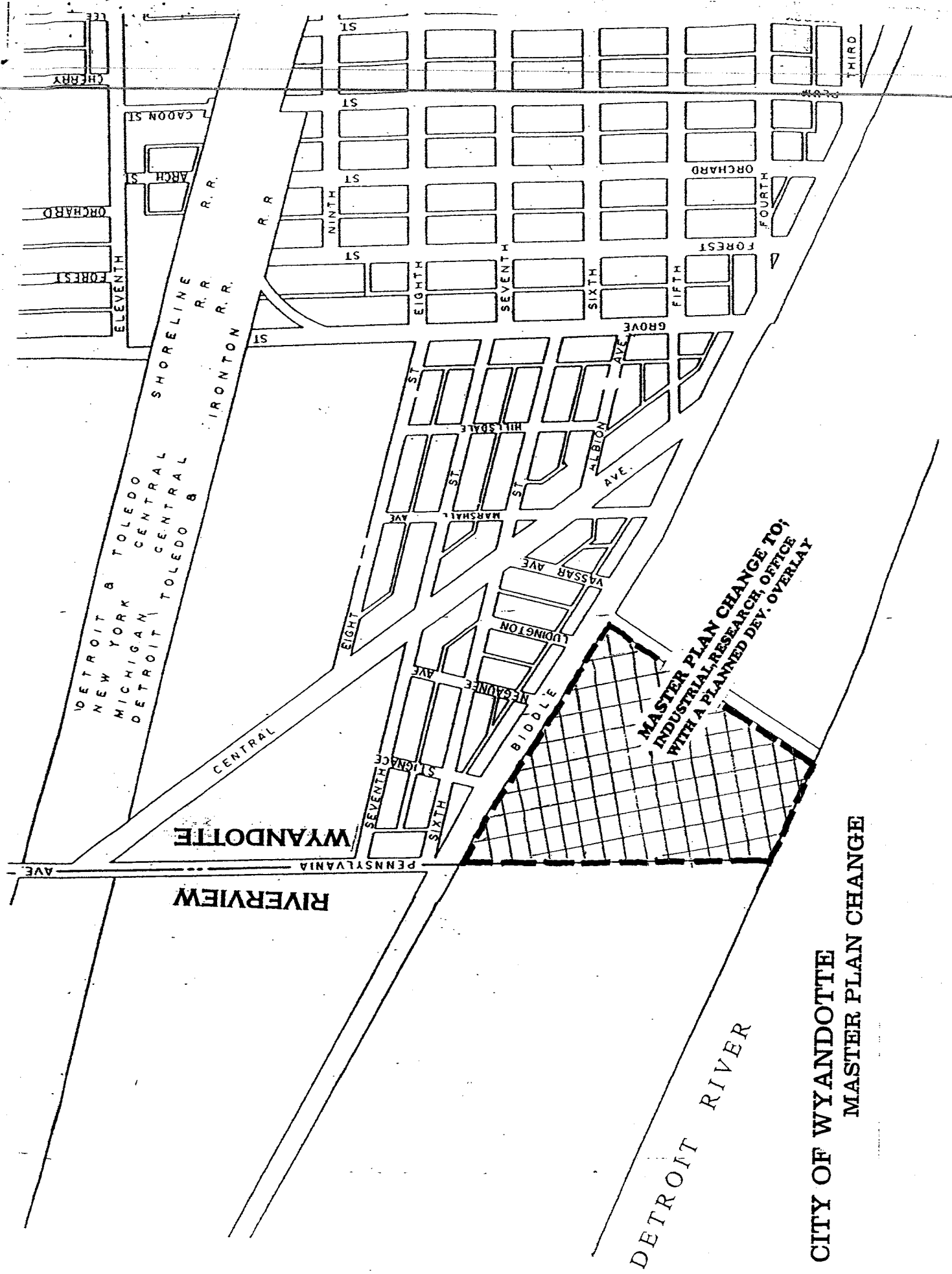
It is further recognized that emphasis on sensitive use of land bordering our lakes and rivers needs to be exercised, particularly in light of the following current and future development trends:

- The need for waterfront locations for industry is greatly diminished.
- Shipping by water is eclipsed by an emphasis on trucking.
- There is a heightened demand for public access both visually and physically to lakes and rivers.

-
- Vast areas along the Detroit River are being planned and transformed to non-industrial uses.

In view of these changing conditions, it is suggested, from a planning standpoint, that consideration be given to a Master Plan change for this property to an Industrial, Research, Office category with a Planned Development overlay applied to the property. Industrial, Research and Office types of activities provide for a broad range of uses for this property. Activities which this Master Plan classification include are offices, research or industrial types of uses and recreational facilities provided such uses have limited impact on surrounding properties.

With the addition of a P.D. (planned development) overlay, great flexibility for development will result. The IRO zoning district and Planned Development District of the proposed new Zoning Ordinance outlines permitted uses and special uses that would be intended for proposed IRO Master Planned areas.



CITY OF WYANDOTTE
MASTER PLAN CHANGE

MASTER PLAN CHANGE TO:
INDUSTRIAL RESEARCH, OFFICE
WITH A PLANNED DEV. OVERLAY

OFFICIALS

William R. Griggs
CITY CLERK

Todd M. Browning
CITY TREASURER

Thomas R. Woodruff
CITY ASSESSOR



JOSEPH PETERSON
MAYOR

COUNCIL

Sheri M. Sutherby-Fricke
Daniel E. Galeski
Ted Miciura Jr.
Leonard T. Sabuda
Donald C. Schultz
Lawrence S. Stec

July 30, 2013

RESOLUTION

Elizabeth A. Krimmel
Planning Commission
3200 Biddle Avenue
Wyandotte, Michigan 48192

By Councilman Daniel E. Galeski
Supported by Councilman Leonard Sabuda

RESOLVED by the City Council that the communication from the Planning Commission regarding the changes to the City of Wyandotte's Master Plan Future Land Use Map is hereby received and placed on file; AND BE IT FURTHER RESOLVED that Council hereby adopts he recommended Master Plan Future Use Map as presented to the City Council on July 29, 2013.

YEAS: Councilmembers Fricke Galeski Miciura Sabuda Schultz
NAYS: None

RESOLUTION DECLARED ADOPTED

I, William R. Griggs, City Clerk for the City of Wyandotte, do hereby certify that the foregoing is a true and exact copy of a resolution adopted by the Mayor and Council of the City of Wyandotte, at the regular meeting held on July 29, 2013.

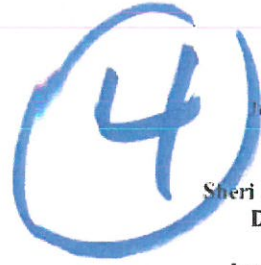
William R. Griggs
William R. Griggs
City Clerk

OFFICIALS

William R. Griggs
CITY CLERK

Todd M. Browning
CITY TREASURER

Thomas R. Woodruff
CITY ASSESSOR



MAYOR
Joseph R. Peterson

COUNCIL
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Ted Miciura, Jr
Leonard T. Sabuda
Donald C. Schultz
Lawrence S. Stec

PLANNING COMMISSION

July 23, 2013

The Honorable Mayor Joseph R. Peterson
And City Council
City Hall
Wyandotte, Michigan

Dear Mayor Peterson and City Council Members:

In order to comply with the State Planning Act (Act 33 of 2008 as amended), The Planning Commission held the Public Hearing to hear comments on the changes to the Master Plan Future Land Use Map for the City of Wyandotte. The Commission did receive a comment from the City Engineer, which is attached. I have also attached the adopted Resolution.

The Commission would like your concurrence in the adoption of the changes to the Master Plan Future Land Use Map of the City of Wyandotte.

Sincerely,

Elizabeth A. Krimmel

Elizabeth A. Krimmel, Chairperson
Planning Commission

EAK:kr

Enclosures

Reviewed by Todd A. Drysdale, City Administrator

cc: Mark A. Kowalewski, City Engineer

Todd A. Drysdale
Joe Peterson

PROPOSED RESOLUTION

July 18, 2013

MOTION BY: COMMISSIONER TAVERNIER

SUPPORTED BY: COMMISSIONER PASKO

WHEREAS on May 16, 2013, the Planning Commission of the City of Wyandotte hired Beckett & Raeder, to update the Master Plan and the Master Plan Future Land Use Map for the City of Wyandotte in accordance with the Michigan Planning Act (PA 33 of 2008);

WHEREAS on April 29, 2013, the City Council adopted the recommended Master Plan Future Land Use Map amendments and directed the Planning Commission to hold the required public hearing;

WHEREAS on May 6, 2013, the adjacent communities were notified of the proposed changes to the Master Plan Future Land Use Map; AND

WHEREAS on June 20, 2013, the Commission scheduled the required public hearing to hear comments on the Master Plan Future Land Use Map; AND

WHEREAS on July 18, 2013, the Planning Commission held the public hearing and received a communication from the City Engineer which recommended the area between Biddle Avenue to 2nd Street from Ford Avenue south to Spruce be Master Plan as Planned Development (PD) and the Planning Commission concurs;

NOW THEREOFRE BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF WYANDOTTE to approve the changes to the Master Plan Future Land Use Map as prepared by Beckett & Raeder.

YEAS: Adamczyk, Benson, Booms, Duran, Krimmel, Pasko, Tavernier

NAYS: None

OBSTAINED: None

ABSENT: Lupo, Parker

MOTION PASSED