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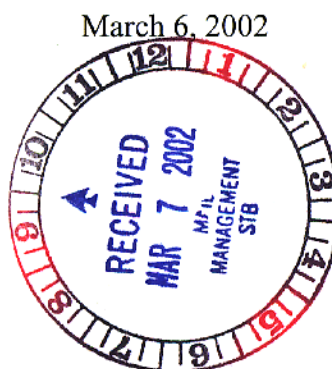
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PLEASE REPLY TO:
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The Honorable Vernon A. Williams
 Secretary
 Surface Transportation Board
 1925 K Street, N.W. Room 711
 Washington, D.C. 20423-0001



ENTERED
 Office of the Secretary

MAR 07 2002

Part of
 Public Record

Re: Finance Docket 34040, Riverview-Trenton Railroad-Petition for Exemption.

Dear Secretary Williams:

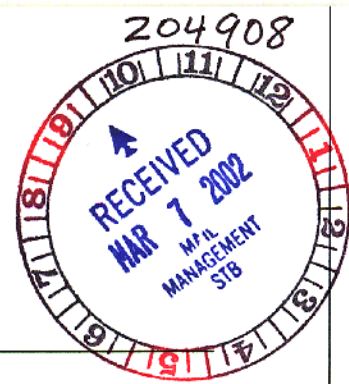
Enclosed for filing in the above captioned matter is an original and 10 copies of the City of Riverview's concurrence with Wayne County's Response in Opposition to Riverview-Trenton Railroad's Petition for Exemption..

Respectfully submitted,

PENTIUK, COUVREUR & KOBILJAK, P.C.

Jayson J. Hall

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



Finance Docket No. 34040

**CITY OF RIVERVIEW'S CONCURRENCE IN WAYNE COUNTY'S
RESPONSE IN OPPOSITION TO RIVERVIEW-TRENTON RAILROAD'S
PETITION FOR EXEMPTION**

**ENTERED
Office of the Secretary**

MAR 07 2002

**Part of
Public Record**

By: Randall A. Pentiuk P32556
Jayson J. Hall P62010
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Attorneys for the City of Riverview

March 6, 2002

The City of Riverview (the City), through counsel, hereby submits its concurrence in Wayne County's Response in Opposition to Riverview-Trenton Railroad's Petition for Exemption, and states the following in support of same:

I. The City of Riverview concurs in Wayne County's Response in Opposition to Riverview-Trenton Railroad's (RTRR) Petition for Exemption.

The City of Riverview strongly concurs with the position taken by Wayne County that RTRR's proposed operation would be contrary to public interest. Further, the City of Riverview endorses the acquisition and development plans of Wayne County for the site at issue.

A. The City's "Master Plan of Future Land Use" seeks to re-orient the waterfront away from industrial uses so that the area can be redeveloped for use by the general public and provides a concrete plan to attain this goal.

The City's "Master Plan of Future Land Use" (the Plan), attached as Exhibit 1, was unanimously adopted in November 1997 after public hearing on same. The plan sets forth specific goals for industrial, residential, and business areas within the City, including the site at issue in this matter. (Exhibit 1, pg. 34).

In part, the Plan states as follows:

The City of Riverview is dedicated to providing clean and pleasant space to accommodate existing industry and to attract new, low intensity facilities. At the same time, although the City understands the benefit that industry can have to providing a stable tax base, it will not sacrifice the quality of its environment. It will focus on placing clean industry in locations that make sense from a market standpoint and where it will be least disruptive to residential areas. **Also, the City has placed a major emphasis on re-orientation of the**

waterfront away from industrial uses so that the area can be redeveloped for use by the general public. (Emphasis added). (Exhibit 1 pg. 34).

In furtherance of the City's longstanding goal to re-develop the waterfront for use by the general public, the Plan includes a "Riverfront Planned Development Concept." (Exhibit 1, pg. 64-65). This detailed schematic clearly shows the City's vision for the development of the riverfront. The area on which RTRR seeks to operate can be seen on the site plan on the East side of Jefferson Boulevard between Sibley Road and the toll bridge providing access to the nearby island community of Grosse Ile Township. As one can see from the site plan, the City's proposed use of the property differs vastly from the heavy industrial use proposed by RTRR.

The "Riverfront Planned Development Concept" indicates that the City's proposed use of the property, as determined in 1997, long before the instant dispute arose, would include multi-family residential living units, restaurants, cafes, recreational ponds, entertainment ships, and a large public marina. (Id.)

The Plan also sets forth the City's goals for residential areas, many of which are in close proximity to the property at issue. (Exhibit 1 pgs. 18-24). One such goal is to create a sense of identity for the City of Riverview. To attain this goal the City has adopted a policy to "reinforce physical and psychological connections to the river." (Exhibit 1 pg. 21).

Another goal for the City's residential areas is to encourage the limited development of high-rise housing along the riverfront. To further this goal the City has adopted the following policies:

- “Acquire the northern tip of the former McLouth Steel Property”, the property at issue here. (Exhibit 1 pg. 22).
- “When the market conditions are suitable, prepare, assemble and sell the property to a developer.” (Id.)
- “Utilize the PD district of the zoning ordinance to assure creation of a mutually agreeable plan that provides a marketable product while preserving and rehabilitating generous amounts of riverfront area.” (Id.)
- “Development based on an approved site plan should be a contingency of the sale.” (Id.)

The Plan additionally sets goals for business areas within the community. (Exhibit 1 pgs. 29-33). One such goal is to redevelop houses along the Jefferson Street riverfront. To achieve this goal, the City has adopted the following policies:

- **“The city should become proactive in the acquisition of property, as it becomes available, within the Jefferson corridor.”** (Exhibit 1 pg. 31).
- “Plan these areas for commercial use based on a plan provided later in this document (the Riverfront Planned Development Concept discussed above), to provide a new mainstreet for Riverview. This area would primarily serve residents of nearby high rise multiple family towers and tourists that utilize the riverfront park and marina.” (Id.).
- “Designation of this land for commercial should not be construed to imply redevelopment at any cost, as soon as possible. The development should occur when the market is ready for uses of this nature. This may not occur until the

waterfront is redeveloped and the area is improved in general.” (Id.)

- “The commercial uses should occupy the existing dwellings where possible.” (Id.)
- “The city should invest in and encourage the development of streetscape improvements to create a character for the area. This could include specialized street lighting, paving and furnishings and landscaping.” (Exhibit 1 pg. 32).

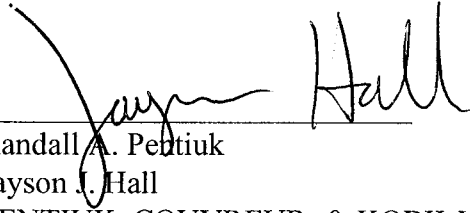
The City unanimously passed a resolution adopting the “Master Plan of Future Land Use” in November 1997. (Exhibit 1 pg 68-69). Said plan clearly shows that the City of Riverview has had a longstanding interest in the re-development of the riverfront property on which RTRR plans to operate. The Plan sets forth a concrete development proposal which would open up the riverfront to public use. If allowed to implement the Plan, the City has every intention of doing so.

REQUEST FOR RELIEF

WHEREFORE, for the reasons set forth in Wayne County’s Response in Opposition to Riverview-Trenton Railroad’s Petition for Exemption as well as the reasons stated above, the City of Riverview and its residents respectfully request that this Honorable Board DENY Riverview-Trenton Railroad’s Petition for Exemption.

Respectfully submitted,

PENTIUK, COUVREUR & KOBILJAK, P.C.

A handwritten signature in black ink, appearing to read "Jayson J. Hall", is written over a horizontal line.

Randall A. Penttiuk

Jayson J. Hall

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CERTIFICATE OF SERVICE

I hereby certify that on the 6th day of March, 2002, a copy of the City of Riverview's Concurrence in Wayne County's Response in Opposition to Riverview-Trenton Railroad's Petition for Exemption was served by First Class Mail, postage pre-paid upon the following:

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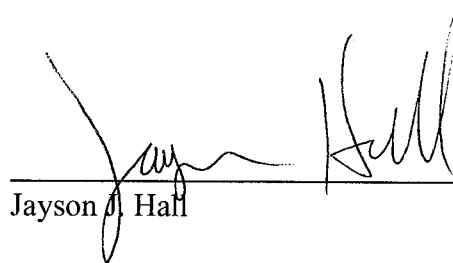
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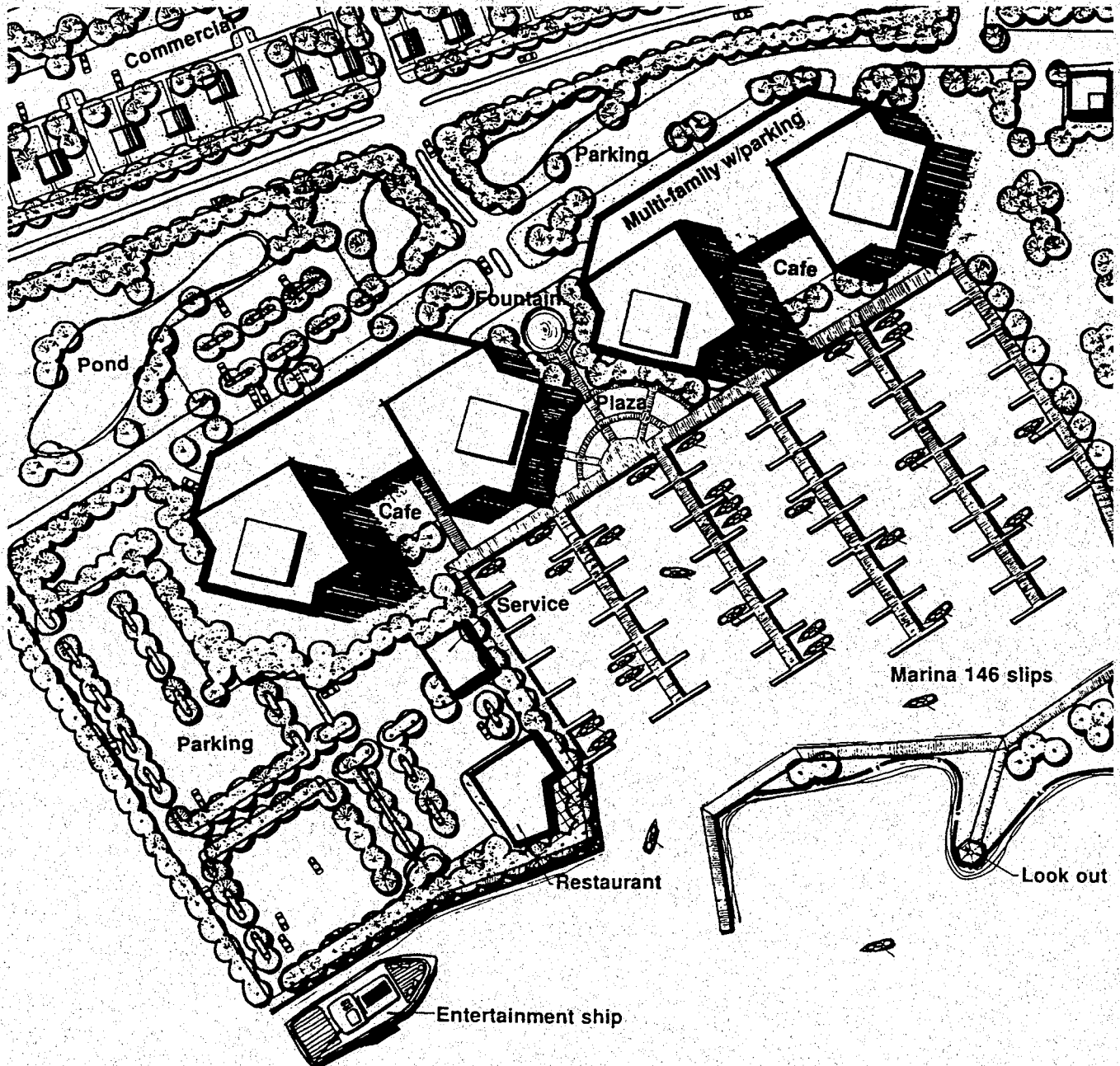
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Jayson J. Hall

Master Plan of Future Land Use



City of Riverview, Michigan

Master Plan of Future Land Use

City of Riverview

Assistance Provided by:

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November 1997

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Introduction

History

Development in the City of Riverview has been guided by its master plans for many years. Following the completion of a series of background studies, the city's first master plan was adopted in 1964. At that time nearly the entire area west of Fort Street was undeveloped; about two thirds of the city's land area. The majority of Riverview's land area was developed during the 1960s and 1970s. For the most part, those areas were developed in a manner that complied with the master plan. However, over time it became evident that there were some areas that required additional study or a change in philosophy to account for changing circumstances. Thus, a new master plan was developed and adopted in 1979.

Since that time there have been some major changes in the city. Several large parcels have been developed or have become available for use while other areas, such as the Jefferson corridor, have not been redeveloped as planned. There have also been major changes outside of Riverview that affect land use planning decisions. For example, a new "big box" store was recently constructed just north of the city, in Southgate illustrating a major change in shopping and spending habits. Also, a large parcel of land in Wyandotte previously used for industrial purposes has been converted into a waterfront golf course. All of these factors and others have created a need for the city to re-evaluate its future land use plans.

Purpose

This master plan is intended to provide for the future development and redevelopment of the city in a manner that will assure the long term well being of its businesses and residents. This can be done in many different ways. From a traditional perspective, this plan will serve as the basis for the standards that appear within the zoning ordinance and will guide land use development decisions. From a less traditional standpoint, this document provides innovative and comprehensive ideas for the use of land within Riverview that can only be accomplished through diligent and proactive measures of the city administration.

Methodology

From the beginning, even before there was a planning process there were three primary objectives. First, it was essential that the plan be developed with as much citizen input and involvement as possible. Second, the plan must be innovative, introducing new solutions to problems that previous plans were unable to resolve. Third, and most importantly, the plan must be achievable. To assure that these criteria would be met, the city and the consultants devised a planning process that is unique to the City of Riverview.

The city created a task force of representatives composed of a wide range of people interested in the future development of the city. This task force was divided into seven issue groups; City Enterprises, Economic Vitality, Community Image and Relations, Lifecycle Literacies, City Services, Intergovernmental Cooperation and Master Plan. Each group was given the responsibility of preparing research in their particular area and devising a series of strategies to guide future actions. These strategies were put together into a strategic plan report titled, Riverview 2020.

While the issue groups were working on strategies, the Master Plan issue group was preparing its analysis. This included identification of key vacant parcels, study of demographics and existing land use, a survey of businesses and vacant land owners and review of past plans. To wrap up their analysis and serve as a beginning to the planning phase of their effort, the Master Plan group prepared a series of general goals and objectives to address the various land uses in the city.

Using the strategic plan, past plans and their background analysis, with the assistance of a planning consultant, the Master Plan group began to create this master plan. The plan was put together one section at a time, which required the constant evaluation and re-evaluation of preceding components. At the end, the group had a completed draft of the master plan. This was then presented to the city's Planning Commission, the group that is traditionally empowered with creating a new master plan. From that point on, the Planning Commission reviewed and rewrote various components until ultimately it was adopted.

Scope

The Strategic Plan, Riverview 2020, identifies a very wide range of goals intended to provide for the general well being of Riverview residents. This master plan, on the other hand, is much narrower in focus. The scope of its goals is limited to providing guidance to land use decisions.

From the standpoint of physical scope, this plan is intended to guide land use decisions for the entire City of Riverview. The scope, in terms of years is less easy to define. Certainly some of the goals of this plan can be achieved almost immediately. On the other hand, it is impossible to establish a time line for a number of the goals because their implementation is based on market conditions, the ability of the city to provide dedicated staff people, and in some cases, sheer opportunity. In addition, this plan should not be viewed as a static document. Over time, there will inevitably be changes in law, land use and even planning theory that will necessitate re-evaluation and possibly amendment of this plan; just as plans in the past have been re-evaluated.

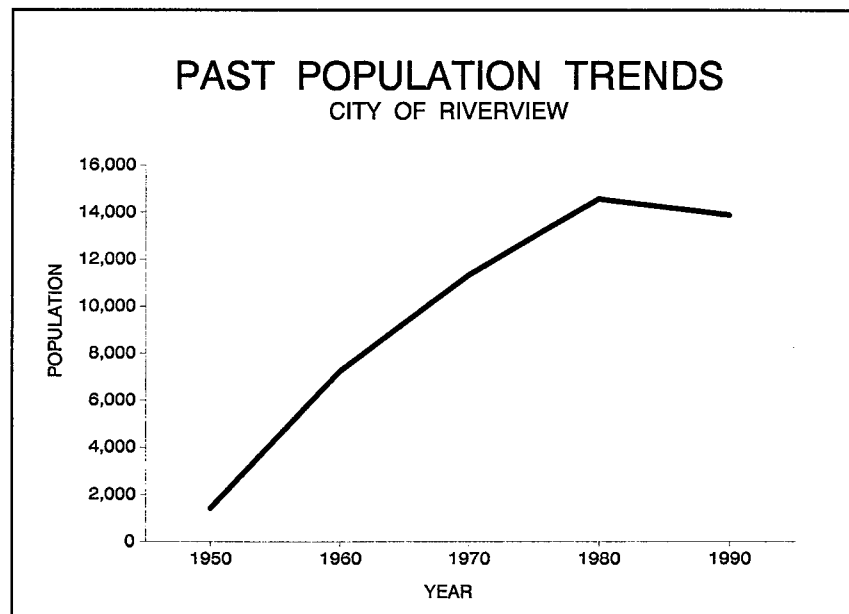
Background Information

Community Snapshot

The community snapshot is intended to provide a brief description of the city from a demographic standpoint. However, it is not the intent of this section to provide an exhaustive source of information about Riverview; after all, the make-up of the city is constantly changing. The intent is to provide a glimpse at the present situation that has helped to shape the decisions that resulted in this plan. More detailed information can be found in a demographic study that was prepared for the city in 1992 which was based primarily on 1990 census data. This section is a summarized version of that report.

Population Trends

Up to 1980, the City of Riverview had continually gained population. From the peak in 1980 of 14,569 people, population declined by 1990 to 13,894. Such decline is characteristic of communities across the country and is generally related to a shrinking number of people per household. The trend



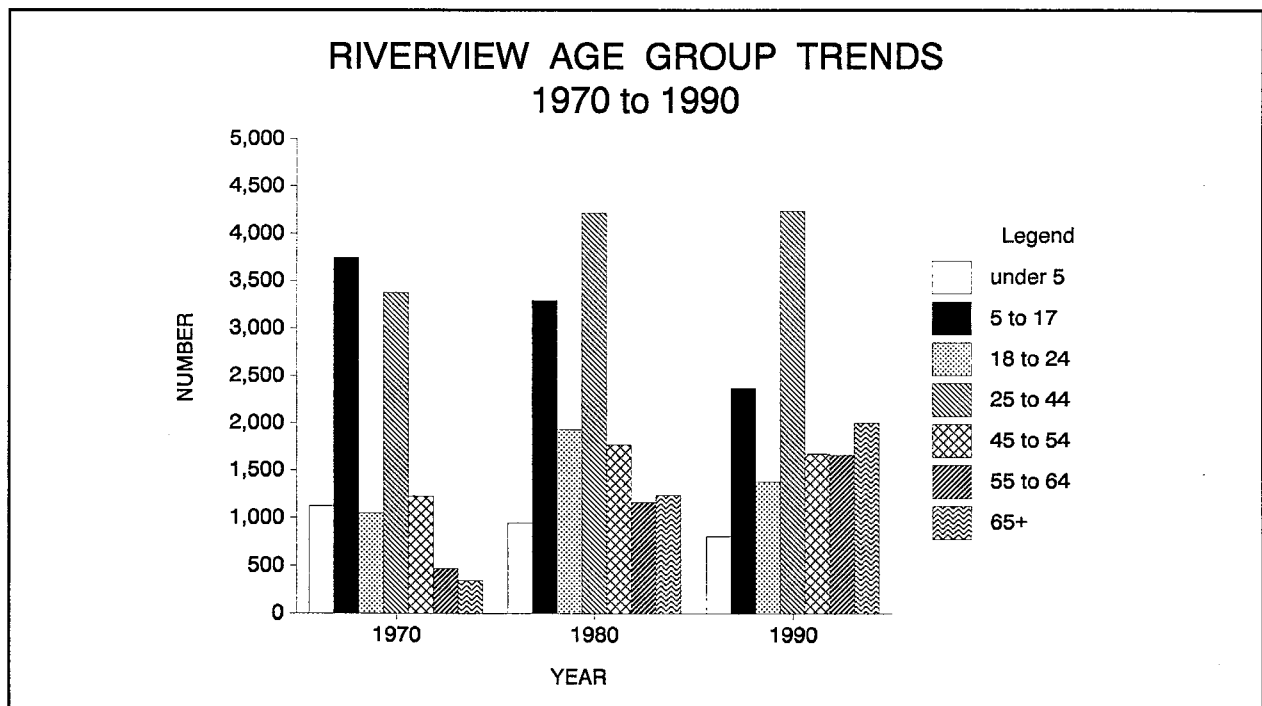
toward fewer people per household is consistent nation wide and only communities which have experienced substantial increases in the number of households have experienced increases in population. During the 1970s, this was the case in Riverview. During the 1970s household sizes decreased in Riverview and other Downriver communities. However because there was a large number of new housing units developed during the decade, population continued to increase while other communities declined.

Table 1
Comparison of Population Trends in Neighboring Communities

COMMUNITY	POPULATION			PERCENT CHANGE	
	1970	1980	1990	1970 to 1980	1980 to 1990
<i>Riverview</i>	11,342	14,569	13,894	28.45%	-4.63%
<i>Grosse Ile</i>	7,799	9,320	9,781	19.50%	4.95%
<i>Southgate</i>	33,909	32,058	30,771	-5.46%	-4.01%
<i>Trenton</i>	24,127	22,762	20,586	-5.66%	-9.56%
<i>Wyandotte</i>	41,061	34,006	30,938	-17.18%	-9.02%

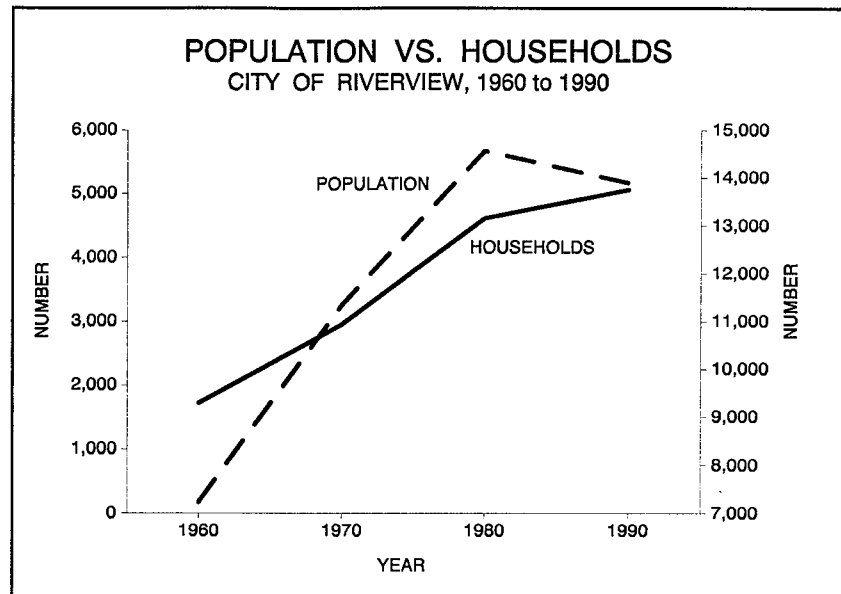
Age Group Characteristics

The graph below shows the age group trends in the city since 1970. Significant declines in the Preschool and School Age groups are evident while at the same time growth in the Empty Nester and Senior populations soared. Other groups showed less dramatic change, but predominance of the Family Formers is evident.



Housing

Population has declined in the city from 1980 to 1990 even though the number of households has continually increased. The chart at the right shows several interesting points. First, the steepest slope of the population curve occurred from 1960 to 1970 while the steepest portion of the household curve was from



1970 to 1980. This is generally due to larger families during the 1960s. Household growth from 1980 to 1990 is the flattest in the decades compared, but population increases took a drastic downturn due to the drop in family size. The table below provides a comparison of household changes for several neighboring communities. Of the communities compared only one, Wyandotte, showed a decline in the number of households. This decline is largely due to Wyandotte's efforts to purchase and selectively eliminate sub-standard housing.

Table 2
Comparison of Household Trends

COMMUNITY	1960		1970		1980		1990	
	number	percent change	number	percent change	number	percent change	number	percent change
<i>Riverview</i>	1,718	--	2,951	71.77%	4,618	56.49%	5,066	9.70%
<i>Grosse Ile</i>	1,714	--	2,167	26.43%	2,976	37.33%	3,506	17.81%
<i>Southgate</i>	7,226	--	9,189	27.17%	11,032	20.06%	12,128	9.93%
<i>Trenton</i>	4,821	--	6,530	35.45%	7,691	17.78%	7,855	2.13%
<i>Wyandotte</i>	12,396	--	12,922	4.24%	12,889	-0.26%	12,319	-4.42%

Economic Characteristics

Employment by Industry: The largest proportion of Riverview residents are employed by businesses involved in the manufacture of durable goods. Employment in this industry accounts for 21.43 percent of all jobs held by Riverview residents. By comparison, employment of Wayne County residents was only slightly less in this category at 19.86 percent. The next highest categories were the retail trade and health services industries. Generally, there is little variation between Riverview and Wayne County in terms of employment by industry as a proportion of all jobs. The greatest variation is within the category of transportation in which Riverview shows an almost two percent lead over Wayne County. However, even this is a negligible difference. The fact that the two fit so closely together illustrates the city's ties to the regional economy.

Table 3
Employment by Industry

EMPLOYMENT BY INDUSTRY	RIVERVIEW		WAYNE COUNTY	
	number	percent	number	percent
<i>Agriculture, Forestry, Fishing</i>	24	0.35%	4,942	0.59%
<i>Mining</i>	--	0.00%	566	0.07%
<i>Construction</i>	288	4.20%	31,401	3.72%
<i>Manufacturing, nondurable goods</i>	274	4.00%	32,772	3.88%
<i>Manufacturing, durable goods</i>	1,470	21.43%	167,587	19.86%
<i>Transportation</i>	479	6.98%	41,920	4.97%
<i>Communication & pubic util.</i>	254	3.70%	22,423	2.66%
<i>Wholesale trade</i>	196	2.86%	33,558	3.98%
<i>Retail trade</i>	1,084	15.81%	145,359	17.23%
<i>Finance, insurance, real estate</i>	408	5.95%	52,390	6.21%
<i>Business & repair services</i>	316	4.61%	46,563	5.52%
<i>Personal services</i>	188	2.74%	24,645	2.92%
<i>Entertainment and recreation</i>	68	0.99%	10,021	1.19%
<i>Health services</i>	753	10.98%	83,156	9.86%
<i>Education services</i>	454	6.62%	59,404	7.04%
<i>Other professional</i>	336	4.90%	47,535	5.63%
<i>Public administration</i>	266	3.88%	39,489	4.68%
TOTAL	6,858	100.00%	843,731	100.00%

Occupation: Although

Riverview residents are generally tied to regional economic and employment trends, their occupations are in some cases quite different. For example, the largest proportion of residents in both Riverview and Wayne County are employed in industries related to the manufacture of durable goods. However, a greater proportion of Riverview residents

have executive,

administrative or managerial positions. In comparison to Wayne County, Riverview also has a higher proportion of residents in professional specialty occupations and technical fields. In the past, people employed in such occupations tended to have a higher likelihood of keeping their jobs during a recession. While this appears to be generally true, it is no longer a "hard and fast" rule as many manufacturing companies restructure in the face of changing world economics.

The largest proportion of jobs in both Wayne County and Riverview are within the Administrative Support category. This is due to the high number of people employed in the white collar field for which, those employed in the administrative support group, work.

Table 4
Comparison of Employment by Occupation

EMPLOYMENT BY OCCUPATION	RIVERVIEW		WAYNE COUNTY	
	number	percent	number	percent
<i>Executive, administrative, managerial</i>	932	13.59%	85,192	10.10%
<i>Professional specialty occupations</i>	942	13.74%	104,832	12.42%
<i>Technicians and related occupations</i>	305	4.45%	30,547	3.62%
<i>Sales</i>	670	9.77%	88,285	10.46%
<i>Administrative support</i>	1,352	19.71%	154,218	18.28%
<i>Private household occupations</i>	--	0.00%	2,829	0.34%
<i>White Collar</i>	(4,201)	(61.26%)	(465,903)	(55.22%)
<i>Protective service</i>	153	2.23%	21,292	2.52%
<i>Service</i>	811	11.83%	106,035	12.57%
<i>Farming, fishing and forestry</i>	13	0.19%	4,716	0.56%
<i>Precision production, craft and repair</i>	708	10.32%	94,731	11.23%
<i>Machine operators, assemblers, inspectors</i>	430	6.27%	80,968	9.60%
<i>Transportation and material moving</i>	328	4.78%	35,823	4.25%
<i>Handlers, equipment cleaners, helpers</i>	214	3.12%	34,263	4.06%
<i>Blue Collar</i>	(2,657)	(38.74%)	(377,828)	(44.78%)
TOTAL	6,858	100.00%	843,731	100.00%

Generally for every two executive, professional, managerial or sales jobs, there is one support person. Typically, the "white collar" jobs, (executive, administrative, managerial, professional, sales, etc.) are considered better paying than "blue collar," (farming, precision production, machine operation, transportation, etc.). Assuming this to be true, Riverview's relatively high proportion of residents employed in white collar fields is probably related to high home values in the city.

Summary

Within the next five to ten years, no dramatic changes in the demographic character of Riverview are forecasted. The community's newer housing should continue to attract residents who tend to be employed in white collar occupations and who have household incomes above the median for Wayne County. Older areas may be in flux, offering young adults and first time home buyers the opportunity to purchase reasonably priced, quality housing in a stable community. If this occurs, the expected declines in the number of preschool and school age children could stabilize. However, the number of school age children would not be expected to increase due to shrinking family sizes.

In the long run, the largest changes in our society are related to the characteristics of the population, which affects everything from consumer preference and political ideology to urban form. The most evident and overriding changing characteristic at the present, is that society is aging. Across the United States and in Riverview, median ages are rising. Even in communities that tend to attract young adults increasing median age is inevitable.

As aging baby boomers attempt to cling to their youth, goods and services such as skin creams, hair replacement technique, health clubs and fitness wear will gain increasing demand. Golf course use and other recreational uses offering low intensity and high health benefit will gain in popularity. Children will no longer be the single emphasis of recreation planning.

As a result of the aging society there will be a greater emphasis on health care. Baby

boomers, who have always displayed high levels of exercise and health consciousness, will begin to spend more time in medical waiting rooms. Joints, worn by exercise will cause pain and difficulty in mobility. Offices of therapists and chiropractors will likely become more visible in the community. Likewise, eye problems caused from almost continual computer (and television) usage will spur a rise in the need for optometrist services. For the City of Riverview, this means that more office space will be used for medical purposes. Furthermore, if land is available, it is likely that medical villages, which cluster a variety of medical offices and health related uses, will develop in the area.

New housing forms will emerge that cater to a range of people with varying physical ability and space demands. The ultimate form of such housing is questionable. However, it will most likely provide limited private outdoor space and higher densities. In addition, housing arrangements for seniors may offer limited medical facilities and cafeterias. Housing for seniors which emphasizes autonomy and safety will be more readily accepted than those which emphasize care. Housing facilities marketed toward older adults would need to be developed at higher densities than could be allowed in single family areas. However, vacant or under utilized public land or buildings, which are usually zoned for single family use, have been targeted in some communities for conversion to use for elderly housing.

Shrinking family sizes and the decreasing availability of land will continue to affect the city's population. In the short term, the population will probably decline even though demand for new housing should continue. Unlike other Downriver communities, Riverview still has some open land. Thus, as this land is developed, population decline due to shrinking household sizes will be offset by inward migration and retention. Furthermore, Riverview's single family housing density is less than many Downriver communities. Therefore, Riverview will be less affected than its neighbors by drops in household size.

The question of mobility is somewhat related to housing forms. Suburbia is based on the premise that land uses should be well separated and that generous areas should be devoted to the use and storage of automobiles. Our automobile dominated transportation system does

not address the mobility requirements of children, who are too young to drive, or of older residents who may find driving a car too difficult or dangerous. With a growing number of seniors in the city alternative forms of transportation will be of increasing concern. Because of inherent health benefits non-motorized transportation options should be of increasing interest to growing numbers of older adults. Thus, out of desire and necessity, walking and other non-motorized forms of transportation will be of increasing interest to all age groups.

At the national level, catalog sales and delivery services which are already on the rise could explode in the future. Because many seniors have restricted mobility, the convenience of catalog shopping is appealing. In addition, the number of two wage-earner families is increasing. For such families, catalogs offer a means of freeing-up limited personal time. Increasing volumes of sales through catalogs will help to offset the need for proximity to commercial areas. However, there will still be a need for senior-oriented housing to be located near health-related facilities, churches, parks, libraries and entertainment opportunities.

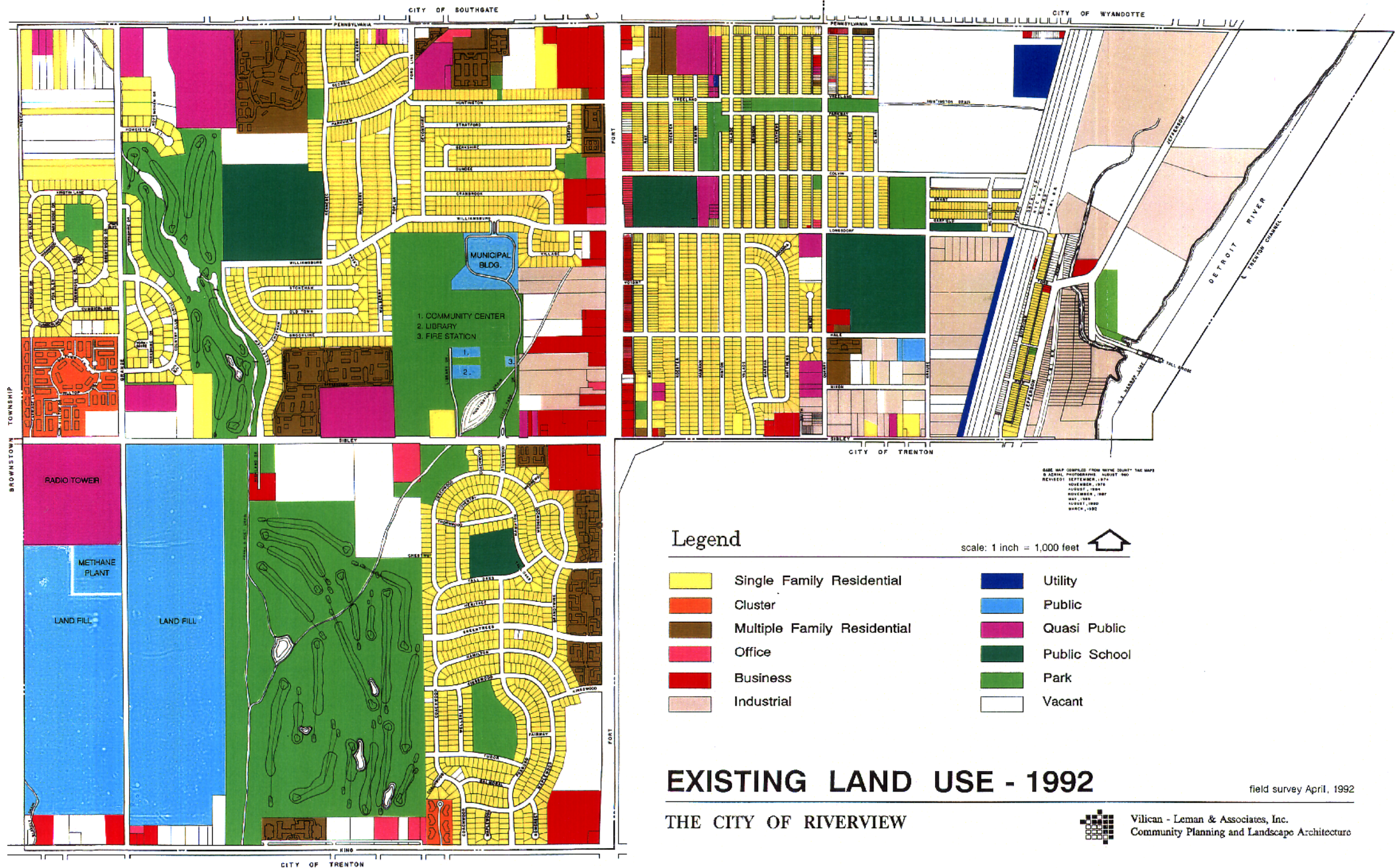
In the future, the City of Riverview will continue to be affected by regional and national demographic trends such as a rising median income and shrinking household sizes. At the same time, the city's unique character in the Downriver area will offset some of the changes. It is a community with diverse, high quality housing opportunities. This will make the city attractive to a variety of age groups. Its newer housing should continue to attract people from higher income groups or retain those who are "moving up" in the community. Also, because of its low density single family areas, population decrease due to shrinking household size will not impact Riverview to the same degree as other areas. However, the city has in the past and most likely will continue to experience a rising median age. To best serve its residents and meet new challenges effectively and efficiently, the city will need to plan its facilities and services to accommodate the needs of a population different than those of its past.

Existing Land Use

A map is included on the following page titled Existing Land Use, 1992. Creating a map of existing land use is one of the most elementary but useful of all of the background studies; how can you tell where you're going unless you know where you are and where you've been? Existing land use studies were conducted in 1960 and again in 1974 as precursors to the master plans adopted shortly thereafter. By comparing current information to the 1974 study, it is easy to identify some of the major changes in the city that have occurred in the last 20 years. These changes are summarized in the table below. The largest change in terms of quantity of land has been in the residential categories. From 1974 to 1990 about 130 acres of land were developed for single family uses and 15 acres for multiple family uses. Another important change from 1974 to 1992 is the reduction in industrial land. During that period land devoted to industrial uses dropped by about 29 acres.

Table 5
Existing Land Use Changes (1974 to 1992)

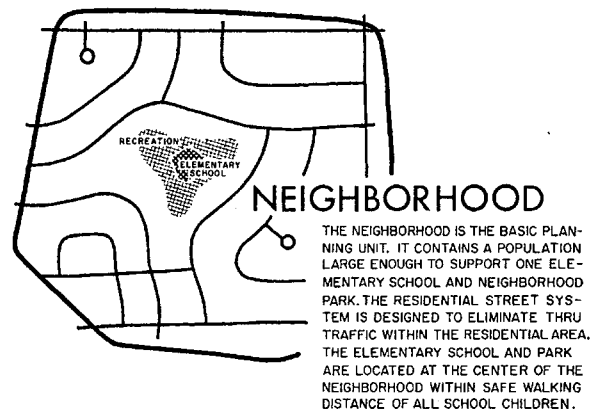
LAND USE	AREA (acres)		CHANGE
	1974	1992	
<i>Single Family</i>	547.4	677.6	130.2
<i>Multiple Family</i>	111.8	126.9	15.1
<i>Office</i>	5.9	7.9	2
<i>Business</i>	64.7	72.1	7.4
<i>Industrial</i>	215.5	186.4	-29.1
<i>Public</i>	272.9	287.8	14.9
<i>Public School</i>	148.5	134.3	-14.2
<i>Park</i>	425.0	528.7	103.7
<i>Quasi Public</i>	120.9	125.4	4.5
<i>Rights-of-way</i>	403.6	414.9	11.3
<i>Vacant Land</i>	563.8	318.0	-245.8
<i>Totals</i>	2,880.0	2,880.0	0.0



Residential Areas

The 1964 Riverview Master Plan states, "an important characteristic of Riverview's land is that it is predominantly vacant (about 60%)." As illustrated by the previous section, Existing Land Use, we've come a long way since 1964 and the City of Riverview is now nearly fully developed. The fact that the city has developed largely under the guidance of a master plan has been of tremendous benefit; especially to its neighborhoods.

Neighborhoods are generally protected from intrusion by non-compatible land uses, have excellent access to schools and open space and are developed at densities that promote community without overcrowding. This is the product of conformance with one of the major philosophies of the previous plans; the neighborhood unit concept.



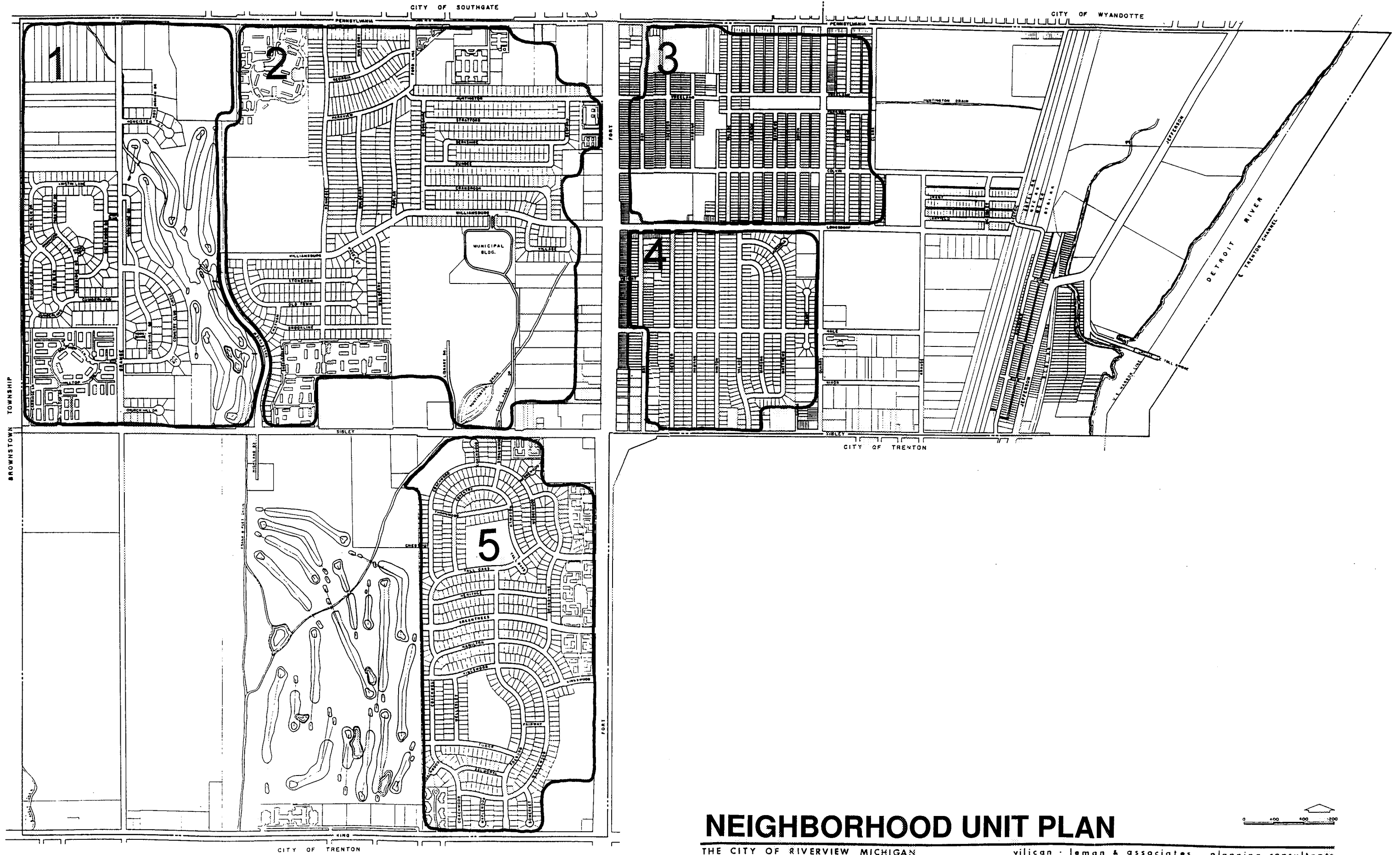
The neighborhood unit concept includes the creation of a series of self-sufficient residential pockets. These pockets are bounded by natural and man-made physical features, such as Fort Street or the Detroit River, that hamper or prevent safe pedestrian movement. The pockets are further defined by size; ideally they should be large enough to support an elementary school, but small enough to allow children to walk to the school and its related play space. The 1964 master plan proposed nine of these units. When the master plan was updated in 1979, the golf course and land fill had been constructed and Young Patriots Park had been acquired. Another major change was a decline in family sizes which meant fewer children within each neighborhood. Thus, in order to provide a sufficient number of children to fulfill the goal of one elementary school per unit, the unit boundaries were increased. This, by the way, is part of the reason that Kingswood Park exists; land that had been set aside for a school was no longer needed and was used instead as park land. These changes in the demographic make-up and physical layout of the city necessitated a reduction from nine down to five basic areas.

This master plan shows an arrangement of neighborhood units similar to the 1979 plan. However, continuing declines in family size have made it impossible to adhere to the concept of one elementary school per area. In fact, two elementary schools have been eliminated since 1979; Hale Elementary, which has been demolished, and Downing Elementary, which is now the City Hall. Therefore, the shape and size of the units are based on the ability to travel unimpeded throughout the unit, the ability to provide recreation services, and proper land use relationships to non-residential uses. A map of neighborhood units is included on the following page.

Density

Because the city is nearly fully developed, density patterns have essentially been set. On developed land this is evident through the lot sizes in single family areas and for multiple and cluster developments, the number of units on a piece of land. For undeveloped parcels, density is established by the zoning ordinance standards. The regulations of the zoning ordinance are a reflection of the standards established in the 1964 and 1979 master plans. Those master plans provided for five basic housing forms; detached single family, attached single family cluster, low density multiple family, medium density multiple family, and high rise (senior) multiple family. The present master plan continues those densities and housing forms as follows:

Detached Single Family: Historically, this housing type is seen as single family homes in platted subdivisions. However, for areas with inherent development constraints or with significant natural features, clustering detached single family homes can sometimes provide an alternative development method that does not require changing the site's zoning. Of course, within developed areas, single family densities should be maintained. New development should reflect a density corresponding to the predominate lot size in the neighborhood unit or immediate area.



NEIGHBORHOOD UNIT PLAN

THE CITY OF RIVERVIEW MICHIGAN

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Attached Single Family Cluster: This consists of single family dwellings clustered in a portion of a site in a manner that preserves a significant natural feature or provides a design flexibility to facilitate development feasibility. Typically, a maximum of four units could be attached in any group of buildings and this, only through a 50% overlap of a common party wall.

Low Density Multiple Family: This residential pattern is planned for development on certain blocks at the boundary of residential units and is intended to provide transition to adjacent single-family areas. This housing form would consist of low rise structures containing a maximum of four dwelling units except where ridge lines, building facades, etc. are sufficiently off-set to visually break the mass and bulk of the structure. In such instances a maximum of eight dwelling units could be contained in a single building. The maximum density planned for this housing form is 8.07 dwelling units per acre.

Medium Density Multiple Family: The medium density multiple family type is soundly established and is most prominent along Fort Street. These uses develop along the periphery of the residential units on fairly large parcels which permit the arrangement of buildings based on a comprehensive view of the site and its surroundings. The units are intended to serve as a transition between high traffic or non-residential uses and single family homes. Future development densities range from 6.22 to 15.55 dwelling units per acre depending upon the number of bedrooms proposed.

High Rise Multiple Family: The high rise multiple family category was initially created to encourage the continued use of the senior housing complex on the south side of Pennsylvania in Neighborhood Unit 3. However, in this master plan, high rise multiple family housing is also proposed along the waterfront. Even though this is a departure from past planning, a related change is not necessary within the zoning ordinance. Development of additional high rise complexes will most likely be regulated as Planned Developments under the PD zoning district.

Neighborhood Unit Analysis

Neighborhood unit analysis is a nuts and bolts approach to predict the community's holding capacity. Four sources of information are utilized; existing land use inventories, areas planned for residential use, 1990 Census data and the zoning ordinance. The existing land use map provided earlier in this document, serves as one of the keys to neighborhood unit analysis. The other key is the neighborhood unit plan on the previous page.

The method used is fairly simple. First, the total number of housing units that exist within each neighborhood unit of the city are counted using the existing land use information. Then vacant areas that are planned for residential use are measured and zoning standards are applied to calculate the number of housing units that could be constructed.

To arrive at a forecast of build-out population, projections of the number of people per household are applied to the number of dwelling units based on Census information. At the present, 1990 Census data is the latest available. Based on trends since 1990 many demographers forecast that the number of people per household will continue to decrease in the future. On the other hand, places such as California which often exhibits future trends prior to the rest of the U.S., show that household sizes are once again on the rise. In regard to these varying forecasts, for the purposes of this study, we will assume the most conservative stance and project that future household sizes will remain at 1990 levels. The equation below illustrates the methodology.

$$\left(\frac{\text{NUMBER OF EXISTING HOUSING UNITS}}{\text{HOUSING UNITS}} + \frac{\text{FUTURE POTENTIAL HOUSING UNITS}}{\text{HOUSING UNITS}} \right) \times \frac{\text{PERSONS PER HOUSEHOLD}}{\text{HOUSEHOLD}} = \text{ULTIMATE POPULATION}$$

Another factor to consider is that population is tied to households, not housing units. A household is an occupied housing unit. Thus, vacancy rates must be taken into consideration. Generally, vacancy rates for owner occupied and renter occupied housing vary and thus, it is not appropriate to use one number to cover all units. Unfortunately, land use surveys do not distinguish between owner and rental occupancy; some multiple family complexes have

condominium units while some single family homes are rented. Likewise, many condominium units are rented. To solve the problem, the assumption must be made that multiple family housing is synonymous with rental housing and that single family housing is synonymous with owner occupied housing. Of course, this will not be true in every instance. However, distinction in this manner will most likely provide a higher degree of accuracy than no division at all. In addition, the number of people per household varies for multiple family and single family. This must also be taken into consideration. The following table summarizes the methodology.

Table 6
Neighborhood Unit Population

NEIGHBORHOOD UNIT		EXISTING UNITS	PROJECTED UNITS	OCCUPANCY FACTOR	HOUSEHOLDS	HOUSEHOLD SIZE	POPULATION
1	single family	400	79	99.20%	476	3.12	1,484
	multiple family	350	304	97.20%	636	2.29	1,456
2	single family	800	9	99.20%	803	3.12	2,505
	multiple family	749	0	97.20%	728	2.29	1,667
3	single family	945	30	99.60%	971	2.77	2,690
	multiple family	171	38	95.50%	199	1.81	360
4	single family	206	10	99.60%	216	2.77	597
	multiple family	684	0	95.50%	653	1.81	1,182
5	single family	705	5	100.00%	710	3.18	2,258
	multiple family	472	0	91.40%	431	1.68	725
TOTAL		5,482	475	--	5,823	--	14,924

Sources: Counts of existing units are based on field counts and estimates by Vilican-Leman & Associates, Inc.
 Projected unit counts are derived by Vilican-Leman & Associates, Inc. and are based on area calculations from city base maps and average densities as allowed by the zoning ordinance for areas designated by the Neighborhood Unit Plan..
 Vacancy rates and person per household counts are from the 1990 U.S. Census.

Goals for Residential Areas

Goal 1: Assure the interconnection of residential areas to allow vehicular and pedestrian movement between areas.

Policy: Create a path system throughout the city to link subdivisions, parks, schools, and other key destinations. Such a system could incorporate existing sidewalks and open spaces, that are linked with new paths or sidewalks.

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

Policy: Add language to the Subdivision Regulations which will require the installation of sidewalks in all instances. However, the language should be structured to give the Planning Commission authority to waive the requirements on a case by case basis.

Policy: Require internal sidewalks in new residential subdivision that are not isolated from existing residential developments.

Goal 2: Establish appropriate traffic patterns to ensure the privacy and safety of existing and future neighborhoods.

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

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

Goal 3: Maintain and enhance the quality of neighborhood school grounds.

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

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

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

Policy: Work with the school district to prepare improvement plans for each site.

Goal 4: Continue the use of zoning standards such as landscaping, screening and wall requirements that protect residential neighborhoods.

Policy: Revise the Zoning Ordinance to require that landscape plans be prepared by a landscape architect whenever site plan approval is required.

Policy: Have landscape plans reviewed by a landscape architect, at the discretion of the Zoning Administrator, to assure that the ordinance intent is met and to assure that plant material is suitable for the particular environment.

Goal 5: Revise city codes and diligently pursue their enforcement.

Policy: Single family residences should be inspected at the time of sale.

Policy: Multiple family residences should be inspected at least once every other year. A permit process can be used to insure inspection.

Goal 6: Protect residential neighborhoods from encroachment by non-residential uses and their related negative impacts (traffic, noise, etc.).

Policy: Always review requests to rezone property in relationship to the master plan.

Policy: Review methods to localize traffic in older areas that have streets in a grid pattern.

Policy: Where a zoning request differs from the master plan, require an analysis of surrounding land uses. If the request is acceptable, amend the master plan.

Goal 7: Protect and improve the park system.

Policy: Prepare a new Recreation Plan in accordance with State requirements for grant applications.

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

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

Policy: Review development requests in relation to Recreation Plan goals.

Goal 8: Enhance the sense of neighborhood identity.

Goal 9: Enhance sensitivity to neighborhood viewpoints.

Policy: Create a method for dialogue with neighborhood residents to assure that plans and projects either reflect the desire of residents or, if not, are halted before money is needlessly spent.

Policy: Encourage the formation of neighborhood associations where none presently exist.

Policy: Encourage the creation of names and signage for all neighborhoods; including those that have been in existence for some time.

Policy: Promote the use of entrance details such as signs, lighting and landscaping in all neighborhoods.

Goal 10: Create a sense of identity for the City of Riverview.

Policy: Provide signs identifying the city borders at key entrance points into the community.

Policy: Reinforce physical and psychological connections to the river.

Goal 11: Encourage the limited development of high-rise housing along the Riverfront.

Policy: Acquire the northern tip of the former McLouth Steel property.

Policy: When the market conditions are suitable, prepare, assemble and sell the property to a developer.

Policy: Utilize the PD district of the zoning ordinance to assure creation of a mutually agreeable plan that provides a marketable product while preserving and rehabilitating generous amounts of riverfront area.

Policy: Development based on an approved site plan should be a contingency of the sale.

Goal 12: Plan sufficient space for a range of housing types for people of various incomes, ages and lifestyles.

Policy: Detached single family dwellings should continue to be the dominant housing type in the city.

Policy: Encourage the creation of larger lot, lower density subdivisions in newly developing areas.

Policy: Maintain and strengthen current neighborhoods to serve as an integral component of the city's housing mix.

Policy: Continue use of the cluster option within the zoning ordinance and encourage its use for difficult parcels.

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

Policy: New high rise multiple family housing should be permitted in very rare instances and in areas isolated from single family developments.

Policy: Integrate new housing into natural features without disruption wherever practical.

Policy: Assure that multiple family areas are provided usable outdoor living space through careful design review in conjunction with the application of open space requirements.

Policy: Along Fort from King to Sibley, encourage continuation of multiple family uses, but shift to a lower intensity. Efforts should be made to encourage development of units that will be owned, rather than rented.

Goal 13: Maintain and enhance the residential character of existing neighborhoods but work quickly to encourage the elimination of areas not planned for continuation for residential use.

Policy: Demolish homes along Jefferson and Pennsalt Area or re-develop them for alternative non-residential use based on a comprehensive plan for the area.

Policy: Continue maintenance of streets (paving, curbs, gutters, sidewalks), and begin program for tree planting and lighting.

Policy: Eliminate homes in the isolated area adjacent to the railroad tracks, east of Pennsalt Park, and surrounded by existing and planned industrial areas.

Policy: Private action to achieve adequate maintenance and improvement of existing properties can best be accomplished through individual and neighborhood pride and through pressures of public opinion. Create an award program to recognize beautification efforts.

Goal 14: Provide lighting throughout the city to assure the safety and aesthetic quality of residential neighborhoods and pedestrian areas.

Policy: Require pedestrian lighting in new residential developments.

Policy: Provide lighting along pedestrian paths.

Policy: Prepare a lighting program which illustrates the type and location of new lighting in existing developments.

Commercial Areas

Background

The City of Riverview has several commercial areas and several commercial forms. This includes planned office uses along King and Pennsylvania Roads, some office use along Sibley, an area presently planned for a cluster of "convenience commercial" uses along Quarry just south of Pennsylvania and commercial spots in other areas of the city. However, the largest business concentration and the largest range of business types are along Fort Street.

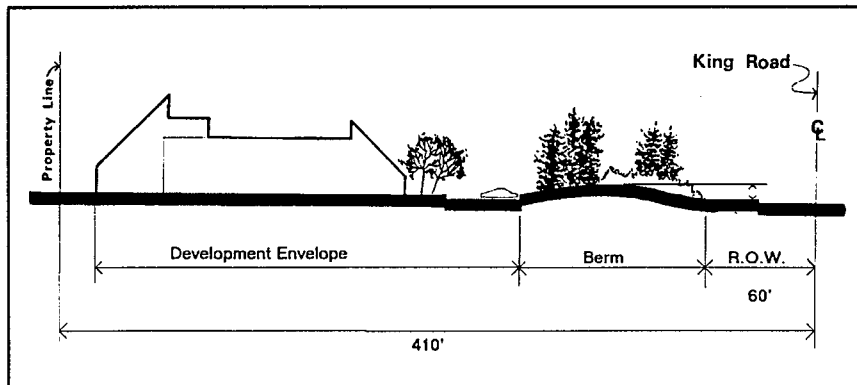
The Fort Street commercial areas can be divided into two forms; commercial centers and strip commercial development. Centers exist at the northwest corner of Sibley and Fort, the southwest corner of Sibley and Fort and the northwest corner of King and Fort. Strip commercial areas are located sporadically on the east and west sides of the road from Pennsylvania to Sibley. These strip commercial areas have existed for many years, some of them even before the city's first master plan which was adopted in 1964. They have continually represented a hurdle, from the city's perspective to proper land use planning. A special study of the area was prepared in 1977 titled "Fort Street Commercial Rehabilitation Study." The study noted that "the prevailing character of this area, with regard to lack of aesthetic appeal, mixture of uses, fragmented site development patterns, etc. has created a basic concern for the future economic stability of commercial uses contained therein." The plan was prepared in conjunction with an architect and recommendations included an extensive list of building, site and landscape improvements on a parcel by parcel basis. Although the street frontage has improved tremendously since 1977, for the most part, the study recommendations were disregarded.

In other areas of the city there are a number of places where development has not followed the master plan. Examples include commercial development along King instead of office, multiple family development along King instead of office, office development along Sibley

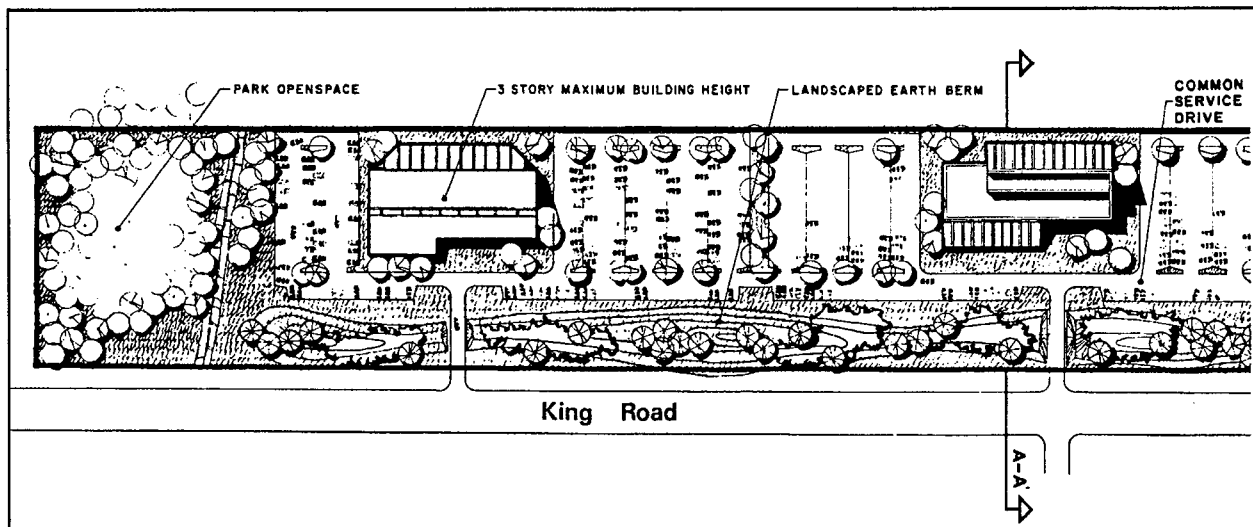
instead of single family, single family cluster along Sibley instead of convenience commercial and others. This is not to suggest some form of negligence on the city's part. Instead, it is an indication that the 1979 master plan is truly outdated.

Past Planning

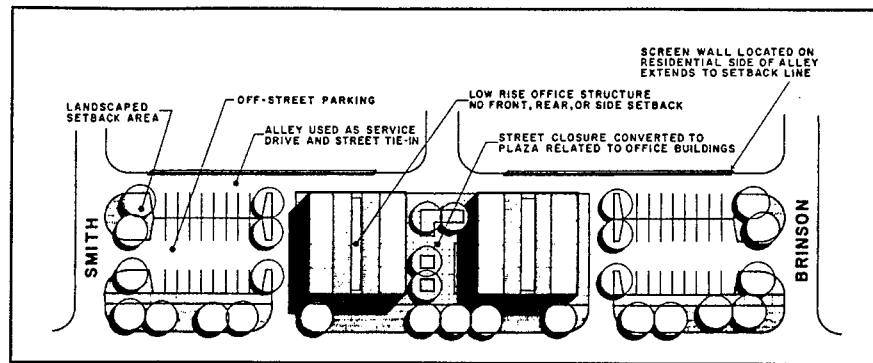
One of the most interesting areas shown on past plans included the strip of land planned for office use along King Road adjacent to the golf course. A detailed plan for that area was created which illustrated the development



of a marginal access drive. Although some of the area has developed for multiple family use rather than office use, the rest of the concept was instituted. The drawing above is a section view of that area. The drawing below shows an over-all plan.



Plans were also prepared to illustrate how office development could occur in areas where there are relatively shallow-depth block fronts, such as the south side of Pennsylvania or the east of Fort Street.



In such instances the plans envisioned total land assembly of the block and re-use as generally depicted in the sketch above so as to provide reasonable building envelopes and relationships to adjacent residential uses. This concept would also work in commercial uses where there is a limited lot depth. However, in such instance the concept should probably be modified to show buildings at the extreme edges of the site and a common parking area in the middle. This would allow a shared parking lot relationship that is more efficient and more practical. Orienting sites in this way would do much to improve the Fort Street frontage.

Planning for the Future

The concepts noted above that were introduced in past plans should be pursued. A portion of the marginal access drive proposed along King Road has been installed and should be extended to the western city boundary unless inconsistent with the facilities plan for the area. Likewise, the concept to provide shared parking and access arrangements along Fort Street is also a sound concept that should be instituted and integrated into new land use planning for the area. One area that should be changed is the way that land use categories are organized. This is discussed in more detail below.

Classification of Commercial Uses

The 1979 Master plan provided four commercial categories: office, convenience center, comparison center and general commercial. This plan varies from the commercial groupings presented in the 1979 plan, with new definitions as follows:

Office: Office uses represent the lowest intensity business category; they usually do not require large loading areas and their customer turn-over is relatively low. This makes them particularly suitable where a site has good visibility and road access, but is directly adjacent to residential areas. They are intended to contain various kinds of office development, medical facilities, banking facilities, and the like as well as personal service establishments.

Local Business: Uses included in this category serve the convenience needs of the city's residents. To do so effectively, it is important that they be in close proximity to residential uses and therefore, the uses allowed in these areas are limited to assure that they do not negatively impact nearby residences. This district essentially would replace the convenience commercial category shown in past plans and its corresponding district in the present zoning ordinance. In this instance the change is largely semantic. However, it helps to clarify that this is a low intensity commercial district for the use of Riverview residents whereas the current classification system does not attempt to distinguish by intensity but rather by store type.

Shopping Center Commercial: The Center Commercial category includes a wider range of uses than the Local Business category. This would include uses that are intended to be clustered in large centers which would be isolated, where practical, from single family residences because of their intensity and would cater to the convenience and comparison needs of the city's residents. The success of these areas will be tied somewhat to their ability to offer a wide range of goods and services, thus creating a symbiotic relation between uses where comparisons can be made among the quality and price of goods. These centers will in most cases be supported not only by the shopping needs of Riverview residents but by residents in adjacent cities as well.

General Commercial: The general commercial category is intended to recognize the demand for uses that thrive on the high visibility offered along the Fort Street corridor and for uses that are so unique as to not otherwise fit into a business category. Unlike the Center Commercial category, these uses do not depend on a symbiotic relationship to their neighbors;

they are an end destination unto themselves or a "spur of the moment stop." Because these uses tend to have a high rate of customer turn-over, it is necessary that they be located only along a high capacity roadway, such as Fort Street.

Goals for Business Areas

Goal 1: A number of business have located along Fort Street to benefit from the high traffic volume and good visibility. It is essential that this visibility be maintained and enhanced where possible.

Policy: Provide landscaping in the Fort Street median without blocking views of businesses on the opposite side of the street.

Policy: Prepare a study to determine what, if any changes should be made to the sign ordinance. Sign ordinances should discourage the proliferation of signs to assure that:

- newly placed signs do not block the view toward existing signs.
- signs do not become so great in number that their message cannot be easily read.

Policy: Make sure that the boulevard's appearance is maintained.

Goal 2: Provide a land use layout that will facilitate the successful continuance of uses on the east side of Fort Street.

Policy: Allow businesses to expand by selectively clearing parcels to provide parking in between buildings.

Policy: The city should designate a pilot project to provide an example of the concept illustrated on page 26.

Policy: Require parking lot connections along the rear of properties to facilitate movement between sites and to allow patrons to loop back if they pass the store they wish to visit.

Goal 3: Create a plan for the redevelopment of Fort Street.

Policy: The 1977 plan for Fort Street Redevelopment provided a nuts and bolts approach to redevelopment including architectural improvements. This plan should be updated to provide clear guidance to business owners and the city so that as new development or redevelopment occurs it will be done in a manner that promotes an overall concept.

Policy: Provide aesthetic guidelines for buildings along Fort Street.

Policy: Encourage the development of office/service businesses for the east side of Fort Street.

Policy: Encourage continuation of center uses at the intersections of Fort and King and Fort and Sibley.

Policy: Cluster uses by type to facilitate easy access and to provide a synergistic relationship.

Policy: Encourage work with MDOT to improve Fort Street's aesthetics and function. Investigate the potential reworking of Fort throughout the city - narrow the boulevard, eliminate a lane on

each side and provide more commercial land for business frontage. Even if the State deems such a concept as not feasible in the present, eventually, Fort Street will be redeveloped and when it is, Riverview should have a plan on file.

Goal 4: Assemble difficult pieces and repackage for sale.

Policy: Where parcels planned for commercial use have narrow width, small land area or development constraints, parcels should be repackaged to facilitate their commercial use.

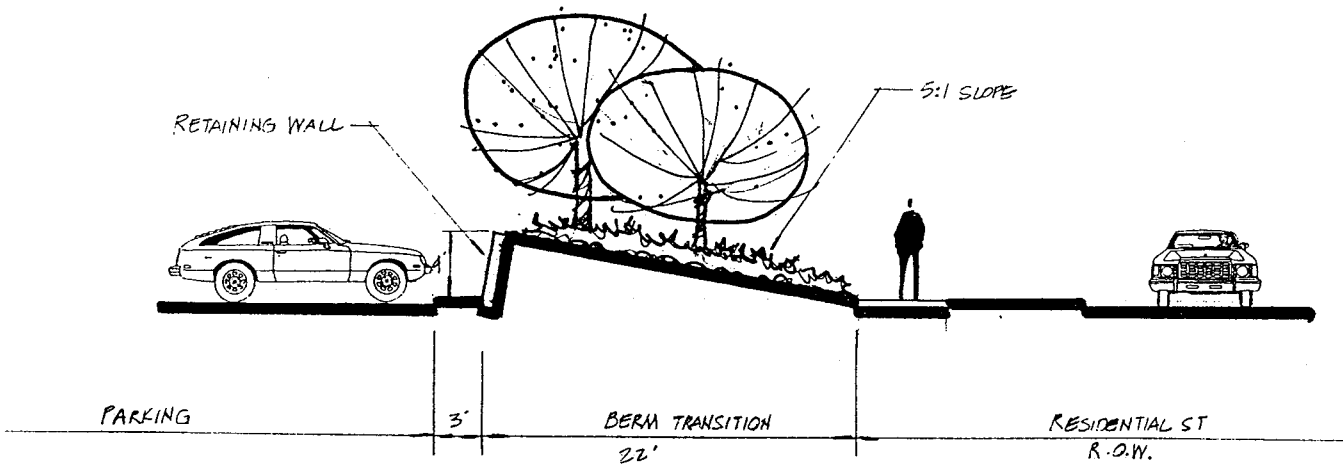
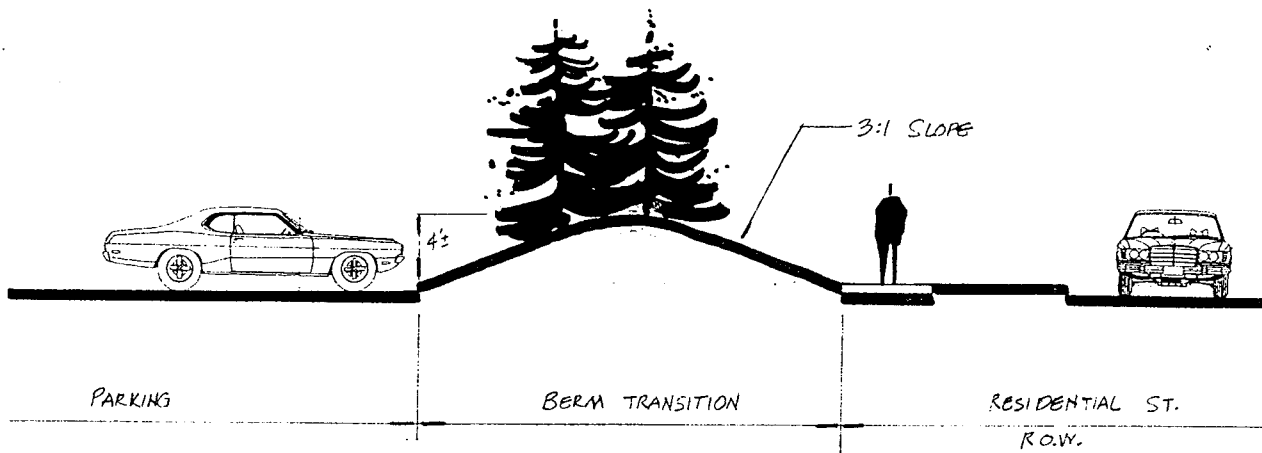
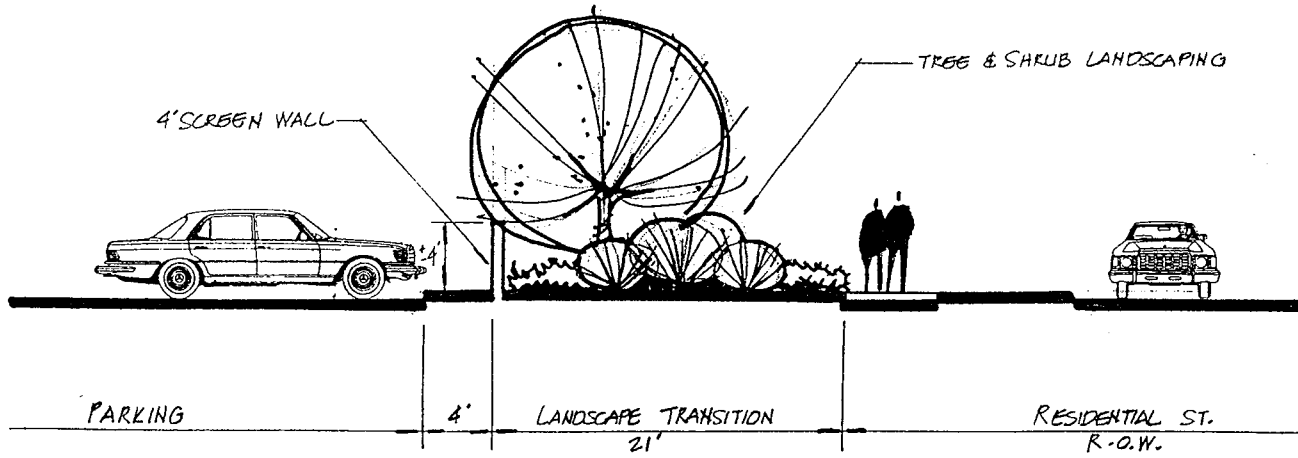
Policy: Where parcels are planned for multiple family use, but are zoned or used for commercial use, the city should assemble the property to more effectively re-orient them for multiple family use.

Goal 5: Redevelopment of houses along the Jefferson Street frontage.

Policy: Plan these areas for commercial use based on a plan provided later in this document, to provide a new mainstreet for Riverview. This area would primarily serve residents of nearby high rise multiple family towers and tourists that utilize the riverfront park and marina.

Policy: Designation of this land for commercial should not be construed to imply redevelopment at any cost, as soon as possible. The development should occur when the market is ready for uses of this nature. This may not occur until the waterfront is redeveloped and the area is improved in general.

Policy: The commercial uses should occupy the existing dwellings where



TRANSITIONAL TREATMENTS FOR COMMERCIAL AREAS ABUTTING RESIDENTIAL STREETS

possible.

Policy: The city should invest in and encourage the development of streetscape improvements to create a character for the area. This could include specialized street lighting, paving and furnishings and landscaping.

Policy: The city should become proactive in the acquisition of property, as it becomes available, within the Jefferson corridor.

Goal 6: Assure that all new commercial uses have circulation systems that provide for the safety of their patrons.

Policy: Through site plan review, limit the number of drives permitted to sites.

Policy: Through site plan review, control the location of drives along Fort Street so that drives are well spaced and placed a reasonable distance from intersections.

Policy: Promote the use of shared drive arrangements where possible.

Policy: Assure that on-site circulation functions in a manner that does not promote spill-over onto adjacent thoroughfares. This would require parking setbacks of at least 20 feet to provide stacking between the parking area and the street. In addition, drive-through uses, such as fast food restaurants, banks, and oil change facilities, should have adequate stacking space.

Policy: Where feasible, provide for pedestrian circulation within parking lots.

Goal 7: Protect residential uses from intrusion of non-residential uses.

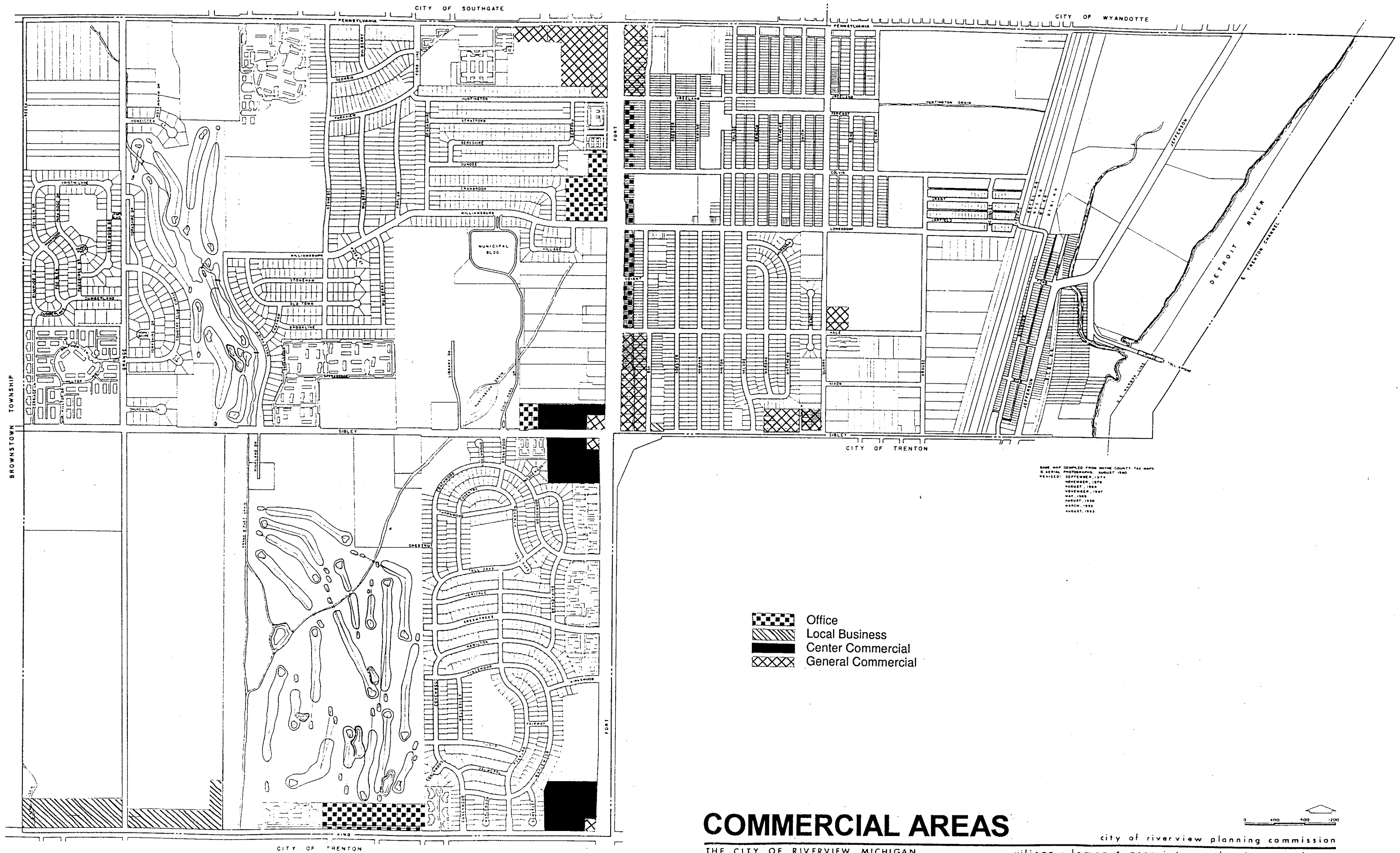
Policy: Situate transitional uses, such as offices or multiple family dwellings, between commercial and single-family neighborhoods.

Policy: Provide appropriate walls, berms or other screening devices between residential and non-residential use districts.

Policy: Assure that outdoor lighting does not shine onto residential areas.

Policy: Transitional landscaping should be provided where commercial areas abut residential streets. (examples are provided in graphic form on page 31a)

Goal 8: Diligently pursue the development of office uses along Pennsylvania from Valade, east to complement the planned high tech industrial uses in the area.



Industrial Areas

Background

At one time, the Downriver area was known for its wealth of industry. Many of these facilities were large plants that utilized the rail corridors and the Detroit River either as a part of their manufacturing process or for transportation. In recent years, industrial growth and development in the Downriver area has declined dramatically, resulting in major changes in planning for the area. Some communities have continued to market large portions of their land area for industrial use. Others have redirected their planning efforts to re-use of industrial areas for less intense land uses.

The reality is that the construction of large new plants is not very common and those that are being built are constructed on "greenfield" sites on the fringe of the metropolitan areas. The area and the U.S. in general are moving toward a service economy. This is not to suggest that manufacturing will disappear. Instead, manufacturing will become less and less intense to the point where it is almost impossible to distinguish an office from a manufacturing center. Furthermore, more work will be done by small specialty operations rather than large multi-purpose complexes.

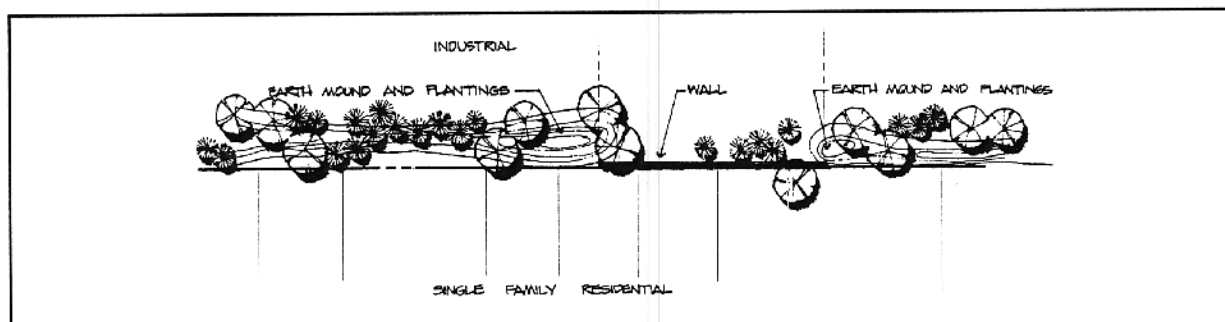
Planning for Industrial Areas

The City of Riverview is dedicated to providing clean and pleasant space to accommodate existing industry and to attract new, low intensity facilities. At the same time, although the city understands the benefit that industry can have to providing a stable tax base, it will not sacrifice the quality of its environment. It will focus on placing clean industry in locations that make sense from a market standpoint and where it will be least disruptive to residential areas. Also, the city has placed a major emphasis on re-orientation of the waterfront away from industrial uses so that the area can be redeveloped for use by the general public.

The city's 1979 master plan provided two industrial categories, light industrial and intensive industrial. This classification system is also reflected in the city's zoning ordinance and should be retained because it is still applicable to current conditions. The distinction between light and intensive industrial uses can be described as follows:

Intensive Industrial: The intensive industrial category is intended to provide for industrial operations that are of a high intensity, where negative impacts will be felt to some degree off-site. Such operations should not be located anywhere near single family homes and ordinances and review of plans by the city should attempt to focus negative impacts to the rear of each site while providing a pleasant image from adjacent roads.

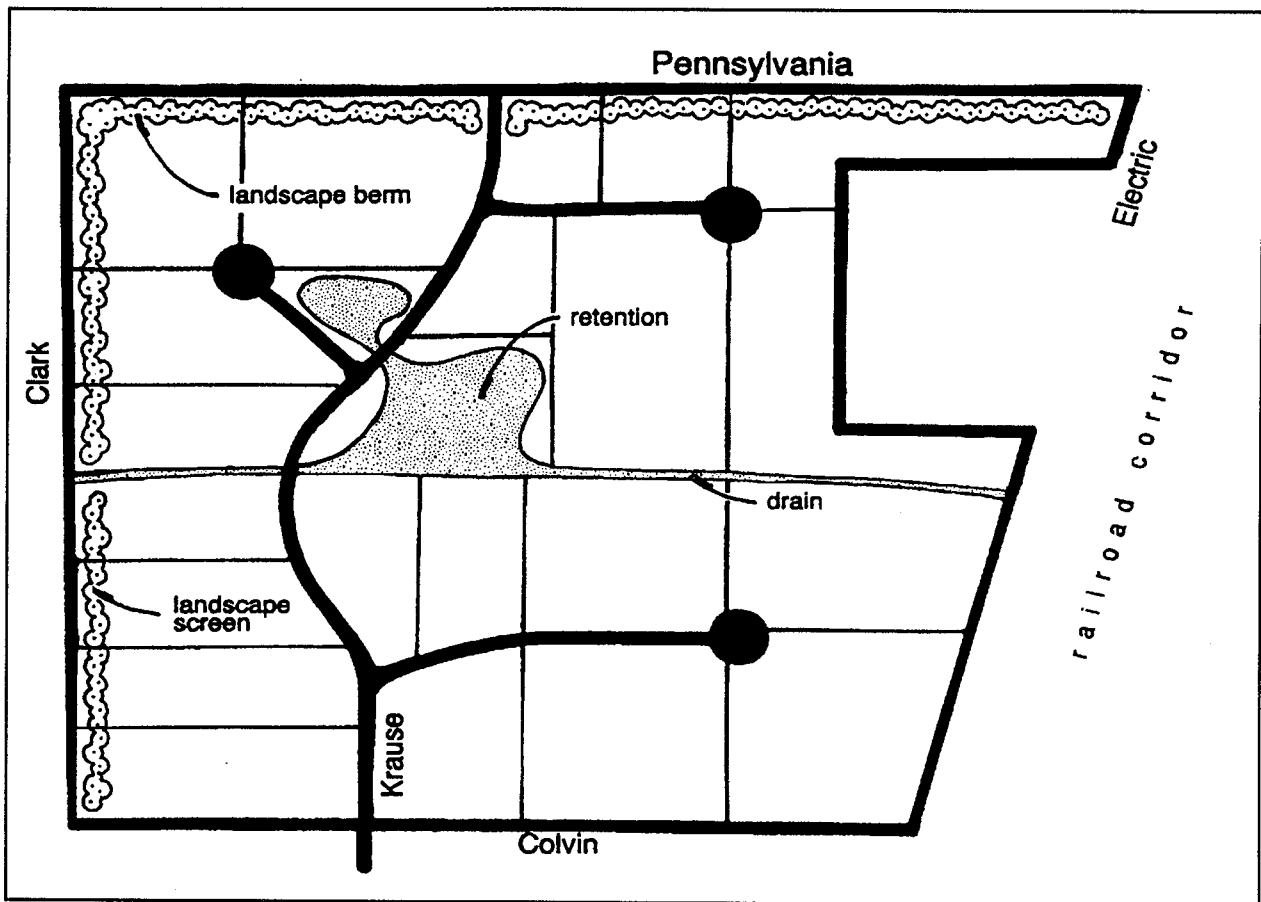
Light Industrial: The light industrial category is intended to provide for industrial operations that are of a low intensity, with few off-site negative impacts. Such areas should be provided in a commerce park setting and should be well separated from residential areas by transitional uses or intensive screening. A concept for screening is provided below:



Screening Concept

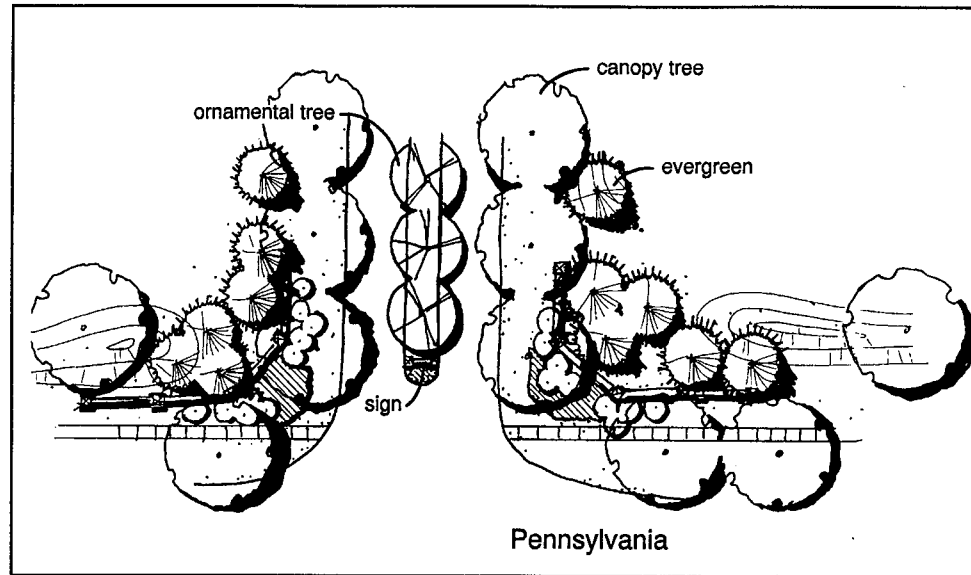
One of the major changes incorporated into this plan is the redesignation of a large parcel of land located on the south side of Pennsylvania between Electric and Clark. Previously shown for intensive industrial use, it is now designated for light industrial use. The development of this parcel for industrial purposes has been proposed since at least 1964, but due to some extent over concern of contamination no construction has occurred. This has recently been resolved and thus development of the parcel is much more likely.

In accordance with the desired use of the property for predominately light industrial use, a plan is provided below which illustrates one way that the site could be developed. The plan is intended to illustrate the desire for landscaping and screening in appropriate locations, the division of the property to allow for multiple ownership rather than one or two main uses, and the extension of Krause to Pennsylvania. This last point is extremely important. The extension of Krause is essential to provide a unified industrial area and to provide an alternative route for truck traffic to approach the existing industrial area near the high school.



Industrial Park Concept

Another important point regarding the industrial park concept is that such development must be built to extremely high standards. In addition to state of the art infrastructure, a pleasing



Entry Landscaping

environment must be created to attract new industrial uses and to retain existing industry. This is especially critical if Riverview is to effectively compete against greenfield sites in the suburban fringe. The concept above is intended to illustrate the high quality of landscape treatment that should be considered for use to identify the new industrial park.

To assure that this area develops in a timely manner and is developed to the high standards that the city desires, the city may need to take certain actions. One option that should be considered is the outright purchase and development of the parcel. Although this would be expensive, this option would provide the greatest assurance of success and could actually result in a profit if the city is able to sell the land for a reasonable price. Another way of encouraging development of the area as an industrial park would be to pursue the extension of Krause. This could be done through the so called "mapped streets act," (Certification of City and Village Plats Act 222, as amended) or through the purchase of new right-of-way through the site. One disadvantage to this approach, however, is that the city would be responsible for the full cost of road construction without benefit of any revenue other than taxes.

Extension of Krause and development of the "brine field" site would leave a small residential area surrounded by industrial use. The 1964 master plan projected the use of this area as high intensity industrial, which would require the eventual elimination of the neighborhood. The 1979 master plan showed that this neighborhood would remain, even though it is surrounded by industrial use. While it is true that this neighborhood will probably remain until there is a sizable funding source for purchase of the homes beyond what is presently available, it does not make sense from a planning standpoint, to plan for the continuation of this neighborhood. In addition to negative impacts of industrial development on two sides, the neighborhood is also negatively impacted by the adjacent rail corridor. Furthermore, although the existence of a park is usually a positive factor, in this case, the poor layout and intense use of Pennsalt field is a negative influence on the neighborhood. Of course, the park could be redeveloped to eliminate the negative impacts.

This plan deviates from past plans for industrial areas in several other crucial areas. One change is elimination of industrial uses along the rear of the Fort Street frontages. Another substantial change is the reorientation of portions of the waterfront for uses other than industrial. A component of this plan would not only eliminate industrial development along the waterfront but would re-orient the homes fronting on Jefferson for commercial use. As noted before, a plan for this is provided near the end of this document.

Goals for Industrial Areas

Goal 1: Diversify the city's industrial base by providing industrial areas that are attractive from a market standpoint to draw new industry and retain existing industry.

Policy: The city should actively work to provide sites for industrial development that do not contain wetlands or contamination.

Policy: Promote the concept of access to Grosse Ile airport as a selling point for prospective industries.

- Policy: Promote the creation of an industrial park to provide clean sites with modern infrastructure, appropriate lot sizes and a good business setting.
- Policy: Assure that new industrial areas are located so as to have direct access to a major thoroughfare, especially one that has direct access to I-75. This could be accomplished by providing access to Pennsylvania and Sibley, east of Fort.
- Policy: Work with State and County governments to improve access to I-75 and Detroit Metropolitan Airport.
- Policy: Do not disregard the value of the railroad corridor. Some industries still depend on rail access.
- Policy: Provide zoning standards that require the creation of lots that are large enough to allow on-site circulation so that backing onto a street is not necessary.
- Policy: Plan for circulation systems to and through industrial areas that assure adequate access for emergency vehicles.
- Policy: Promote a high level of exterior maintenance and encourage high quality landscaping for new and existing industry.

Goal 2: Industrial uses cannot thrive where they are perceived by the public as a negative aspect for the community. For this reason protection of residential areas is a factor that is critical to create an industrial tax base.

Policy: Provide categories in the master plan for industrial uses to more easily assure separation of industrial uses of a high intensity from industrial uses of lower intensity.

Policy: Separate residential uses from industrial uses to assure that industry is not negatively impacted by nearby residential areas. Negative impacts could include excessive screening requirements, noise complaints, or bad public image.

Policy: Locate new areas so that they do not encourage through traffic in residential areas.

Policy: Provide transitional uses such as parks, offices, or multiple family housing between high intensity industrial and single family uses.

Policy: Provide transitional uses between light intensity uses and single family uses where possible. Where it is not possible, provide screening through the use of walls and or landscaped berms.

Policy: Require proper screening of industry in those areas where outside storage is visible from residential areas or public streets.

Policy: Update the performance standards of the zoning ordinance and provide effective monitoring of industrial uses.

Goal 3: Encourage the development of recycling industries.

Policy: Partner with a university to develop an educational program for research and instruction of waste management and recycling technology.

Policy: Partner with a university to develop an educational program for research and instruction of remediation technology.

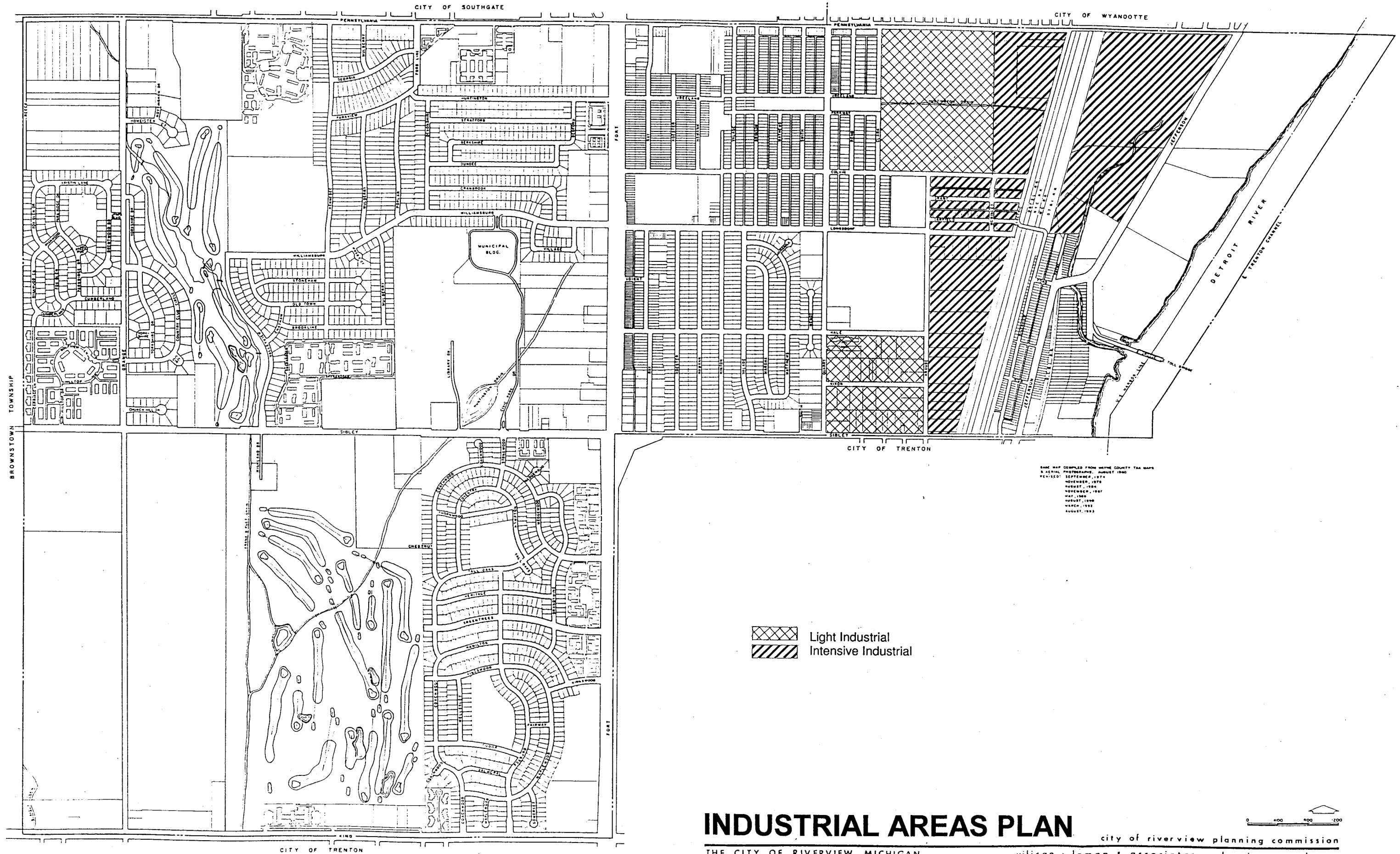
Policy: Recycling industries and centers should be located either at the landfill or in the existing and planned industrial areas along Krause.

Goal 4: Provide a sound infrastructure to promote industrial growth.

Policy: Upgrade sewer capacity.

Policy: Work with the telephone company to upgrade to a digital communication system

Policy: Foster the creation of a "wellness center" that combines conference space, training centers, educational facilities, health and medical facilities. Such a facility would not only improve the quality of life of Riverview residents but would serve as a means of attracting and retaining industry.



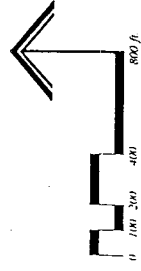
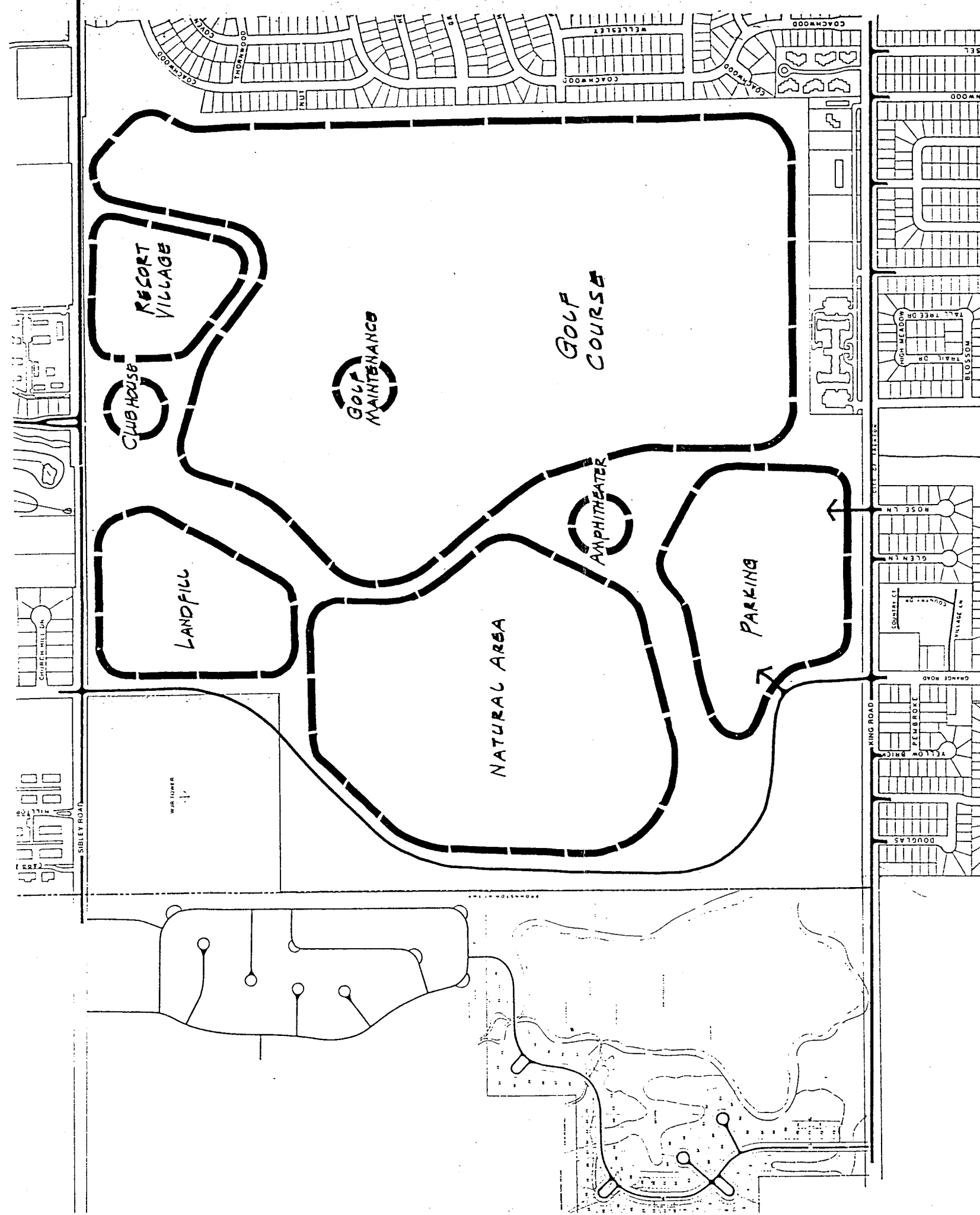
Community Facilities

Community facilities include all of the land and buildings owned and operated by the City of Riverview for city services. This includes recreation sites, city hall, the Department of Public Works (DPW), the fire station, the library, the land fill and the golf courses. In addition, some facilities can be characterized as "quasi-public" in nature such as Ferndale Cemetery or private schools which are of benefit to the general public, but are not owned by the city.

The Community Facilities Plan

Community facilities represent a sizeable proportion of the existing and planned total city land use. Because of this the city focused a considerable amount of attention to planning for the community facilities. The result was a series of maps and drawings which detail the planning for community facilities. This includes a Community Facilities Map which identifies the land areas to be devoted to use in this category as well as a Community Facilities Plan which focuses on the area around the landfill and golf course operations. The Community Facilities Plan is not just a single drawing; it includes three different diagrams illustrating a plan spanning one hundred years of development and shows how various plan components will evolve over time.

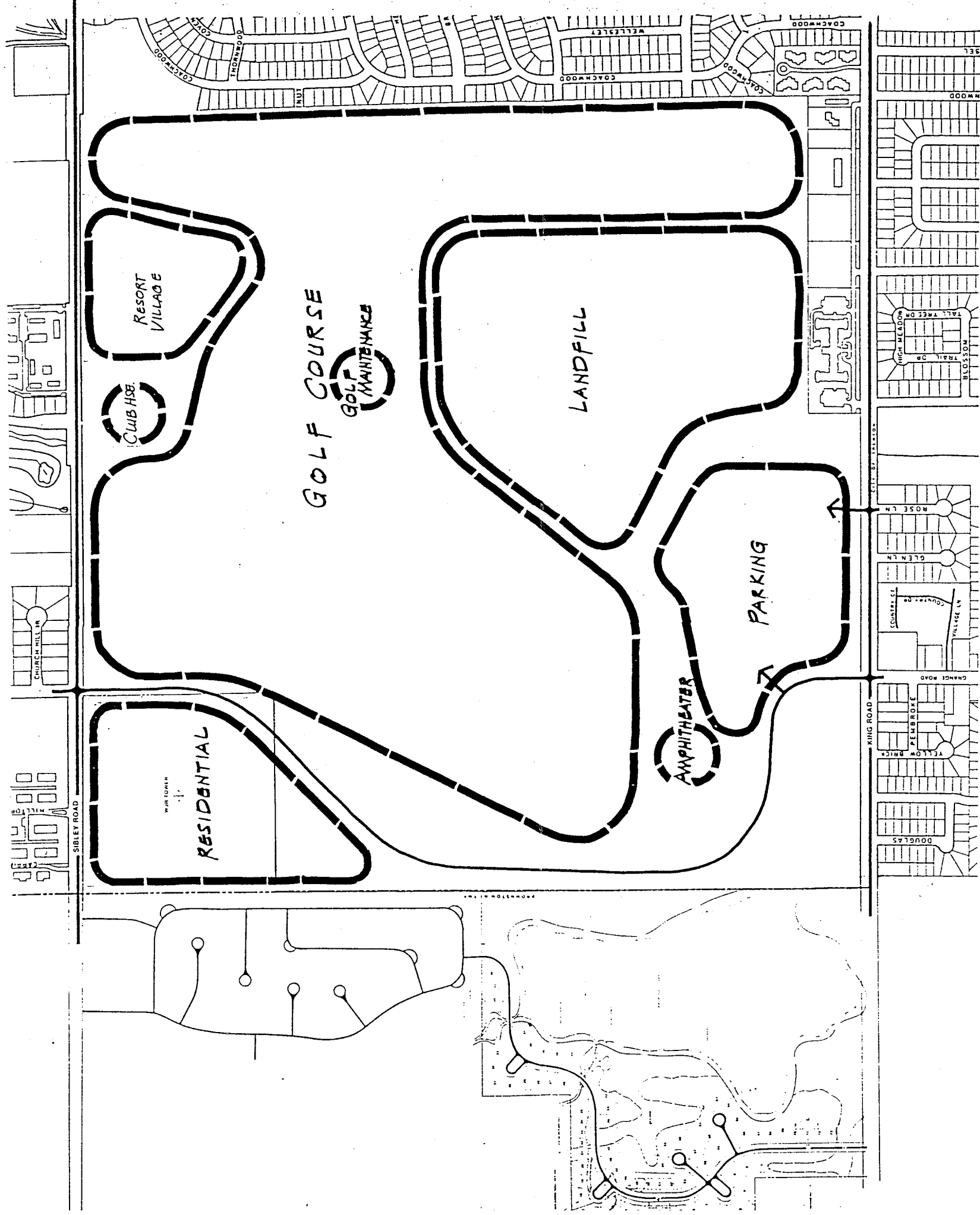
Responsible land use, synergy and economics were three elements, that guided the design of the facilities plan. Because of the generous revenues generated by the landfill it was felt that retaining its use as long as possible would be important for the city's financial stability. However, this goal was in conflict with the desire to incorporate a housing element into the plan because the creation of new housing would preclude landfill expansion because of the inherent conflict between the two uses. Thus, housing is limited to a relatively small area along the south side of Sibley Road, north of the golf course.



2025 to 2050 Facilities Plan

City of Riverview, Michigan

Vilican-Leman &
Associates, Inc.



2050 to Completion Facilities Plan

City of Riverview, Michigan

Vilcan-Leman &
Associates, Inc.

Because the golf course is a valued service that is revenue producing and serves as a buffer between the landfill and homes to the east, its continuation was also seen as desirable.

Furthermore, the golf course land itself can be seen as a land bank that can be used in the future as the course is either relocated to less desirable land or possibly eliminated if an unforeseen change in the market for golf occurs. One of the most revolutionary aspects of this plan includes a planned continual exchange of land between the golf course and the landfill. This offers a number of benefits:

1. It allows the landfill to expand over time and thus assure the city continued revenue.
2. It allows the periodic update and improvement of the golf course holes to make them more challenging and enjoyable.
3. It provides a reuse of the landfill site.
4. It allows for a more interesting terrain for the golf course because many of the holes will be built into the slopes and on top of the landfill.

The strategic plan formally introduced the concept of wetland banking to the City of Riverview. The concept includes the creation of wetland areas which can be used for mitigation of other wetlands. In relation to that goal of the strategic plan, the facilities plan now shows extensive expansion of the drain that runs through the course. This is intended to have three functions:

1. It will greatly enhance the golf course adding the challenge of additional water holes and will improve the course's visual appeal.
2. It will provide a location for the city to mitigate wetlands on land in the city, thus opening that land for development.

3. If large enough, the city can sell mitigation space to developers who have wetland problems outside of the community. It is likely that the purchase price of land within a wetland mitigation bank would be many times the actual cost to develop the wetland.

Previous planning for the landfill area included an amphitheater along the south side of the landfill on the north side of King Road. This idea has been retained and fleshed out in more detail. The proposed amphitheater could seat about 7,500 people and would require at least 2,000 parking spaces. To efficiently handle traffic from such a facility, access would be from both King and Sibley via Grange Road. At present, Grange Road dead-ends at Sibley. Although planned for eventual opening to King, this extension would not occur for some time based on past planning. Under the present plan, the extension would occur within the next five years. This would not only help to service the landfill and amphitheater, but would help to eliminate cut-through traffic that is a present problem for residents in the Forest Subdivision. The proposed alignment of the road would be changed to provide more gradual curves than that proposed by previous plans. A relatively smooth and straight alignment would be necessary if the road is to function as a collector street.

The development of parking for the amphitheater will most likely require moving the current office for landfill operations. The near-term plan for the area shows re-development of the facilities to the north, just south of the WJR site.

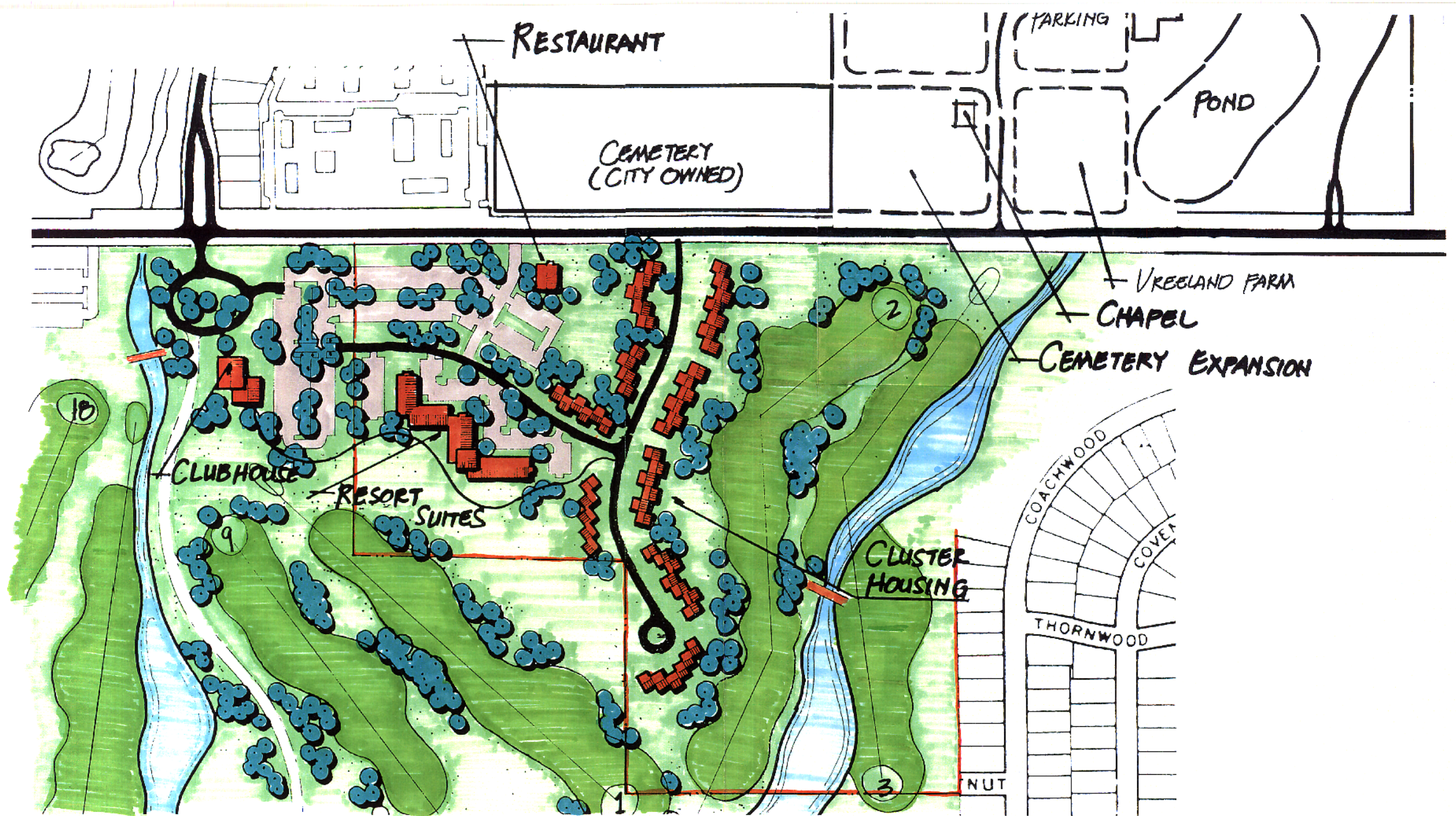
A mini-golf adventure course is proposed along the north side of King Road. These facilities tend to generate a fair amount of revenue and thus could function as an enterprise. Whereas such facilities are often privately owned and thus not commonly included as a community facility, there are examples where municipalities have constructed the facilities.

One of the most creative elements of the plan is the proposed purchase of the existing cemetery on the north side of Sibley Road. The present owners have expressed some interest in selling the site. This has several benefits to the city.

1. The present site is about two-thirds developed and the city could benefit from the sale of additional sites.
2. The city would have control of maintenance and could improve the site's appearance.
3. In the future the city could expand the cemetery westward as ball diamonds at Young Patriots Park are relocated to the waterfront.
4. The city could construct a columbarium; an outdoor garden with niches for cremation urns, thus expanding the life of the facility and maximizing its potential as a city enterprise.
5. If the city owned the cemetery site, it would have control of land that could be used for right-of-way if Sibley Road is redeveloped as planned.
6. A chapel is also proposed in the general vicinity of the cemetery. The chapel would have a two-fold function. First, it would respond to a recent demand for more casual and non-denominational wedding ceremonies. Secondly, it would also provide a location for brief funeral ceremonies to complement the cemetery. It is envisioned that this too would be operated as a city enterprise.

One of the best examples of synergy exhibited by the facilities plan is the proposed land use along the south side of Sibley Road. Land use in this area presently consists of parking for the clubhouse and restaurant, a medical office building, vacant city-owned land, vacant park land, and city park. The facility plan proposes:

1. Construction of a new golf course clubhouse. This would include a small luncheon area for golfers, a pro shop and locker room.



Detail of Sibley Road Frontage
City of Riverview Facilities Plan

2. A new golf practice facility is planned west of the current club house on land that was once used for landfill.
3. Parking for the golf practice facility and clubhouse would shift from its present location in front of the current club house, to the west on land once used for landfill. This frees prime buildable land for other uses.
4. A new restaurant would be built closer to Sibley Road. While it would still have a relationship to the golf course, it would have a more conventional draw.
5. Resort suites and lodging facilities are proposed south of the restaurant and north of the golf course. The suites would be oriented to take advantage of golf course views and packages could be designed for customers to use the restaurant and golf facilities. The architecture of the buildings has not been determined but would be discussed during site plan review.
6. Single family housing would be located east of the resort suites, providing a residential component to the plan and helping to serve as a transitional use to the existing homes further to the east. On the plan, single family cluster housing is shown. However, should the market favor a detached housing unit or a typical lot layout, these would also be suitable.
7. Golf course holes would be brought into the area between the proposed single family housing and existing homes, providing an additional buffer. The golf holes would take advantage of currently vacant park land and would provide views of the golf course to people traveling along Sibley Road.

Other Community Facilities

In general it is important that community facilities are located so that they can properly serve the general public and at the same time, be compatible, from a land use perspective, with their surroundings. A community's city hall and its related facilities should be centrally located and, ideally, should be laid out in a campus setting. A campus setting allows residents to have "one-stop shopping" and also helps to facilitate interdepartmental communication and movement. Riverview's present arrangement is fairly convenient. Although the buildings are spaced farther apart than ideal, at least the library, courts, city hall, fire station, library and community center are all on the same site. To help alleviate difficulties that can arise from having buildings beyond comfortable walking distance, better communication technology should be provided to facilitate access to information from a central location.

The DPW building is presently located within the city's industrial park. Placement within an industrial area is appropriate given the needs for outside storage of vehicles and equipment. However, the current site does not provide sufficient land for outside activities. The city should acquire a new site for the DPW with approximately ten acres of land. Ideally the site would be centrally located, near city hall, and from a land use perspective, within an industrial area.

The needs of the recreation system were comprehensively addressed by the Master Plan for Parks and Recreation that was completed in 1993. From a land use perspective, the most important deficiencies of the present system relate to the need for additional park space. At present, based on national standards, there is a deficiency of mini park space and community park space. In the future, as the population grows this deficiency will increase. It is projected that at the point when the city is completely developed, there will be a need for an additional 3.6 acres of mini-park and an additional 22.0 acres of community park. The planned development of the waterfront, specifically the area around the boat launch would do much to meet the needs for community park space. A plan was prepared for that site in the mid-1980s. That plan was incorporated into the 1993 Recreation Plan and then fine-tuned for the riverfront re-use concept plan included within this master plan.

The present community center was built some time ago and does not function well for its intended purpose. The elimination of the community center building is proposed with its function to be taken over by a new multi-purpose facility. The multi-purpose facility should include space for basketball, aerobics, a running track, fitness center, space for a multi-use indoor rink and general meeting space. The facility could also be created as a wellness center. A wellness center is a facility that combines the equipment of a health club with medical and rehabilitation office space, usually developed as a joint venture between a governmental entity and one or more private sector entities. Such a facility appears in the plans at both Young Patriots Park and at the riverfront. For the cities purposes only one such facility is needed, but either location would be acceptable.

One goal of the Strategic Plan is the creation of a four year college or satellite campus within the city. The riverfront is an ideal location for this because it would serve as an important activity generator while maintaining public access to the water. Furthermore, the educational facilities could be coupled with the wellness center to provide an even more attractive mix of uses.

Goals for Community Facilities

Goal 1: Provide sufficient park land in appropriate locations to meet the needs of Riverview residents.

Policy: Eliminate Rivergate Park.

Policy: Continue the Planning Commission policy of working with the Recreation Commission in the preparation of recreation plans. Let the Master Plan for Parks and Recreation serve as the guide for recreation policy.

Policy: Develop an additional 22.0 acres of land for a community park.

Policy: Rather than develop land for mini-park use, provide mini-park facilities within larger parks. If suitable land is donated, develop it for mini-park use. This is especially necessary for neighborhood unit 4.

Policy: Pursue development of the boat launch site as per the riverfront re-use plan included in this document. (a detail of the area is included on the following page). Work with the DNR and BASF to obtain funding for the development.

Goal 2: Facilitate the development of a wellness center within the city.

Policy: The wellness center could be located along the river where it could relate to new recreation facilities, and serve as a means of drawing people to the waterfront.

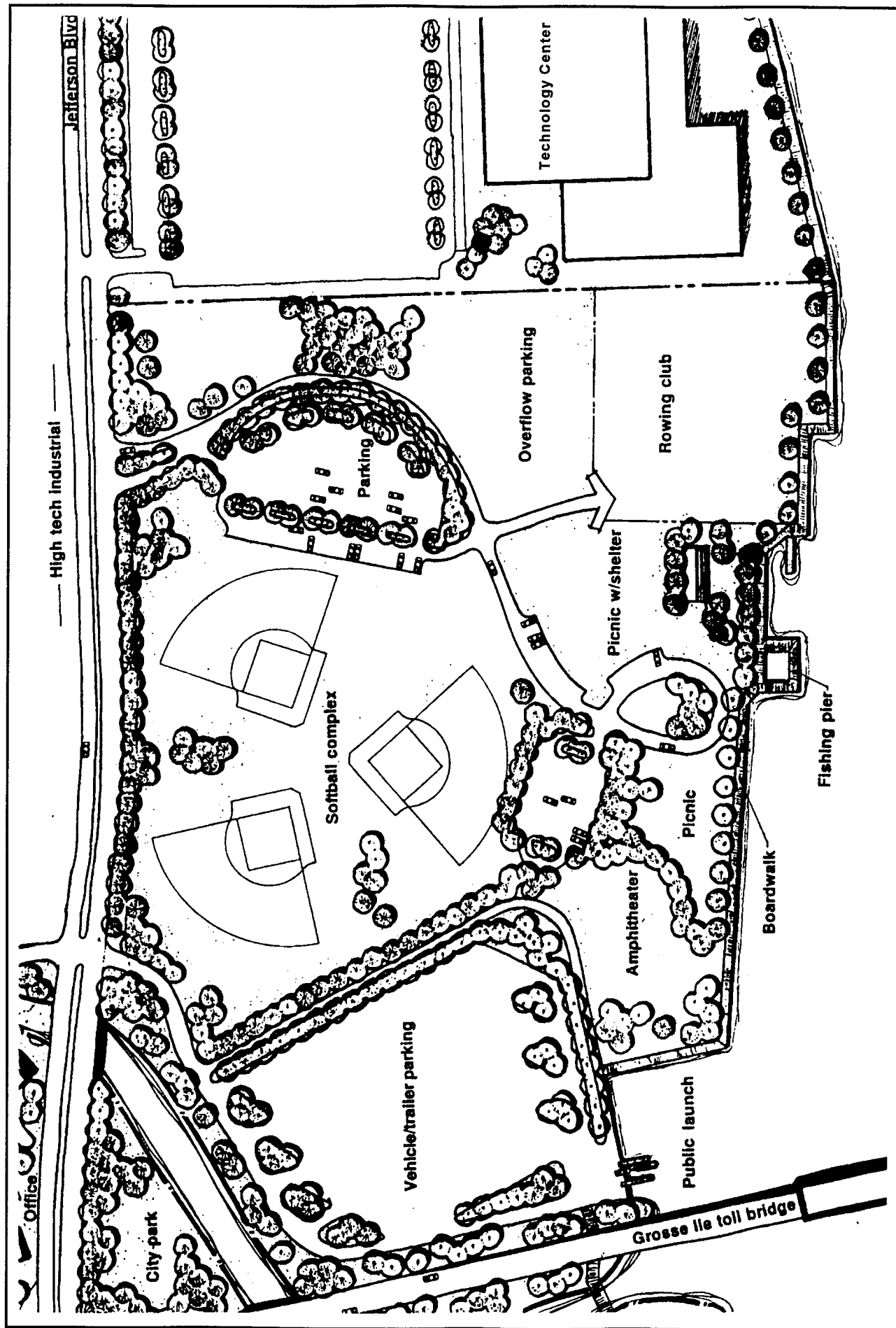
Policy: If a suitable riverfront site cannot be secured, the use of other city-owned land including Young Patriots Park, could be considered.

Policy: Investigate the potential to partner with a private entity to develop the wellness center as a joint venture.

Goal 3: Build upon the idea of a city hall campus.

Policy: Provide appropriate vehicular and pedestrian connections and appropriate signage.

Policy: Develop a computer kiosk in the city hall lobby to provide information to residents regarding zoning, taxes, land use, location of departments, etc.



Detail of the Riverfront Redevelopment Plan

Goal 4: Proceed with redevelopment of the golf course and its related facilities based on the Community Facilities Plan.

Policy: Demolish the existing club house and the adjacent restaurant building.

Policy: Build a new club house facility which would include a small luncheon area for golfers, a pro shop and locker room.

Policy: Lease land to a private developer for the construction of a new restaurant. The restaurant should be located with an orientation to Sibley Road to help draw non-golf customers, but should also have a formal tie to the golf facility. This could include banquet use or food service for outings.

Policy: Develop a golf training center on land previously used for landfill. The center can also serve as technology test bed for turf sciences that can be used later as additional golf holes are constructed on the landfill.

Policy: Move the golf maintenance building to an internal location. This will be necessary to properly market city-owned land on Sibley Road for residential use and will also remove maintenance operations from a highly visible area.

Goal 5: Develop a new DPW yard.

Policy: The DPW yard should be located on a site with approximately ten acres of open land for outdoor storage of equipment and for parking and circulation of vehicles.

Policy: The DPW yard should be both centrally located and situated somewhat near to city hall.

Goal 6: Plan and manage the landfill operation in a manner that assures its revenue potential while working toward an innovative and efficient end-use.

Policy: Relocate the administration building to the area south of the WJR tower. In doing so a buffer area should be maintained between the facility and the existing homes to the west.

Policy: Mine some older areas of landfill and use up-to-date technology and methods to expand the life of the operations.

Policy: Prepare detailed plans to outline the final grades of the landfill with the objective of providing space that will be usable for a championship quality golf course. Such plans should be prepared under the direction of city administrators with assistance from experts in golf course design and landfill design.

Policy: Seek necessary governmental approvals for the ultimate expansion of the golf course into new areas.

Goal 7: Create a wetland bank.

Policy: Provide new wetland areas within the golf course in a manner that enhances the quality of play and the visual aesthetics of the golf course.

Policy: Utilize the new wetlands as a "wetland bank" that can function as a receiving zone for wetland mitigation in other areas.

Goal 8: Work with a private entity to provide an amphitheater as one means of re-using landfill property.

Goal 9: Acquire Ferndale Cemetery.

Policy: Prepare plans to enhance the visual quality and pedestrian environment of the cemetery.

Policy: All planning for the cemetery should be done in a manner that does not infringe upon space that could be used for the widening of Sibley Road.

Policy: Create a columbarium at the cemetery to provide a means of expanding the life of the facility and thus maximizing its potential as a city enterprise.

Policy: Consider expansion of the cemetery onto land in Young Patriots Park. Such an expansion should not occur until such time as the existing ball diamonds within the park are either relocated or are no longer needed.

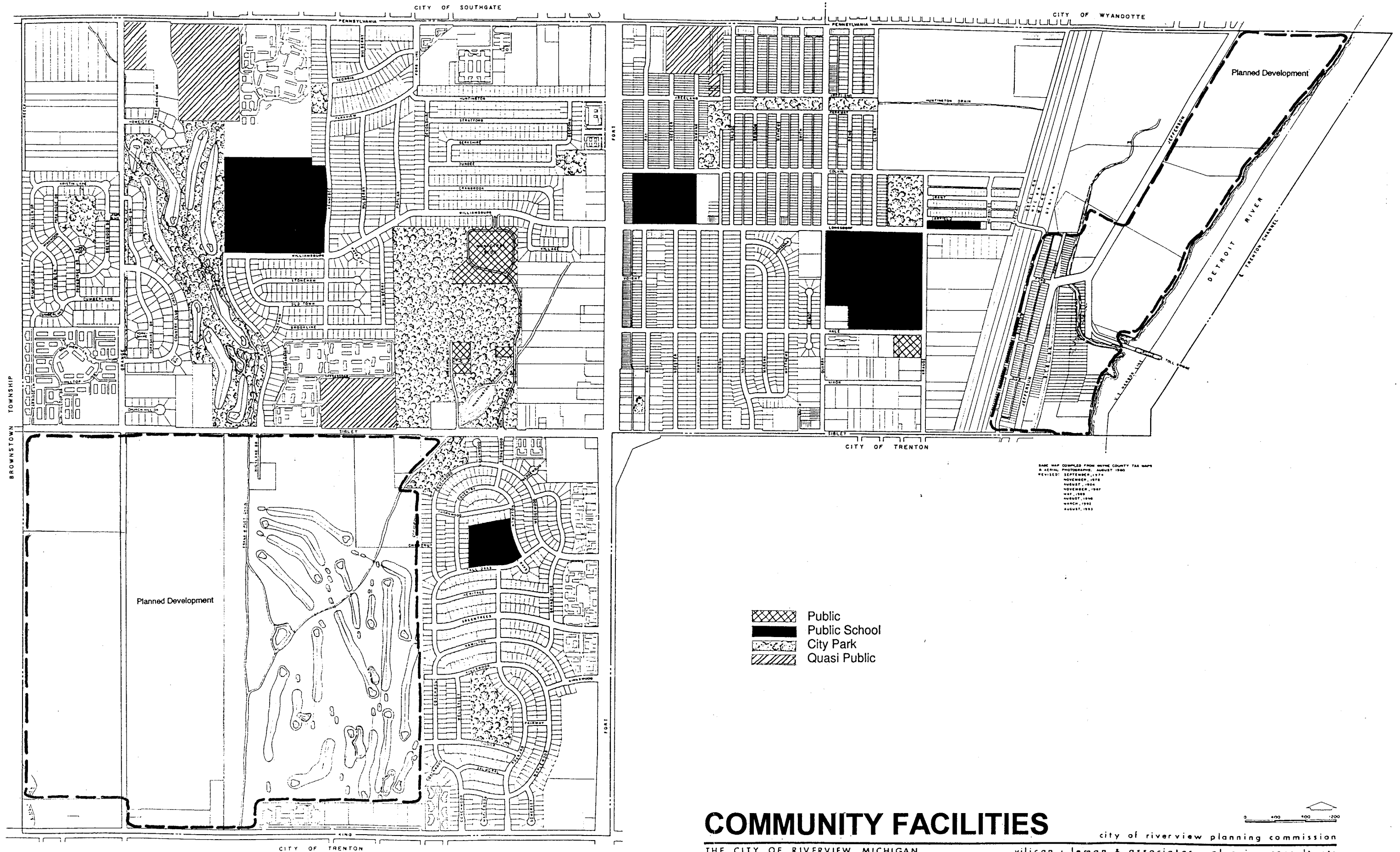
Policy: Work with private entities to create a small chapel that can be used for both funeral and wedding services.

Goal 10: Use the Vreeland Farmhouse as the focal point for an urban farm.

Policy: The urban farm should serve as a working historical example of farm life and have a regional market.

Policy: The farmhouse should operate as an enterprise and once operational, should be funded primarily through admission fees and grants.

Goal 11: The city should utilize long term leasing rather than outright sale, when a city land use goal can be more effectively met through the development of a use or facility by the private sector. However, it should be noted that this may be impractical for the development of new residential areas on city-owned land.



COMMUNITY FACILITIES

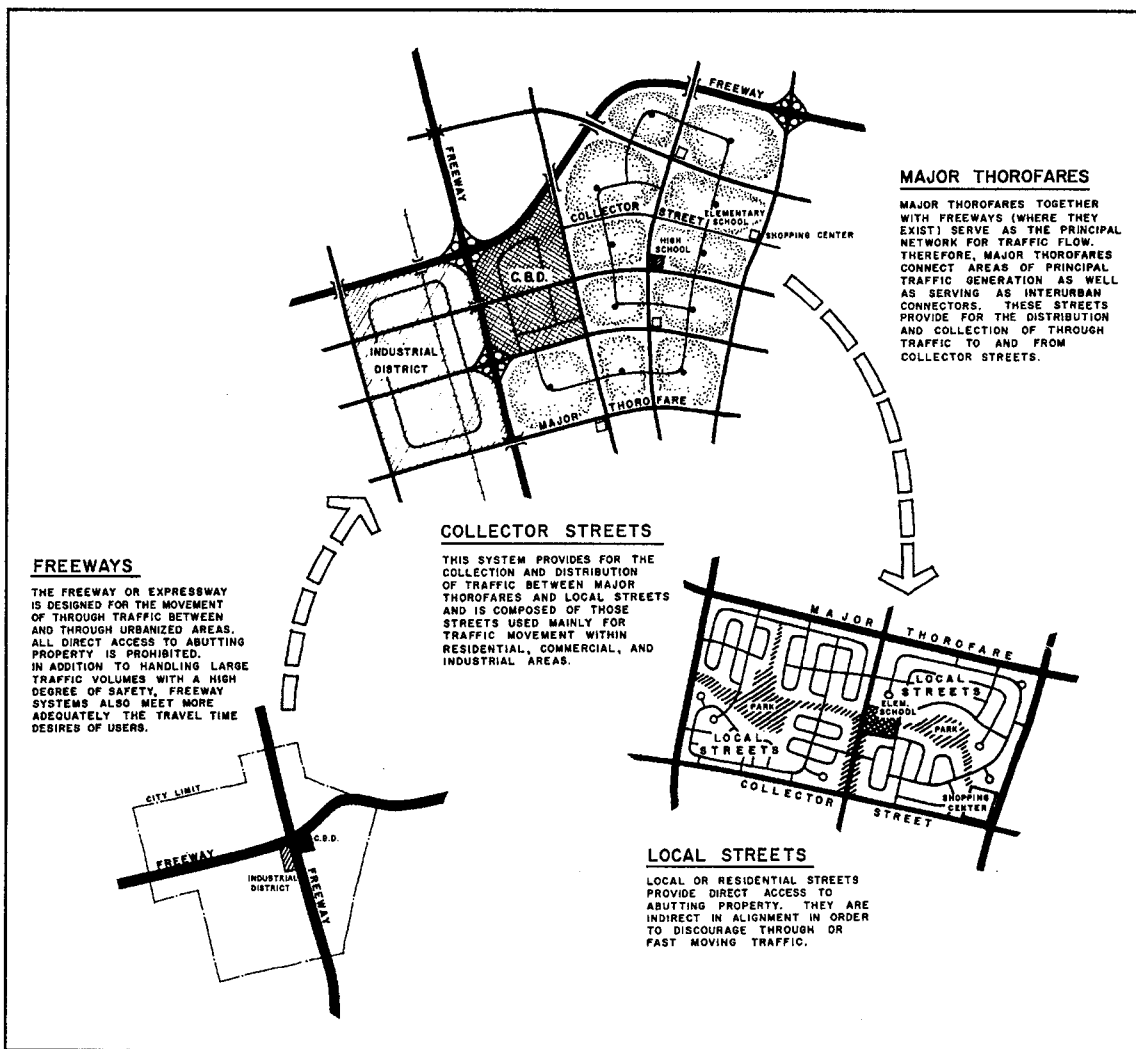
THE CITY OF RIVERVIEW MICHIGAN

city of riverview planning commission
vilican • leman & associates planning consultants

Thorofare Plan

Background

Much of the city has developed under the guidance of past master plans. Of the planning models that have been used in the city, one of the most influential is the hierarchical thorofare plan. The thorofare plan views streets much like waterways; drains flow into creeks which flow into tributaries which flow into rivers. Thus, the hierarchy moves from the narrowest classification, the local street to the widest and busiest street, the freeway. The graphic below helps to illustrate this concept.



Hierarchical Thorofare Concept

Street Hierarchy Concept

Local Streets

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

Collector Streets

These represent the least important through street and are intended to collect vehicles from local streets and distribute them to local destinations or major thorofares.

Major Thorofares

Major Thorofares are intended to accommodate greater traffic volumes and provide for longer distance trip lengths than local and collector streets. The major thorofares therefore serve land uses which generate higher numbers of vehicle trips and are integrated into the regional thorofare pattern to accommodate the long distance movements.

The following table further illustrates the functional characteristics of the various levels of roadways constituting this concept.

	Major Thorofare	Collector Street	Local Street
Primary function	Movement	(a)	Access
Secondary function	Access	(a)	Movement
Principal trip length	Over 1 mile	Under 1 mile	Under 1/2 mile
Land use linkage	Major generators	Local areas	Individual sites
On-street parking	Limited	Unlimited	Unlimited
Moving lanes	4 to 6	2 to 4	2
Parking lanes	None	up to 2	1 to 2
Right-of-way width	301'-120'	86'-60'	60'

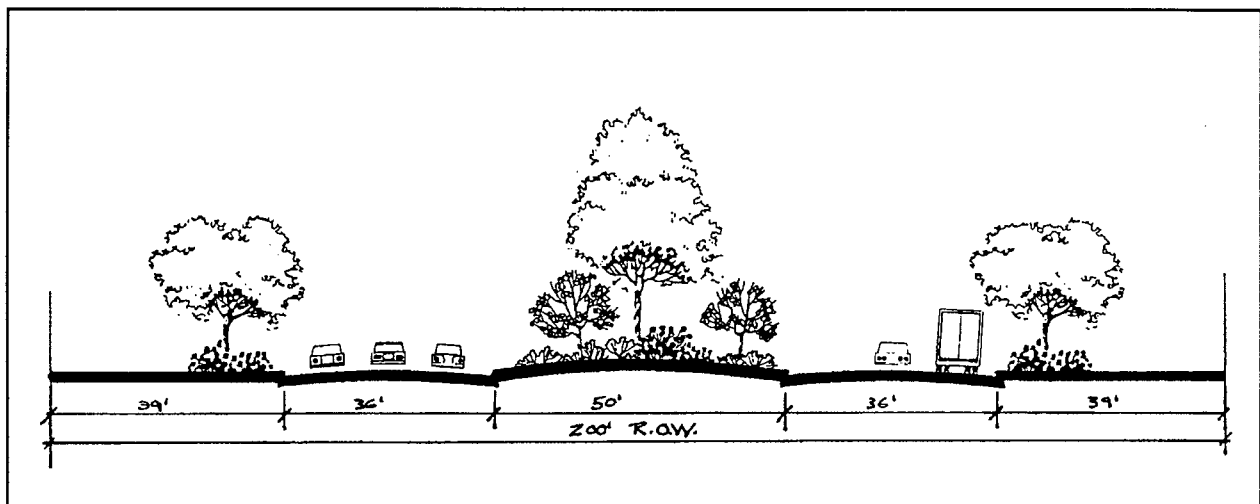
(a) Function of movement and access assumed equal.

Thorofare Plan

The accompanying Thorofare Plan map included within this section illustrates the functional designation for major thorofares and collector streets planned for the city.

Street Hierarchy

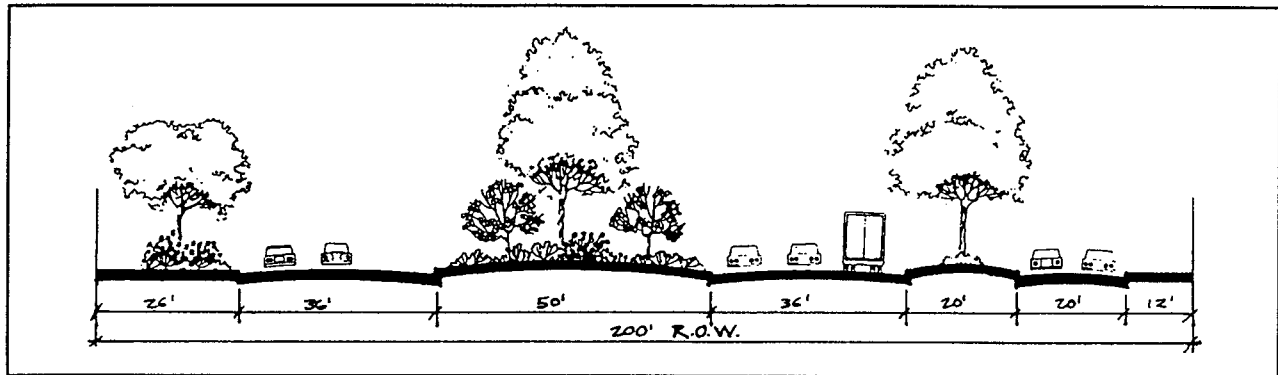
Major Thorofares: Pennsylvania Road, Sibley Road, King Road and Jefferson Ave. are planned as major thorofares within the city with rights-of-way widths of 120 feet. Fort Street is also planned as a major thorofare, but a reduction of the right-of-way width should be considered. The Fort Street right-of-way is owned by and is the responsibility of the State of Michigan. At present, the right of way width varies but the number of lanes remains the same as it passes through the city. Given the volume of traffic and the number of lanes, the right-of-way is excessively wide. It may be possible to utilize this excessive width to correct a number of problems in the city without jeopardizing the vehicle carrying capacity of the road. Two concepts are illustrated below.



Concept 1 - Fort Street R.O.W. Study

Concept 1 decreases the median width from 100 feet to 50 feet and adds 25 feet of depth to the business frontage on each side of the road. This would provide additional land for signage, parking and landscaping. Concept 2 decreases the median width from 100 feet to 50 feet and adds 10 feet of depth to the business frontage to the west side of Fort Street and 40

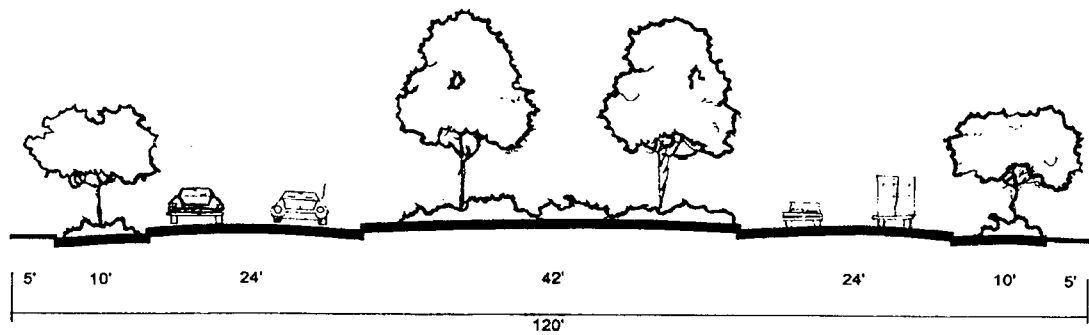
feet of depth to the business frontage on the east side of Fort. This would allow some additional room for signage and landscaping on the west side. The largest benefit would be realized to the east which would gain sufficient room for a marginal access drive along the front of the businesses.



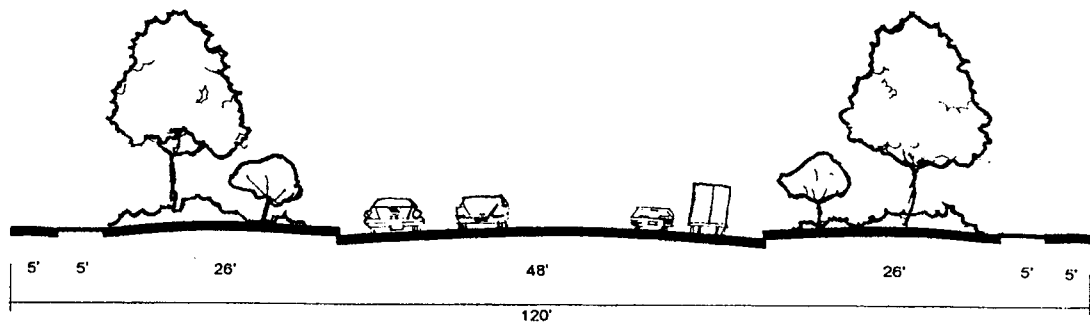
Concept 2 - Fort Street R.O.W. Study

These concepts would be of tremendous benefit to the business frontage. They would gain additional land and through reduction of the median, increased visibility. However, because Riverview does not have jurisdiction over the road, it will be necessary to work with the State to make the concept a reality. Given that Fort Street is in sound physical condition, the planned improvement may be a long term goal, being realized only when the State plans to make improvements anyway. However, without opening dialogue, the State will only perpetuate a situation that is less than ideal.

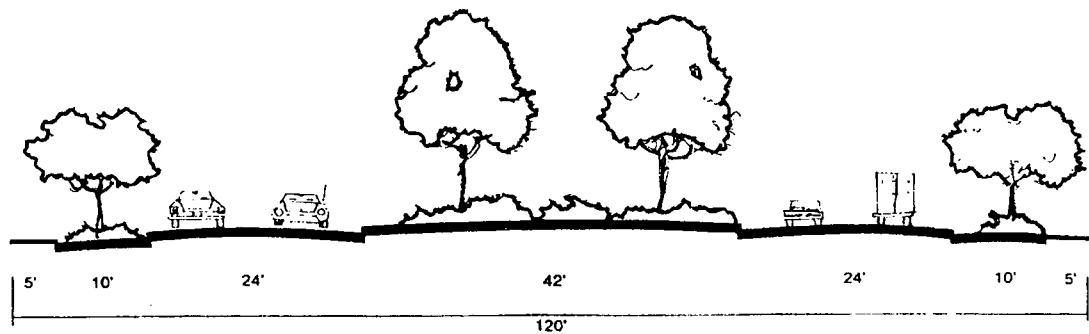
Two other major thoroughfares within the city are planned for a boulevard treatment; Sibley Road and Jefferson Avenue. Presently, Sibley Road provides access to some of the city's prime residential areas as well as Young Patriots Park. Furthermore Sibley Road runs between the city's public golf courses. To increase the road width, traffic volume or traffic speed, could have negative impacts on the adjacent areas. Therefore it is the city's intent to allow King and Pennsylvania, which run parallel to Sibley, to function as the primary movers of vehicular traffic. At the same time, because there is a freeway interchange located at Sibley Road just west of the city, it is obviously necessary for the road to carry a fair volume



Sibley "A" (commercial district to west city boundary)



Sibley "B" (Fort St. to edge of commercial district)



Jefferson

of vehicles. Thus, the city hopes to have the road developed as a boulevard from just west of Fort Street to the western city boundary. Development of the road in this manner will allow for the efficient movement of traffic without negatively impacting adjacent areas.

Jefferson Avenue is also planned for redevelopment as a boulevard. A boulevard treatment for Jefferson has already been used in the city's of Wyandotte and Trenton and thus continuing the treatment through Riverview would provide a consistent right-of-way design for most of the road's length.

Collector Streets: the following routes are planned for collector street status with rights-of-way as indicated:

Grange (Sibley to King)	86' r.o.w.
Grange (Pennsylvania to Sibley)	60' r.o.w.
Quarry	86' r.o.w.
Williamsburg (Valleyview to Fort)	86' r.o.w.
Riverview (Jefferson to bridge)	86' r.o.w.
Longsdorf (Fort to Krause)	60' r.o.w.
Krause (Sibley to Pennsylvania)	60' r.o.w.
Valleyview (Sibley to Williamsburg)	60' r.o.w.

In the past, Longsdorf has been planned as a collector street with a right-of-way of 73 feet. Whereas portions of Longsdorf do have a width of 73 feet, other sections are much narrower and acquiring additional land would probably be cost prohibitive because it could require the acquisition and demolition of existing homes. A right-of-way width of 60 feet is probably the most practical. Even with a planned right-of-way of only 60 feet Longsdorf has been retained as a collector street in this master plan because of its importance to the circulation system.

Local Streets: All streets not designated as major thorofares or collector streets are classified as local streets.

Goals for the City's Thorofares

Goal 1: Utilize a hierarchical street classification system.

Policy: Designate King as a major thorofare to provide an efficient route for east-west traffic movements and to existing and planned businesses along King.

Policy: Designate Pennsylvania as a major thorofare to provide a second route for east-west traffic movement and to provide improved access to the existing industries and planned industrial park.

Policy: Develop Sibley Road as a major thorofare with limited heavy vehicle usage. The road should have four lanes with a center boulevard from just west of Fort Street to the west city boundary and with typical major thorofare laneage from Fort to Jefferson.

Policy: Develop Grange from King to Pennsylvania as a collector street to handle north-south traffic movement in the western portion of the city without negatively impacting adjacent residential areas.

Policy: Continue the use of Quarry Road as a collector street to handle north-south traffic from Sibley to Pennsylvania in the eastern portion of the city without negatively impacting the nearby and adjacent residential areas.

Policy: Extend Krause from Colvin to Pennsylvania to serve as a collector for industrial traffic.

Goal 2: Realignment and reconstruction of Jefferson.

Policy: Realign Jefferson to eliminate the extreme curve.

Policy: Investigate the use of grants and other outside funding sources.

Policy: Redevelop Jefferson as a boulevard to encourage the development of high quality uses and still function effectively as a north-south major thoroughfare.

Goal 3: Redesign Fort Street

Policy: Begin dialogue with the Michigan Department of Transportation regarding a redesign for Fort Street.

Policy: Pursue a reduction in the width of the Fort Street median and over-all Fort Street right-of-way in keeping with the concepts shown previously.

Policy: Evaluate the reduction of the speed limit on Fort Street to 35 miles per hour in relationship to any planned improvements.

Goal 4: Provide for proper vehicular movement between properties.

Policy: Create or encourage the creation of additional marginal access drives along King Road.

Policy: Require parking lot connections for all businesses except where marginal access drives are provided.

Policy: Require parking lot connection along the rear of properties along the east side of Fort Street.

Goal 5: Establish traffic patterns in the city to provide a regulated and structured pattern for the development of business and the safety of residents.

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

Policy: Initiate a joint study with State, County, and the City of Southgate to alleviate the existing traffic patterns at the Pennsylvania, Fort, and Trenton Road intersection to eliminate traffic confusion, prevent accidents, and provide a safe passage for pedestrians trying to cross.

Policy: Create a landscaped, at-grade, link for pedestrian movement across Fort Street.

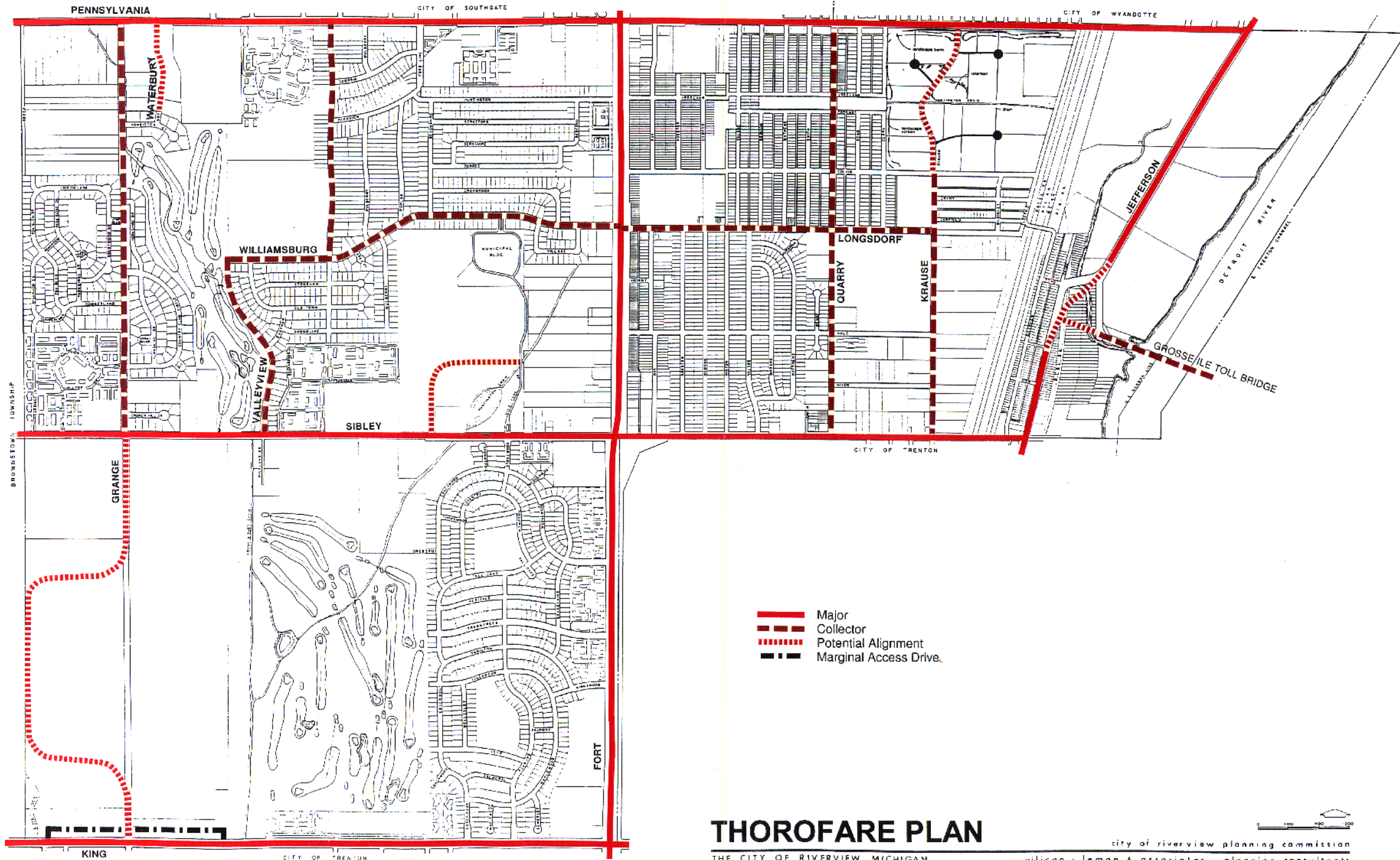
Goal 6: Provide a network to facilitate pedestrian and bicycle circulation throughout the city.

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

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

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

Policy: Create a continuous boardwalk system along the Detroit River.



Future Land Use

This final section is essentially a summary of the preceding chapters. As such, it provides a quick illustration of the city's land use goals. At the same time it is important that this section and the enclosed map are not viewed as the only relevant part of the document; the entire document is the Master Plan of Future Land Use.

Map

A map titled Master Plan of Future Land Use is included at the end of this document. The map is intended to embody the goals and objectives stated earlier in this plan. At the same time the plan provides a generalized image of what the city will look like when it is fully developed and serves as a guide to decisions regarding zoning and land use decisions.

Land Use Categories

Single Family Residential: Areas designated as "single family residential" are intended primarily for use by single housing units, each located on their own lot or land area. In addition to typical lotted development of varying lot sizes (and thus varying density), the plan also allows for creation of single family clusters when certain criteria are met. Within the single family residential category other related and compatible uses should be encouraged which serve the residents of the area without hampering the single family environment.

Multiple Family Residential: Multiple family areas are intended primarily for a range of residential uses that would be allowed at a higher density than single family areas. Areas designated as multiple family would allow two or more housing units to be located on a single land area. These would be at varying levels of density that relate to on and off site factors related to the land. Related uses would also be situated in multiple family areas.

Office: The office uses are intended to provide the general and medical office needs of a market area which encompasses the city of Riverview and to a limited extent an area beyond the city boundaries. The offices should appeal to a wider market for several reasons. First,

by locating offices along or near Fort Street, access to the entire Downriver area is enhanced. Second, offices by nature often house business that offer very specialized services for which there is limited competition or at least, a market niche. Lastly, as the city's new industrial areas develop, it is projected that offices that serve or relate to the new industrial uses will also develop. Such uses could be situated along Pennsylvania east of Fort. In many instances the office uses will serve as transitional uses providing a buffer to single family homes from areas of high traffic or higher intensity land uses.

Commercial: There are several commercial categories shown on the master plan. This is one situation where the master plan is very specific about the type and nature of land uses within a specific category. This is done to provide an easy transition to the zoning ordinance standards.

Local Business: Local business uses are the lowest intensity of the commercial categories. They have a very narrow market area and are intended to serve the convenience needs of the city's residents.

Shopping Center Commercial: Center Commercial uses are the next higher intensity commercial category and includes a wider range of uses than the Local Business Category. Invariably, areas planned for Shopping Center Commercial use, are large land areas intended to provide for a wide range of clustered uses offering a wide range of goods and services.

General Commercial: The general commercial category is intended to recognize the demand for uses that thrive on the high visibility offered along the Fort Street corridor and for uses that are so unique as to not otherwise fit into another business category.

Light Industrial: The light industrial category is intended to provide space for industrial uses whether in or outside of an industrial park environment whose external physical impacts are restricted to the district.

Intensive Industrial: This category accommodates industrial uses of a high intensity that typically will exhibit external characteristics that may have an impact on surrounding areas.

Public: Includes all publicly owned land on which is located an existing facility intended to remain.

Public School: This category includes all land presently owned by the School District. No additional school land is shown and the need for new land is not projected.

City Park: The community park category includes all land planned for active and passive public recreation use. In general, the city's Master Plan for Parks and Recreation serves as the primary document for the planning of Recreation Space. Such document is adopted every five years by both the Planning Commission and Parks and Recreation Commission. As such, that document should be the principle planning document for recreation matters and should be viewed as a supplement to this master plan.

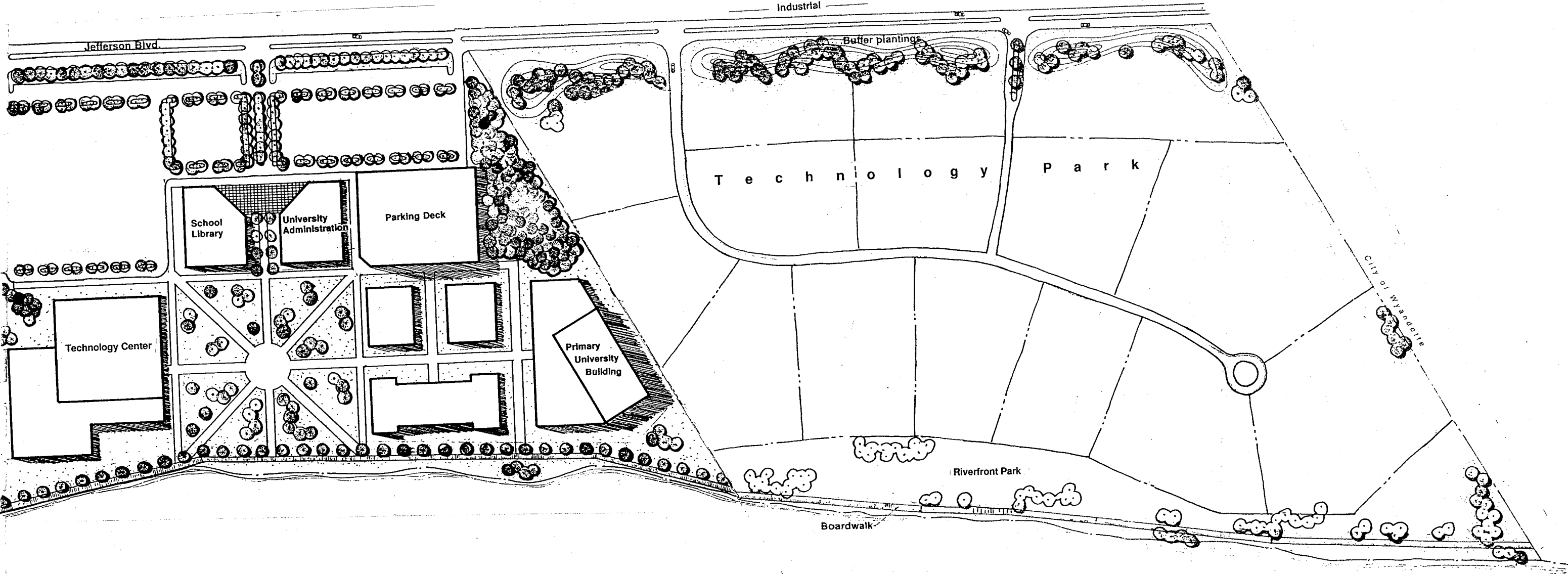
Quasi Public: This category includes private institutions including but not limited to churches, clubs and private schools. Portrayal on the map implies a willingness on the city's part to continue a use.

Planned Development: The Future Land Use map shows several areas designated for Planned Development. The intent is to allow for flexibility of land use and design within the outlined area assuming that a comprehensive plan for the area can be developed either by the city or a private entity. Of course, such a plan must be approved by the Planning Commission and would probably be submitted under the standards of the zoning ordinance's planned developed district. Concept plans were developed for several of the planned development areas.

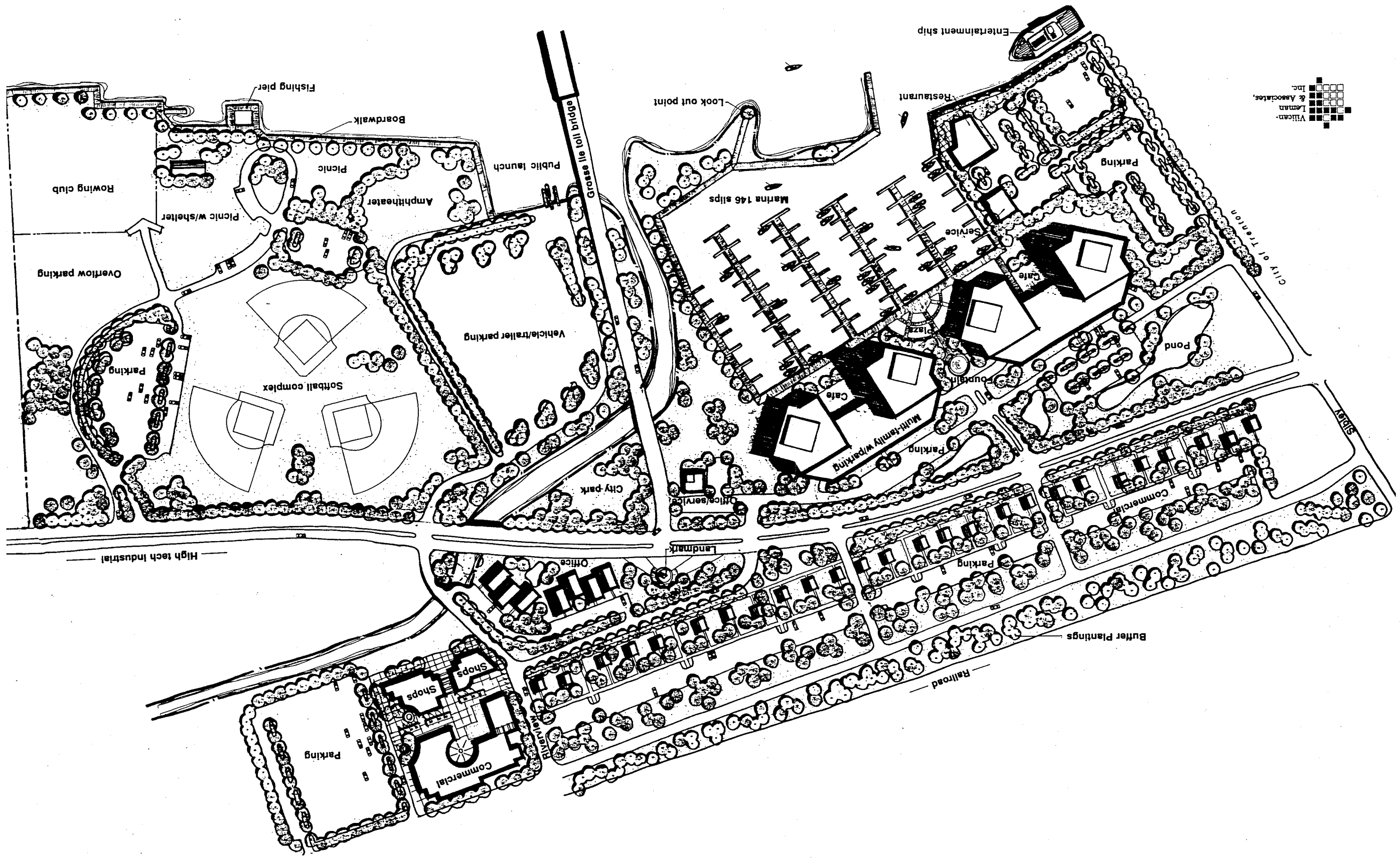
PD #1: This plan, which encompasses the entire riverfront area is intended to illustrate the variety and quality of uses that the city will demand. It is also provided to illustrate a departure from past plans that showed development of the waterfront for industrial uses.

Riverfront Planned Development Concept

City of Riverview



D e t r o i t R i v e r



Villan-
Leman
& Associates,
Inc.

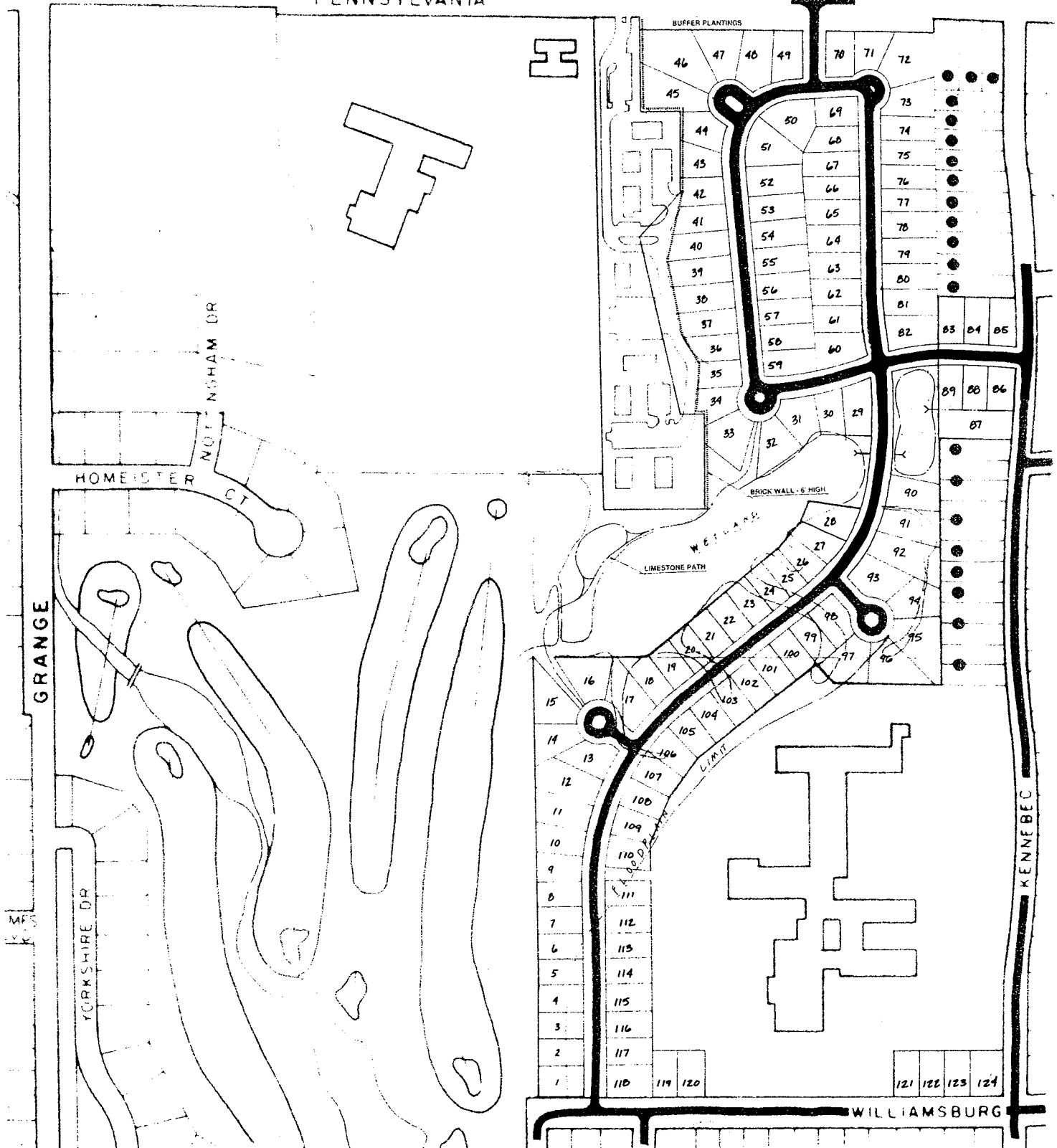
Throughout the planning process, the many people involved made it clear that the city should reclaim the waterfront where practical for viable uses that are open to the public such as housing, parks, marinas, and compatible commercial uses. Furthermore, the development of the waterfront should be done with a high attention to detail meaning that streetscape amenities and a extremely high architectural quality will be expected. The provision of such standards are seen as necessary to justify and allow the broad relaxation of zoning standards. For example, if a proper pedestrian environment can be achieved, it may be possible to somewhat relax parking standards based on the assumption that people will be able to walk from the homes or from other parking areas. While the city will expect compliance with the philosophy of the Planned Development category and the concept plan strict adherence is not necessary nor expected. The city hopes to work with potential developers to shape a vision that meets both the market objectives of the developer and the planning goals of the city.

PD#2: This includes all of the city owned land and adjacent areas between Sibley Road and King Road, west of "the Forest" subdivision. The concept illustrates a long range vision for the area which provides for the continued viability of the land fill and golf course operations. The concept is discussed in greater detail in the section of this plan addressing Community Facilities.

PD#3: The Huntington/Seitz school grounds include a significant amount land area that is unused. A concept has been developed which illustrates one way that the site could be developed. Some of the key premises of the site include:

- Preferred development with single family housing that would be occupied with families having school age children.
- Mitigation of wetland pockets on the adjacent Blue Nine golf course.
- Provide a street connection through Kennebec Park to assure reasonable block length and two means of access to the development.
- Preferred redevelopment of Brookview Apartments. Development for single family homes would likely result in an increase in tax revenue for the city, additional students and related funds for the school district, and better access to the development.

PENNSYLVANIA



SITE DATA

No. of single family lots: 124
 Minimum lot width 70 ft.
 Minimum lot area 8,750 sq. ft.
 Road length 6,250 lineal ft.

BROOKVIEW- SEITZ, HUNTINGTON SUBDIVISION CONCEPT

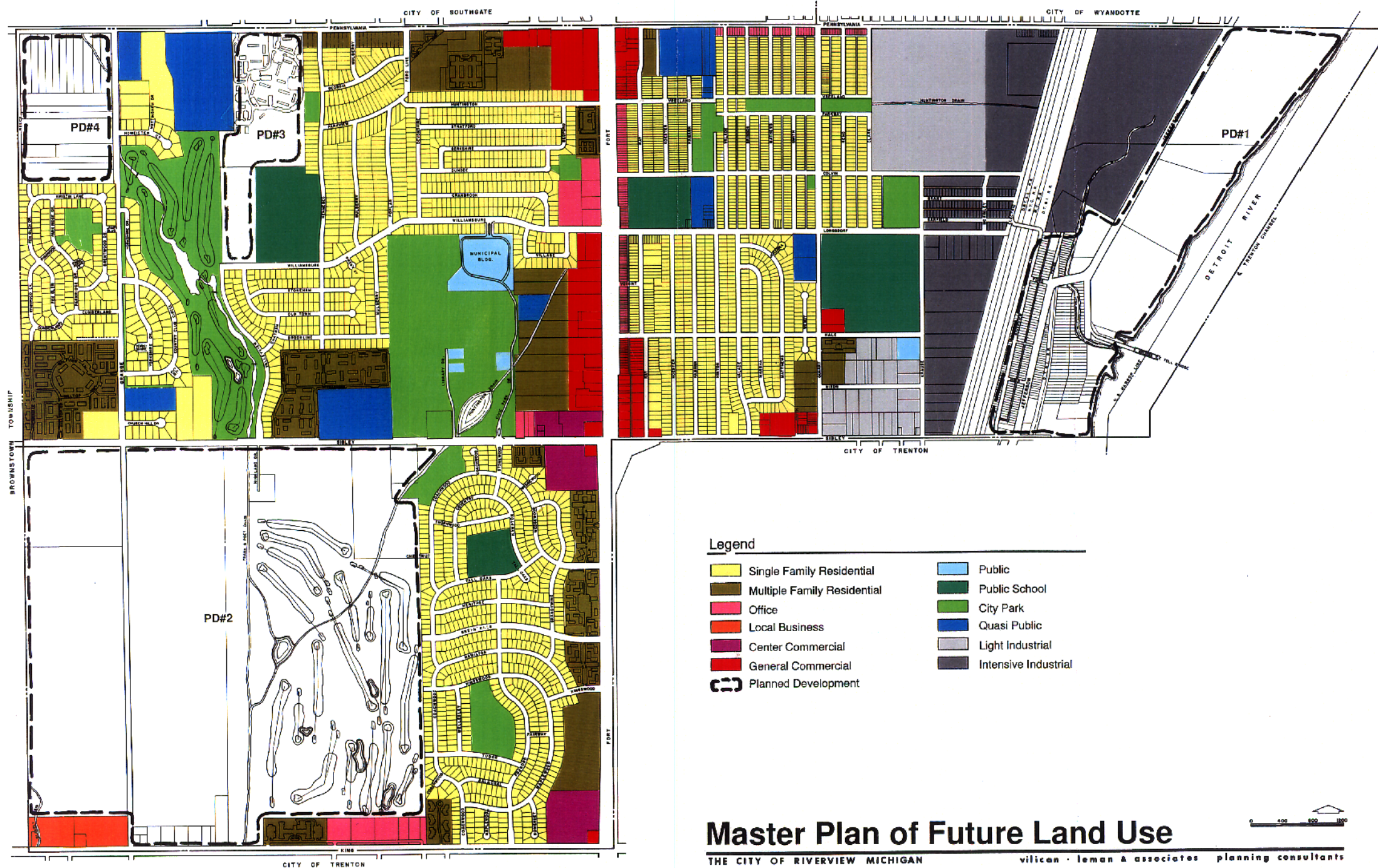
PD#4: A series of long, narrow tracts of land exist at the southwest corner of Grange and Pennsylvania Roads. Some of these are vacant. Some have single family homes located near the road, but the rear portion of the lots are unused. The awkward shape of the lots and the existence of some wetlands will restrict the development of the site. For these reasons, it may require creative development techniques and regulatory flexibility to allow for utilization of this area.

Implementation

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

Community Development Director: At present the Community Development Director also serves as the zoning administrator. Within the Riverview 2020 Strategic Plan, it is recognized that these two responsibilities are inherently incompatible and thus, there is a recommendation within that document to divide the two positions. It is envisioned that the new role of the Community Development Director will be to focus on gaining high quality development in the city to supplement the city's tax base. To do this, the director should have the authority and expertise to undertake the following:

- Assemble and repackage land that has inherent constraints to quality development.
- Prepare a policy and a plan for mitigating wetland areas in the city. Assist developers in dealing with sites that contain wetlands.
- Prepare a policy and a plan for remediation of contaminated sites and provide assistance to developers.
- Serving as "business ombudsman" to help local businesses cope with city regulations.



Zoning Administrator: The Zoning Administrator will work with developers to explain land use regulations. The Zoning Administrator will also be responsible for keeping the zoning ordinance and other land use regulations up to date, reviewing site plans and working with building officials to assure compliance with city codes.

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

Economic Development Corporation: The EDC should work to promote businesses and industry that will supplement the city's tax and employment base. The development of a new industrial park should be one of their primary responsibilities over the next several years. In addition, the EDC could be the body encharged with pursuing the implementation of the facilities plan for the landfill and golf course area. Regardless of the projects that the EDC undertakes, they should coordinate their efforts with city staff, the Planning Commission and City Council.

2020 Executive Committee: The 2020 Executive Committee will be working to implement the Strategic Plan. In addition, they should also help to implement elements of the master plan; especially those that are particularly ambitious and require coordination with private entities. The broad base improvement of the city is their focus.

RESOLUTION ADOPTING THE MASTER PLAN OF FUTURE LAND USE

- WHEREAS,** the City of Riverview's Master Plan of Land Use adopted in September, 1979, partially represents the current goals, objectives and strategies of the community; and,
- WHEREAS,** the Planning Commission embarked upon a process to create a new master plan in accordance with the Michigan Municipal Planning Act 285 of 1931, as amended; and,
- WHEREAS,** the Planning Commission and the Economic Development Corporation of the City of Riverview co-sponsored a community-based strategic planning process from August, 1994, to October, 1995; and,
- WHEREAS,** one of the areas addressed during the strategic planning process was the development format and framework for a new master plan document; and,
- WHEREAS,** the document design for the master plan was determined to embrace and geographically orient the primary policy goals and objectives that emerged from the other components of the strategic planning effort: Economic Vitality, City Services, Lifecycle Literacy, City Enterprises, Intergovernmental Cooperation, and Community Image and Relations; and,
- WHEREAS,** the strategic planning effort culminated in the production of "Riverview 2020 -- Community Visioning & Strategic Plan" accepted by the City Council in October, 1995; and,
- WHEREAS,** the Planning Commission has received input from interested residents, staff, and members of the Riverview City Council, as well as with the public in attendance at work sessions during the period of November, 1995, to September, 1997; and,
- WHEREAS,** on September 18, 1997, a public hearing duly advertised in accordance with the Michigan Municipal Planning Act 285 of 1931, as amended, was held at which time a quorum of the Riverview Planning Commission was present to receive public comment pertaining to the proposed amended master plan map and text; and,
- WHEREAS,** as a result of the comments received at the public hearing, the Planning Commission further revised the document to reflect relevant planning considerations for certain areas along the riverfront, Fort Street, Sibley Road, Civic Park Drive, Grange Road, and the Seitz-Huntington area; and,

WHEREAS, the final modifications were approved by the Planning Commission on October 16, 1997.

NOW, THEREFORE BE IT RESOLVED, that the contents of the master plan document, together with all maps, tables, and charts contained therein, are hereby adopted on November 6, 1997, by the Planning Commission of the City of Riverview, Wayne County, Michigan, and that this document shall be called the Master Plan of Future Land Use for the City of Riverview, Michigan.

ROLL CALL VOTE: Chairperson Rankin, Vice Chairperson Astalos, Secretary Fredericks, Commissioners Chesney, Mohammadi, Orosz, Petee, and Duey

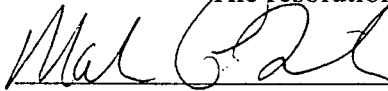
Yes 8

Absent 0

No 0

Abstain 0

The resolution was adopted unanimously.

_____

Recording Secretary

Mark C. Fredericks

11/6/97
Date