City of Romulus Master Plan

September 2009

Acknowledgements

The Romulus Master Plan was adopted by:

- The Romulus Planning Commission on September 21, 2009
- The Romulus City Council on October 12, 2009

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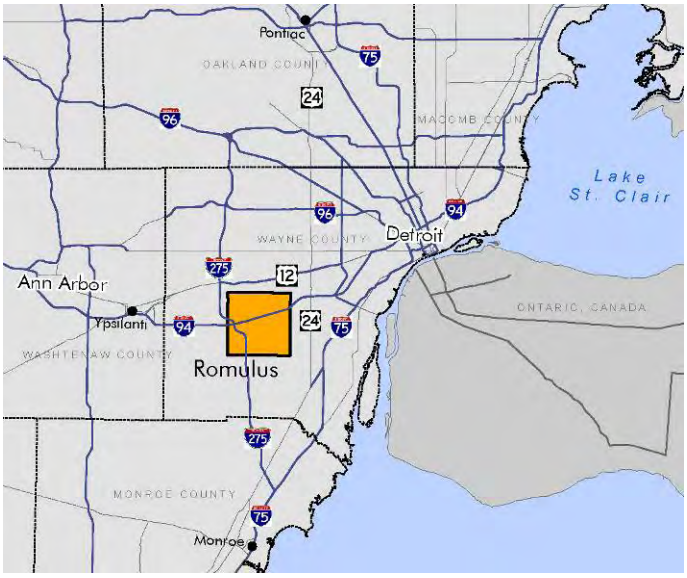
Chapter 1
An Introduction to the Romulus Master Plan

An Introduction to Romulus



Opportunities abound in the city of Romulus, where small town charm meets international transportation and commerce. Located in the south central portion of Wayne County, approximately 17 miles southwest of Downtown Detroit, Romulus maintains its character yet offers wonderful economic possibility. Home to the Detroit Metropolitan Wayne County Airport, the city provides a first impression for over 36 million people who pass through the airport each year.

The earliest settlement in the area was built in 1826 near Van Born Road and Henry Ruff Road by Samuel Polyne, a French-Canadian. The Township of Romulus was formed in 1835, named after the mythological Greek twins 'Romulus and Remes', the sons of Mars, the God of War. Construction of two railroad lines in 1870 and 1880, now known as the CSX and Norfolk and Southern Railroads, marked the beginning of significant development in the area. This expansion of the transportation system was a catalyst for the future development of a train depot and passenger station, a horse livery stable, livestock holding and processing center, an icehouse and the Baxter Hotel, located on the southwest corner of Shook and Goddard Roads.

By the early 1900s, Romulus had its own bank, post office and a community center, Grange Hall, at Sterling and Goddard Roads. In 1927, an airport was established in the center of the community that has evolved into an important transportation landmark. Significant growth of the airport during the 1940s has distinguished Romulus from other metropolitan Detroit communities,

and in 1970, Romulus was incorporated as a city. From this strong foundation, Romulus has evolved into a thriving city, balancing a strong employment base and bustling industrial areas while maintaining its residential character and small town charm.

Regional Influences

Romulus' regional context has had a profound impact on development in the city. The following regional influences have helped shape the city into what it is today:

Access to Transportation Facilities. There is no doubt that Romulus' placement amongst several key transportation facilities have elevated it to a place recognized throughout the region. Building upon the historic impacts of local railroads as discussed above, the following transportation facilities have contributed to the city's current growth patterns.

- Access to I-94 and I-275. Travelers are provided with links to key Michigan destinations including Ann Arbor, Lansing, Detroit, and Port Huron through these interstate highways. This prime accessibility has elevated the desirability of Romulus as a location for businesses and residential development.

- The Detroit Metropolitan Wayne County Airport. Located in the heart of the city, the airport has evolved into a thriving international transportation hub, and the 12th busiest airport in the U.S. The airport has spurred demand for development and commercial centers to serve travelers such as hotels, and rental car facilities. Industrial businesses also see benefits in locating close to air freight facilities. Metro and Willow Run Airports have initiated large-scale planning and development efforts aimed at increasing commerce in and around the airports. Specific projects include the Ring Road Corridor Plan, Aerotropolis and Pinnacle Park, all of which have been considered in this planning effort. Impacts from the airport also need to be considered to ensure that residences are not planned in high airport noise zones.

Neighboring Communities. This planning effort would not be complete without considering the impacts Romulus' planning and development practices have on neighboring communities. The development, land uses, and current zoning of the following communities were reviewed to ensure compatible land uses are planned in Romulus.

- The cities of Wayne and Westland. These cities adjoin Romulus along Van Born Road. The development here is largely developed as a mixture of commercial, industrial and residential uses. The collective draw created by development in all cities has mutually beneficial effects.

- City of Taylor. Romulus shares its eastern boundary with the City of Taylor. The two city's land use patterns are somewhat consistent with predominantly industrial uses at the north end transitioning to commercial and residential at the southern end of the Inkster Road corridor.

Like Romulus, Taylor is involved in the "Aerotropolis," a joint planning effort with other communities, Wayne County and the Detroit Metropolitan Wayne County Airport to stimulate economic development in the region. It proposes programs, procedures and needed infrastructure investments designed to provide a coordinated street system to link metro and Willow Run airports with related development in the area, including a Ring Road plan for improvements to Harrison, Inkster, Eureka and I-94.

- Huron Township. Located to the south is Huron Township, a rural community occupied by agricultural uses. Large areas of the township are planned to be developed into light industrial, research and development, commercial, and high density residential as part of an economic development effort in connection with Wayne County (referred to as the Pinnacle Park). The first project, the Pinnacle Race Course opened in 2008.

- Van Buren Township. The land use patterns in Van Buren Township align with those in the city of Romulus. The Visteon facility at Ecorse Road and Hannan generates opportunities for both Romulus and Van Buren. Although located outside of Romulus, the city will likely experience increased traffic, visibility, and housing demands generated by the facility.

Opportunities

In addition to the regional perspective, a number of opportunities and constraints were considered during this planning process.

Future Development. There are undeveloped sites of many sizes throughout the City that can accommodate new services, neighborhoods, and businesses. As future growth occurs, the city can benefit from improved building appearances that offer a positive reflection of Romulus.

- Regional planning efforts including both public and private interests have the potential to generate significant future growth. Partnerships with Wayne County and adjoining communities have produced regional planning efforts such as the Ring Road Corridor Plan, Pinnacle Park and the Aerotropolis.

- Central City, which includes downtown Romulus and the "Five Points" district, provides a valuable community focal point. Available land could accommodate entertainment attractions, restaurants, shopping, recreation, housing, and offices.

- Metro Center, located south of Ecorse Road between Wayne Road and Merriman Road, includes an existing commercial corridor and significant amounts of vacant land that are ripe for a new, thriving regional business center, shopping centers, large scale entertainment venues, business parks, and housing.

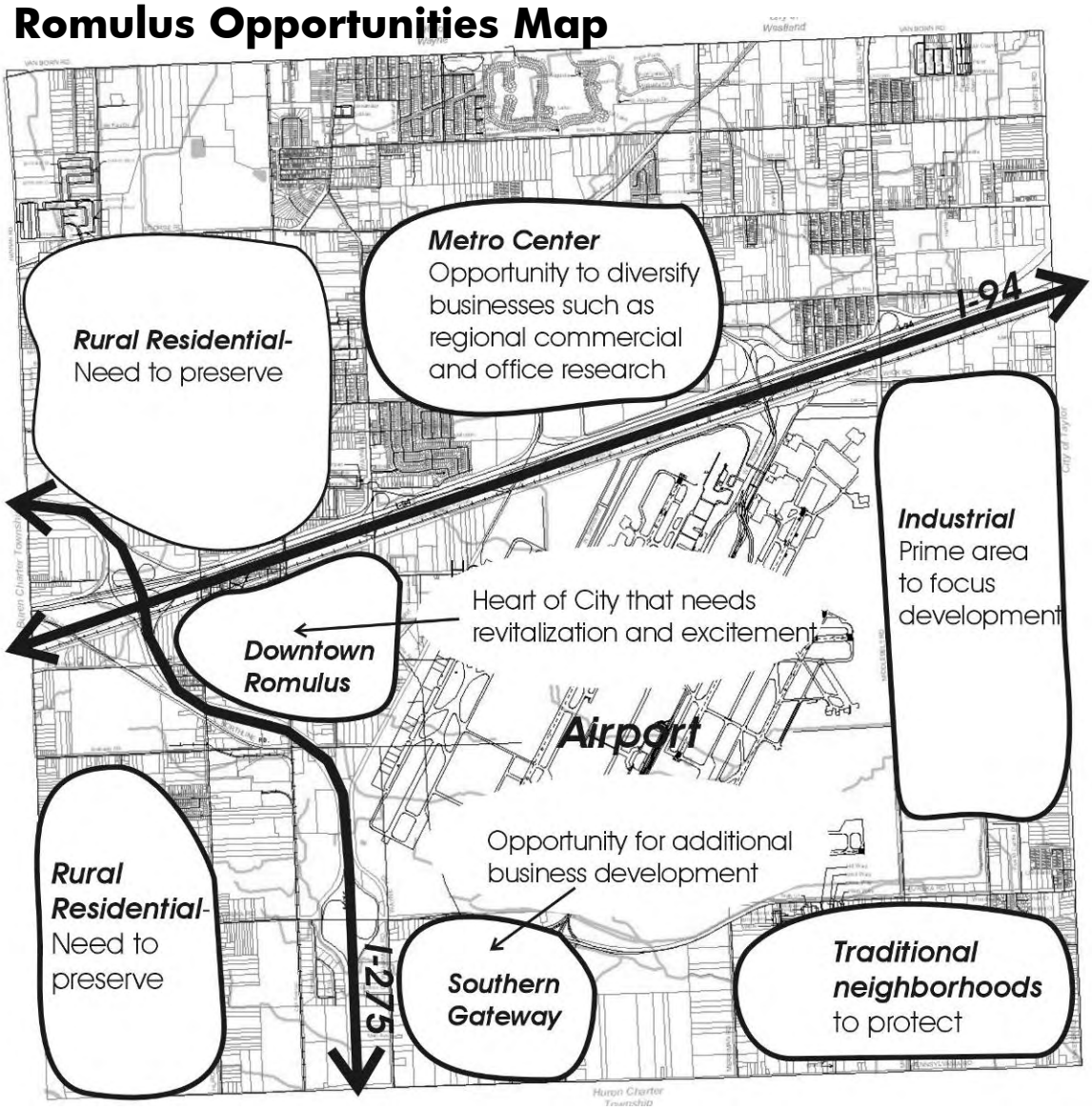
- The Southern Gateway, located at the interchange of I-275 and Eureka Road, has emerged as an important entrance to Romulus with potential to become a major employment center. This could include businesses that provide logistics, supply chain management and international trade related to the airport.

Future Residential Growth. Romulus has well-established, traditional neighborhoods and picturesque rural areas. It is important in attracting new residents to capitalize on opportunities while maintaining this variety of housing.

- The city offers an attractive variety of residential environments. It is not uncommon to find large single family lots, hobby farming, and horses.

- There are many areas where future residential development of various types and densities could be supported.

Romulus Opportunities Map



Future Transportation Improvements. The city has significant access to important transportation systems including two rail lines, two airports (Detroit Metro and Willow Run), and two major interstates.

- The city's street system has capacity to accommodate expected increases in traffic. The city is investing in its non-motorized transportation system, making it easier to walk and bicycle throughout the City.

- The regional Aerotropolis effort includes needed transportation improvements that will open up transportation routes and stimulate development.

- The city has the potential to benefit from stimulus money provided by the federal government that is aimed at combating the declining economy by funding transportation-related projects.

Constraints

While there are abundant opportunities in the city, the following factors can limit the city's ability to achieve its ultimate goals.

- Physical barriers in the City like the expressways, the airport, and rail lines make it more difficult to unify neighborhoods, and conveniently access municipal services, schools, and businesses.

- The current land use patterns, sporadic in some areas, have created some undesired land use relationships, such as residential adjacent to industrial trucking uses, which have made it difficult for the City to define a unified character for these distinct areas.

- A lack of diversity in high density housing options such as attached single family, townhouses, mixed-use buildings, independent senior living, or lofts, may be deterring future residents.

- Though the airport and interstates pull significant traffic into the city, other factors have not resulted in the type of regional commercial uses desired by its residents and city officials. Residents wish to see more commercial uses that provide items and services such as groceries, clothes, housewares, entertainment, and dining to serve their daily needs.

- Romulus does not have jurisdiction over many of the roads and drains within the City limits. This constrains the city's control over maintenance, funding, and priority for improvements.

- An established infrastructure and several existing structures limit options to improve roadways in terms of realignment, widening, or streetscape elements.

- Until more recent years, little emphasis has been placed on developing an interconnected non-motorized pathway system in the City.

- The City lacks the level of revenue needed to offer strong community facilities and services in comparison to nearby communities who compete for development.

- With a higher tax rate in both the City and Wayne County, Romulus is at a competitive disadvantage when promoting its location for economic development.

What is a Master Plan?

The master plan is a document created by the City of Romulus Planning Commission and adopted by the City Council to guide the future growth and development of the community. A sound master plan helps ensure that Romulus remains a highly desirable community in which to live, work, or visit. This can be accomplished by preserving and enhancing the qualities of the community that the residents, businesses and property owners consider important.

The master plan identifies and analyzes the city's physical elements to create a set of goals, policies and recommendations to direct decisions regarding future land use, neighborhood improvements, transportation improvements, and special strategies for key areas in the City. Because the plan offers a balance between the interests and rights of private property owners with those of the entire community, it effectively assists City leaders in making substantive, thoughtful decisions for the community which considers long-term implications.

Using the Master Plan

The City Council, Planning Commission, and the public should strive to continuously use and refer to this document in order to:

- Review development proposals against the goals and objectives of the master plan.

- Review rezoning requests for consistency with the City's rezoning criteria including existing conditions, the future land use map, the appropriate timing of the change, consistency with the goals and policies of the master plan, and potential impacts on the City.

- Provide a basis for amendments to the Zoning Ordinance and Zoning Map to help realize and enforce plan goals.

- Understand expectations for the future land use pattern and desired land use types in the

community to guide new development and redevelopment.

- Identify and recommend physical improvements to important resources such as roadways, access management, streetscape and entryways, non-motorized pathways, parks, and public facilities.

- Provide specific design standards related to buildings, landscaping, and other site improvements for development and redevelopment throughout the community.

The Differences between a Master Plan and a Zoning Ordinance

The master plan provides a general direction for future development, and while it does not change the zoning of or any zoning regulations applying to any property, implementation of the plan will be through zoning ordinance text and map amendments. Some of the other differences between the master plan and the zoning ordinance are listed below.

Master Plan	Zoning Ordinance
Provides general policies, a guide.	Provides specific regulations, the law.
Describes what should happen in the future – recommended land use for the next 20 years, not necessarily the recommended use for today.	Describes what is and what is not allowed today, based on existing conditions.
Adopted under the Michigan Planning Enabling Act, Public Act 33 of 2008, as amended.	Adopted under the Michigan Zoning Enabling Act Public Act 110 of 2006, as amended.
Includes recommendations that involve other agencies and groups.	Deals only with development-related issues under City control.
Flexible to respond to changing conditions.	Fairly rigid, requires formal amendment to change.

The Planning Process

This planning effort builds upon the city's comprehensive planning process that was used when developing the 2004 Master Plan. Extensive participation from the public, regional agencies, public officials, City staff, and experts on various specialty areas provided the underlying basis for the 2004 plan. This 2009 master plan update considers all of the information gathered during original drafting of the plan, yet strives to exceed the master plan review and adoption procedures set forth in the Michigan Planning Enabling Act. More specifically, the following efforts were made when drafting the master plan.

Process Overview. This document was prepared primarily in cooperation with the Planning Department, the Community and Economic Development Department, the Planning Commission, and City Council. In addition, early drafts of the plan were reviewed by a master plan Steering

Committee comprised of City department heads, representatives from the Planning Commission and City Council, and the consultant team. The following is an overview of the process that ensued:

- **Project Kick Off.** Early in the process, the City advertised their intent to begin updating their plan. In accordance with the Michigan Planning Enabling Act the City also distributed a 'Notice of intent' to the required agencies, surrounding communities, the County, the Southeast Michigan Council of Governments (regional planning agency), the airport, local utility companies and other jurisdictions that are involved in the City.

- **Public Involvement.** Once all relevant and updated data was collected, the city began to involve the public. Efforts made to engage local citizens, businesses, transportation agencies, and conservationists are described in the Summary of Public Involvement, found later in this Chapter.

- **Draft Plan Preparation.** Based on comments received through the public involvement process, a draft plan was prepared and revised based on reviews by staff, the Steering Committee, the Planning Commission, City Council, and others.

- **Agency Review and Additional Public Involvement.** Once the Committee and Planning Commission were satisfied with the draft plan, City Council passed a resolution to initiate the required review period in accordance with the Michigan Planning Enabling Act, as amended. During and immediately following this process, additional pubic meetings were held to receive comments before the adoption process began.

- **Adoption Process.** Upon completion of the review period, a public hearing was scheduled at a Planning Commission meeting. Following the hearing, both the Planning Commission and the City Council adopted the Master Plan.

Summary of Public Involvement. The City far exceeded the statutory requirements due to their commitment that all interested groups be involved in the process. The City used this opportunity to build relationships for cooperative efforts and future implementation. Romulus employed the following techniques to engage the public in the planning process:

- **Survey.** A survey was distributed at the annual Pumpkin Festival, which resulted in over 100 responses. The survey asked residents to rate the importance of key issues facing Romulus in the future which helped to prioritize their issues and concerns.

- **Focus Group Meetings.** A series of focus group meetings was held where invitees were asked to discuss their thoughts on a particular subject. This personal format allowed participants to feel more comfortable speaking in smaller groups and required less

background information since selected invitees were matched to the topic at hand. The majority of ideas revealed in this session have been applied in the plan. In total, approximately 100 people participated in the focus groups, which represented the following four topics:

- **Adjacent Communities.** Representatives from Romulus, Van Buren Twp, Wayne, Huron Twp, and Wayne County.
- **Community Development.** Representatives from Romulus Community Development Department, Historic Commission, Planning Commission, Parks and Recreation Commission and Department, Beatification Commission, City Council, Schools, and Rotary Group.
- **Transportation & Industrial Development.** Representatives from local industrial developers, SEMCOG, Orchard, Hiltz & McCliment, Wayne County Engineering and Planning, and the City of Romulus Community Development Department, City Council, Planning Commission, and Department of Public Works.
- **Economic Development.** Representatives from Wayne County Jobs and Economic Development Department, Airport Authority, and the City of Romulus Chamber of Commerce, Tax Increment Finance Authority (TIFA), and Downtown Development Authority (DDA).

- **Sub Area Meetings.** For two of the sub areas the City hosted work sessions to consider development ideas in these areas of the community. Property owners, City officials and others were invited to offer their input on how these areas should develop.

- **Getting the Word Out.** The City used a variety of techniques to publicize all opportunities for public input. Extensive use of the city's local cable channel ensured each message would reach the maximum number of residents. Volunteers from the community developed a commercial for the Master Plan workshop, and all meeting notices were posted on channel. Meeting invitations and articles were published in "The Little Paper," "The Link," and the "The Romulus Roman." Finally, the City sent over 900 invitations to property owners to inform them of the key public workshops.

- **Public Open House.** An open house was conducted to display the contents of the update. The format included stations for participants to visit, each allowing attendees to express their ideas either verbally, in writing, or through interactive exercises. The stations covered various topics including Land Use and Development, Neighborhoods, and Transportation and Community Facilities. There were approximately 50 attendees at the public open house.

- **Agency Review Period and Follow-Up Focus Group Meeting.** The agency review period mandated by the Michigan Planning Enabling Act was initiated in late April 2004. Near the midpoint of this review period, each agency receiving a copy of the plan were

invited to the City for an additional focus group meeting to discuss the draft, any potential issues, and address any questions they may have about the document. This allowed a valuable opportunity for these jurisdictions to further discuss the plan with the City before they submitted their comments.

- **Public Workshops (2).** At the completion of the agency review period in July 2004, the City felt it was appropriate to again invite the public to hear a presentation on the revised draft plan. They were also given the opportunity to ask questions and offer additional comments before the public hearing. Two meetings were held to ensure ample opportunity was provided for residents to attend.

- **Public Hearing.** Once a draft of the plan was completed and reviewed by outside agencies and the public, a public hearing was held to allow an additional opportunity for public comment. This was held at a Planning Commission meeting September 2004.

- **Plan Amendment Process.** Initiated by the City in late 2008, an update of the plan began in accordance with the Michigan Planning Enabling Act, which requires a review of the document every five years to ensure the plan polices and recommendations are still current. City staff, Planning Commission, and City Council worked with LSL Planning to review the document and update relevant sections including select demographics, future land use, economic development, transportation, and implementation sections. The update was distributed for public review in the Spring of 2009 and a public hearing was held in September 2009. The Planning Commission approved a resolution of adoption in September 2009.

Chapter 2
A Vision for Land Use and Development in Romulus

Introduction

Land use is a term that describes how a particular piece of property is being used. Planning for future use is important to understand because it significantly shapes a community's character and quality. In order to create this vision for the future, it is important to know what exists today because that becomes the framework for the future. Next, the City needs to understand its priorities in terms of its character and quality.

This chapter evaluates the land use patterns of the City of Romulus. Beginning with a description of the City's existing land use pattern, and an understanding of regional influences, planned projects, and desires of the City, a summary of key issues was developed to help focus attention on important land use issues in the City. In order to address key issues, the chapter includes goals and objectives to be used to guide future land use decisions. To further support the goals and objectives, a future land use plan is provided for the entire city and for special sub-areas.

Key Land Use Concepts

- Retain elements of the mixed-use, urban land use pattern
- Provide diverse residential options
- Create nodes of commercial to serve neighborhoods
- Concentrate regional commercial uses
- Create new opportunities for business development
- Eliminate the sporadic pattern of

Existing Land Use

In October 2002, the consultant team conducted an inventory of existing uses. This inventory included a review of aerial photography and tax assessment records, and a windshield survey of the entire City. This inventory is a 'snap shot' of the City's existing land use pattern and will be used to evaluate key issues and strategies related to future land use and development character. Subsequent changes to land use and new development that occurs during the master plan update process will be taken into consideration, but may not be reflected on the existing land use map.

Table 1
Existing Land Use Acreage Breakdown

Existing Land Use Category	Acres	Percent of Total
Low Density Residential	4,123	19.9%
Medium Density Residential	443	2.1%
High Density Residential	465	2.2%
Multiple Family Low Rise	200	1.0%
Multiple Family High Rise	3	0.1%
Manufactured Housing Community	164	0.8%
General Commercial	414	2.0%
Neighborhood Commercial	34	0.2%
Office	51	0.2%
Light Industrial	1,343	6.5%
General Industrial	1,798	8.6%
Institutional	333	1.6%
Municipal	152	0.7%
Airport	5,244	25.3%
Undeveloped Land	5,964	28.8%
Total	20,731	100.00%

Each land use category is described in this section. Refer to Map One Existing Land Use for the location of the various land uses. Table 1 provides an acreage breakdown of each category.

Low Density Single Family Residential. This category includes single family homes that are on lots 10,890 square feet in size or greater. The lot size range was based on a density of 4 units per acre or lower. In the City of Romulus, low density residential uses are generally located in less developed areas of the community and are mostly metes and bounds parcels. The majority of low density areas, particularly on the west side of the City, reflect a rural, quiet atmosphere. Some of the residential lots include accessory uses such as home occupations, farming, and horse stables.

Medium Density Residential. Medium density residential land uses include single family homes on lots between 7,261 square feet and 10,889 square feet in size. This equates to a density between 4 units per acre and 6 units per acre. These lots are generally found in existing neighborhoods located in pockets throughout the City. They are limited to single family homes with possibly a few small-scale home occupations due to the 'close knit' neighborhood setting.

High Density Residential. Single family lots that were less than 7,260 square feet in size (or a density of 6 units per acre or higher) were included in this category. Similar to the medium density residential lots, these are generally found in neighborhoods. This category also includes the new attached single family condominiums being developed off Van Born Road west of Merriman Road.

Multiple-Family Residential. This category includes structures with more than three dwelling units. They are typically in the form of apartments and apartment complexes. Currently, there are a few multiple family complexes but many are older and similar in style.

Manufactured Housing Community. This category includes all State licensed manufactured housing communities. There are two neighborhoods of this kind, located on the north side of the City. The two communities located on Van Born Road are older with smaller building sites and homes, while the site on Cogswell Road is newer with larger lots sizes and larger homes.

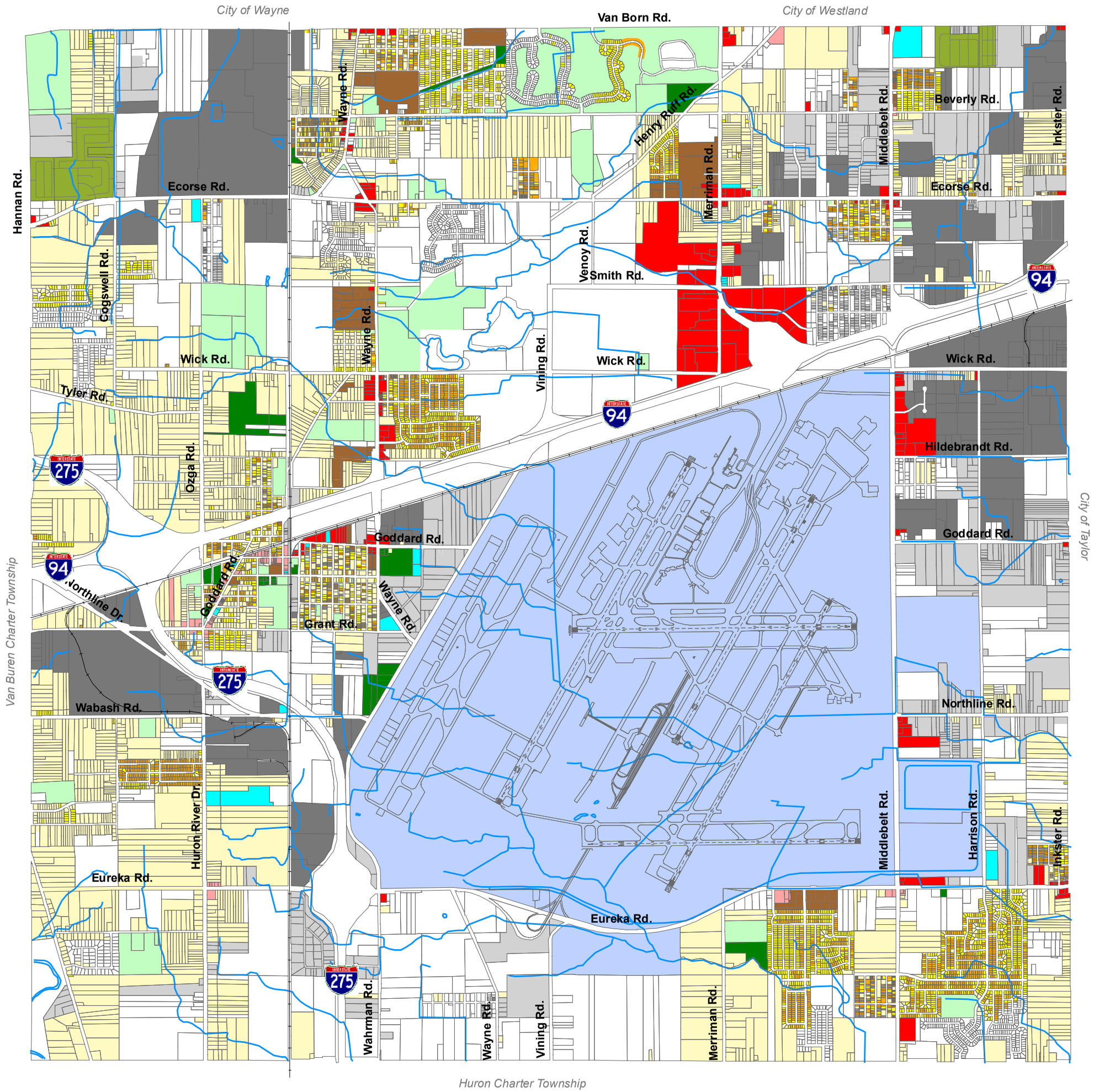
General Commercial. General commercial uses are those businesses that serve the entire community, the region, and motorists along heavily traveled roadways. These businesses are auto-oriented, meaning they may include drive-through windows and offer extensive parking. The largest concentration of general commercial uses is along Merriman Road just north of the airport and I-94. There are a few nodes of general commercial uses along Goddard Road, Eureka Road, Middlebelt Road, and Wayne Road at major intersections.

Neighborhood Commercial. Neighborhood commercial uses are small-scale businesses that meet the needs of nearby residents, such as pharmacies and sit down restaurants. In some cases gas stations were included as neighborhood commercial uses because they were located in an isolated, neighborhood setting for convenience to the residents. These uses serve lower volumes of customers and are not always auto-oriented. Pedestrian orientation is important for neighborhood commercial uses, particularly in the downtown.

Office. Office uses are limited to medical, dental, banks, and professional offices and are scattered throughout the City. Some are situated near industrial areas as professional support and others are located near neighborhoods and commercial areas to serve residents.

Light Industrial. Light industrial uses are operations that are oriented towards warehousing, light assembly of products, and research and testing facilities. These uses typically have less of an impact on surrounding uses, generate less truck traffic and keep regular business hours. These uses are found throughout the City and in some cases are integrated with residential areas.

General Industrial. General industrial land uses are manufacturing and distribution facilities. These uses generate more significant off-site impacts than light industrial including truck traffic,



Map One

Existing Land Use

Master Plan
City of Romulus
Wayne County, MI

- Low Density Residential (10,890 sq. ft. or greater)
- Medium Density Residential (at or between 7,261 and 10,889 sq. ft.)
- High Density Residential (7,260 sq. ft. or less)
- Multi Family Residential
- Manufactured Housing Community
- General Commercial
- Neighborhood Commercial
- Office
- Light Industrial
- General Industrial
- Semi-Public
- Public
- Airport
- Undeveloped Land

September 2009

0.5 0.25 0 0.5 1 Miles

Data Sources: MCGI; LSL Planning; City of Romulus

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noise, and odors. These businesses tend to operate 24-hours a day and where impacts are intensified in the evening hours. There are a few large areas of general industrial businesses in all four segments of the City with a few small pockets throughout.

Institutional. These uses include semi-public uses that are not owned and operated by the City of Romulus. Representative uses include: schools, churches, golf courses, and cemeteries. Institutional uses are important to the quality of life for residents by ensuring nearby services.

Municipal. Municipal uses are sites owned by the City of Romulus. These include the City Hall Complex, parks, the Department of Public Works yard, and fire and police stations.

Airport. The airport includes land that is owned and operated by the Wayne County Airport Authority. The Detroit Metropolitan Wayne County Airport, with some support uses, occupies the land. The airport occupies a significant portion of the City's land area.

Undeveloped Land. There are several significant land holdings on the north and south sides of the airport that have yet to be developed including parcels off Vining and Wick Roads and between Eureka and Pennsylvania Roads. These sites are subjects of the subarea component of this plan, which will take a closer look at future development opportunities.

Summary of Key Land Use and Development Issues

The City has a strong foundation for a mixture of land uses that offer conveniently located neighborhood commercial areas. The following briefly describes major considerations when developing the future land use and development plan for the City.

- The City's greatest hidden and untapped resource is its downtown. The downtown currently offers a traditional downtown mixture of residential, civic uses, and much needed convenience commercial services in a quaint environment. Special attention is needed for this area and is addressed in a separate sub-area portion of the land use plan.

- The current stock of commercial uses in the City is geared toward pass-through visitors and does not provide a sufficient amount of service and retail uses that are needed on a daily basis. The Southern Gateway and Metro Center are new development areas that will present new opportunities in the City for this type of development and are given special attention in a separate sub-area portion of the land use plan.

- The airport is a significant land holding in the center of the City. Its international draw creates opportunities for economic development and revitalization for the City and region. Its mass

and performance impacts, however, creates a barrier for the remainder of the City and strongly influence surrounding land use decisions.

- Over the years, industrial development has dominated the land use pattern and has occurred in all areas of the City with no clear boundaries. This has presented positive opportunities to be promoted for the City, and have also caused adverse impacts to be corrected in the future.

- Commercial development has occurred along major roadways such as Merriman Road, Ecorse Road, Wayne Road and Middlebelt Road in a manner that is sporadic and sprawling and has resulted in impacts to abutting residential, creates aesthetic challenges, and creates traffic flow problems with the high number of driveway cuts.

- Although a compatible mixture of uses is encouraged, identifiable neighborhoods are needed and existing neighborhoods should be expanded, not reduced.

- With the delineation of residential areas, the City must also focus on providing a variety of housing types to supplement the typical single family neighborhoods.

- The airport noise compatibility study prepared by the airport (called the F.A.R. Part 150 study) was analyzed in developing the land use plan to ensure compatibility. In 2004, the airport updated the study and the new projected noise exposure maps were incorporated into the recommendations of this updated Plan.

- In 2009, the airport began an update to their long range plan. This included recommendations for airport improvements and off-airport parking, administrative and service facilities that would be linked to the airport by means of a transit system. Plans to add a new runway southeast of the airport were opposed by the City and its neighborhoods due to the significant amount of residential and business displacement it would cause.

- Wayne County is planning for an Aerotropolis surrounding the airport, which would be a community of aviation linked businesses. This would be a major hub for economic development in southeast Michigan and the City of Romulus.

Land Use Goals and Objectives

Based on desires of the community, existing conditions, and major challenges the following listing of goals has been developed to set forth a vision for the future of the City. Following each goal statement are objectives that provide more specific direction to accomplish the City's vision.

Goal No. 1 Create a diversified and balanced mixture of land uses that will support the economic vitality, tax base, and livability of the City.

Objectives

a. Respect the current mixed-use development pattern for its unique character and convenience for residents while improving land use relationships.
b. Provide residential areas that offer varying degrees of density and housing.
c. Accommodate an acceptable amount of commercial and office development in various forms to balance the needs of immediate neighborhoods, the community as a whole, and the region.
d. Eliminate isolated locations of commercial development.
e. Designate areas for office research, light industrial, and heavy industrial operations that support the high level of market demand in the City in proper locations to minimize adverse impacts on remaining development.
f. Continue to accommodate community support uses such as public facilities and institutional uses.
g. Encourage the gradual elimination of non-conforming uses in accordance with the plan.

Goal No. 2 Provide a solid residential base that will accommodate expansion of existing neighborhoods, protect residential areas from incompatible land uses, offer a variety of housing opportunities, and support the needs of Romulus residents.

Objectives

a. Identify locations for additional residential to expand the boundaries of existing residential neighborhoods and promote in-fill redevelopment.
b. Offer nodes of neighborhood commercial at some major intersections to service nearby residents.
c. Protect a reasonable area for low density/rural residential in the southwest and northwest areas of the City.

Goal No. 4 Provide an organized pattern of various industrial land uses that is flexible for business development, properly minimizes negative impacts such as noise and truck traffic, is located away from residential areas, and reflects a quality design image of the City.

Objectives

a. Consolidate industrial development to areas in the City separated from residential to minimize impacts and improve the quality of life for residents.
b. Orient industrial development on major roadways to ensure direct routing for truck traffic to main routes that can handle high volumes and heavy cargo loads such as Inkster, Middlebelt, and Ecorse Road.
c. Eliminate isolated locations of industrial development, particularly on the west side of the City, to allow revitalization and expansion of neighboring residential areas and the downtown.
d. Provide a separate consolidated area generally on the east side of the City for heavy industrial operations such as manufacturing and major trucking that is adequately buffered from residential and has sufficient infrastructure to support such operations.
e. Promote development into 'industrial parks' with shared and coordinated design such as storm water management, circulation, and screening.
f. Designate areas for strictly light industrial to serve as a transition or land use buffer between more intense industrial and other areas of the City.
g. Expand the diversity of industrial-type uses through offering planned areas for office research uses that serve as high intensity office areas that likely require trucking, indoor storage, and light assembly or testing.
h. Accurately designate all lands devoted to use for the airport so that the City can develop specific strategies related to the site and surrounding areas that ensure land use compatibility and an accurate reflection of the City's image.
i. Institute design standards that apply to the different industrial designations to ensure land use compatibility and quality design regardless of use such as outdoor storage screening, orientation of overhead doors, landscape enhancements, setbacks, and long-lasting building materials.
j. Develop enforceable performance standards that regulate the levels of noise, fumes, and other impacts of industrial development.
k. Establish sequencing standards to phase out incompatible industrial uses adjacent to residential.
l. Capitalize on job opportunities available as the result of the airport in the Southern Gateway District.

d. Distinguish opportunities for high density residential that could include attached single family and more innovative housing options in the downtown and other areas of concentrated development.

e. Promote traditional neighborhood development in areas where a current framework exists such as existing neighborhoods and in downtown.

f. Allow some opportunities for neighborhood commercial uses within residential areas provided it is located on major roadways, a market demand is demonstrated, and the use is part of a larger development project.

Goal No. 3 Provide commercial and office uses that offer a diversity of services for different target markets, is appropriately located for convenience and safety, and maximizes the design potential to create aesthetic business areas in the City that reflect the intended character of the area.

Objectives

a. Create a commercial and office development pattern that is grouped together in strategic locations on main roads that creates limited concentrations of activity, rather than uncontrolled commercial growth along the corridors.

b. Delineate a separate central business district in the downtown to provide a specialized area for pedestrian-oriented shopping and dining that reflects the historic, traditional downtown character of the area.

c. Offer small nodes of neighborhood commercial uses such as pharmacies, banks, dry cleaners, and convenience stores at main intersections near neighborhoods to provide goods and services compatible with the residential character of the surrounding area.

d. Allow mixed-use within nodes that integrate high density residential development into neighborhood commercial areas.

e. Provide regional commercial development to offer shopping, service, and dining establishments of a larger scale to service the City and pass-by traffic without adverse impacts on traffic flow or nearby residential areas.

f. Ensure commercial areas reflect the quality and character of Romulus through site and building design standards that ensure proper circulation, access management, landscaping, architectural design, and other elements.

g. Evaluate land use decisions for compatibility with Federal Aviation Administration regulations near the airport to protect both surrounding landowners and the airport from negative or harmful impacts.

Goal No. 5 Promote development and redevelopment of sites and buildings that fulfill the City's land use goals and maximize the desirability of the City for future development.

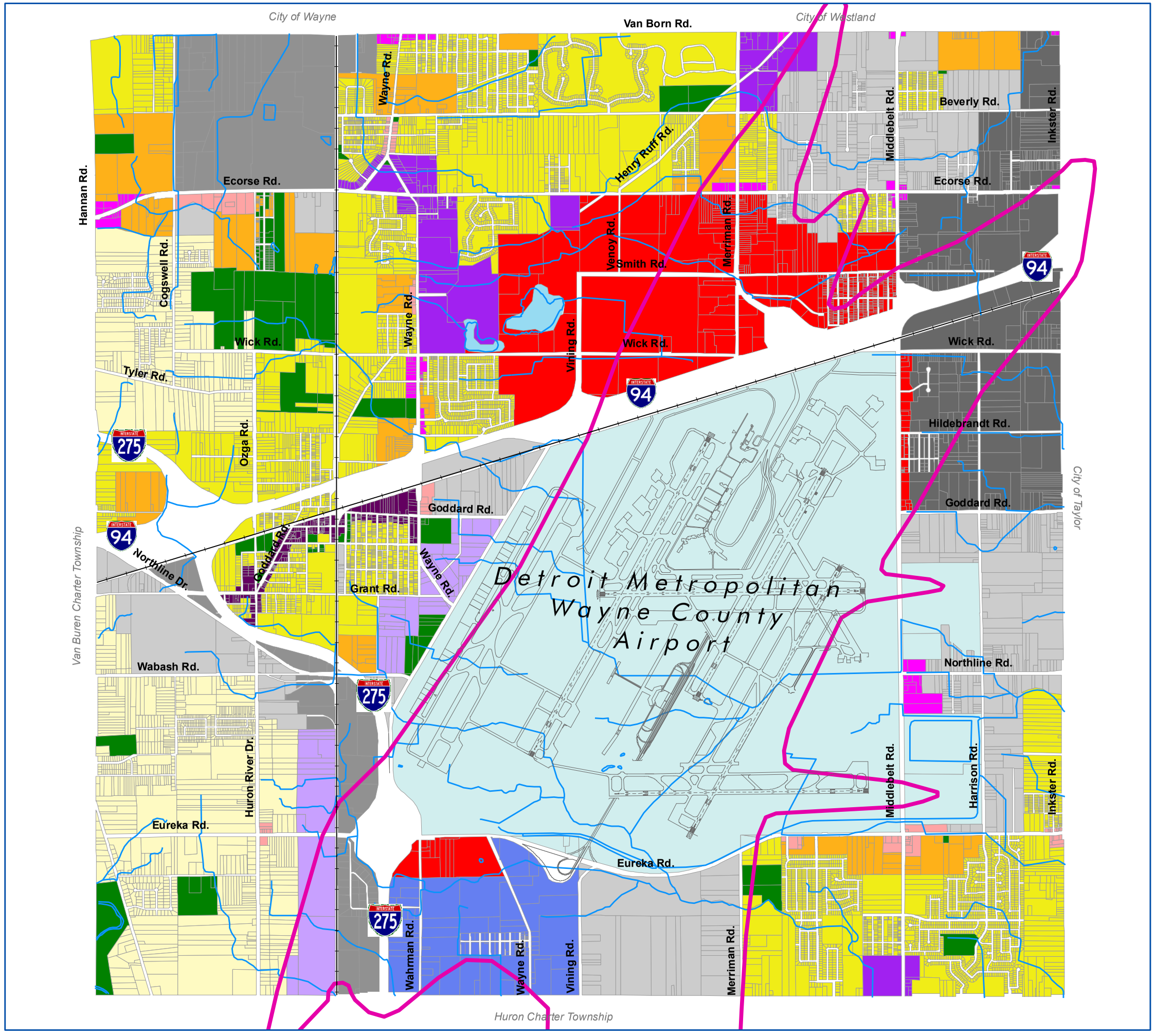
Objectives

a. Develop an established list of improvement projects and project locations that are targeted priorities for the City.
b. Use the City's resources for incentives and a source of funding to stimulate development and redevelopment of priority areas.
c. Utilize the resources of the Brownfield Redevelopment Authority to encourage development and redevelopment of contaminated sites.
d. Incorporate land use and development strategies into the Tax Increment Financing Authority planning efforts.
e. Coordinate land use and development strategies for the downtown with the Downtown Development Authority to promote continued reinvestment.
f. Establish procedures and conformance standards that apply to different levels of redevelopment projects beginning with building re-occupancy.

Goal No. 6 Incorporate open space elements into the land use pattern in a manner that creates a interconnected, unified system and provides green space, recreation, and/or protects sensitive natural features as applicable.

Objectives

a. Seek opportunities to acquire public land for recreation and open space.
b. Require open space in new development proposals.
c. Participate in implementation of regional greenway systems.
d. Develop guidelines for open space to ensure it meets key goals.
e. Link open space through a comprehensive pathway system.



Map Two

Future Land Use

Master Plan
City of Romulus
Wayne County, MI

- 2005 Airport Noise Contours (65DNL)
- Rural Residential
- Single Family Residential
- Multiple Family Residential
- Neighborhood Business
- General Business
- Regional Business
- Office Research
- Central Business District
- Light Industrial
- General Industrial
- Heavy Industrial
- Airport
- Public
- Mixed-Use
- South Gateway District

September 2009

0.5 0.25 0 0.5 1 Miles

Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

Citywide Land Use Plan

Future Land Use Plan

Based on the goals and objectives, a Future Land Use Plan was developed. Below is a description of each land use category including the general intent of the category, anticipated land uses, and maximum allowable density. Map Two Future Land Use illustrates where each category is located within the City.

Rural Residential. The area devoted to Rural Residential is intended to protect the remaining large lot single family residential areas on the west side of the City. Much of this land use is located west of Huron River Drive and Ozga. To preserve the rural character, density in this area will permit a reasonable use of the properties, but incorporate appropriate provisions that can ensure the protection of the rural character, low residential densities, and allow uses that are compatible with this development. The density planned for this area is 2 units per acre or less. This means lot sizes can be 20,000 square feet or greater.

The emphasis for any development is on preserving the rural character of this area of the City. Details related to the design character and neighborhood improvements planned for this area of the City are more clearly outlined in Chapter 3: A Vision for Romulus Neighborhoods. In general, there should be an emphasis on preserving natural features, open space and maintaining the unique rural character that exists in much of this area. Residential development should use clustering provisions when appropriate, including deep setbacks from the street and permanently preserved open space. In addition, individual lot divisions should be properly regulated to ensure efficient use of land, proper access and adequate street frontage.

Single Family Residential. The Single Family Residential land use category promotes neighborhood development with homes on individual lots at densities of up to 6 units per acre. Typical minimum lot sizes would start at 9,600 square feet, depending upon the character of the area. Areas of the City characterized by smaller lots at a more urban density in close proximity to mixed-use neighborhood centers may be appropriate for lots as small as 7,200 square feet. With new development, subdivision design should reflect a natural environment and protect open space and natural features. Single Family Residential development will more likely occur as

unified neighborhoods and must be done so in accordance with the recommendations of Chapter 3: A Vision for Romulus Neighborhoods..

Single family detached housing would be the predominant land use in these areas with other ancillary uses typical of residential neighborhoods including family child care homes, schools, churches, parks and public facilities.

Multiple Family Residential. Multiple Family Residential offers a mixture of housing opportunities ranging from moderate to high density. This designation is provided primarily for multiple family developments and manufactured housing communities. Certain transitional locations adjacent to single-family would be appropriate for infill development of duplexes or townhouse condominiums at densities of up 12 units per acre. Other areas can support higher density multiple family with typical densities ranging from 15 units per acre for low-rise multiple family to 24 units per acre for mid- to high-rise apartments. Areas planned for future Multiple Family Residential development are located in strategic areas of the City to provide a transition between residential and non-residential areas.

In addition, these uses are planned near activity centers such as Central City and Metro Center sub-areas. Based on the current mix of housing already provided in the City, it is important to focus future housing development to include single family (attached and detached), condominiums (attached and detached), and senior housing. This will ensure the proper mixture of housing options for residents and strongly support the City's goal to accommodate housing diversity. Although the housing types may differ, the design and layout of these areas should reflect the urban neighborhood character consistent with the strategies of Chapter 3: A Vision for Romulus Neighborhoods.

Neighborhood Business. Neighborhood Business allows for small-scale commercial development serving the needs of nearby neighborhoods. Uses intended within this category include small-scale and pedestrian oriented retail, specialty grocery, personal services, business services, financial institutions, sit-down family restaurants, medical clinics, and offices. Some development of residential uses may be appropriate

to improve integration between neighborhoods and commercial areas. The most appropriate residential uses would include high density in the form of upper level units or townhouses.

Future development and redevelopment should be designed to promote a more residential character than the General or Regional Business area. Uses should be limited to those serving nearby residential neighborhoods and not draw from the larger community. Buildings should maintain a small-scale that is more similar to residential construction in accordance with Neighborhood Business design guidelines contained in Chapter 6: A Vision for Development Design and Appearance.

General Business. General Business includes commercial operations that serve the entire community. Planned uses include shopping centers, larger retail stores, gas stations, car washes, financial institutions, entertainment uses, offices and restaurants. Because these uses tend to have higher intensity uses, site design elements such as landscaping, buffering, access and lighting are critical in ensuring compatibility with the surrounding neighborhoods.

Regional Business. Regional Business includes commercial operations that are regional destinations and are often linked with the market created by the airport. Uses in this area include hotels, restaurants, conference centers, entertainment uses, car rental and long term-parking facilities. The intent for this area is to capitalize on the activity related to the airport and use this as a catalyst to create a critical mass of commercial development with an enhanced synergy that creates a landmark destination district.

Central Business District. The City's central business district should continue to contain a mixture of uses situated in a compact, pedestrian oriented downtown. Uses should include retail, restaurants, personal service establishments, office and residential. A specific subarea plan is provided later in this chapter that divides the central business district into three areas:

- **Downtown.** Within the downtown core, retail and restaurants should be encouraged on the first floor. The commercial uses on the first floor should stimulate sidewalk level activity. Buildings with upper story office or apartments are encouraged. Apartments on the upper floors create a 24-hour population within the downtown and office uses create additional daytime activity to help support retail businesses.
- **Five Points.** The five points area will develop primarily as commercial, but be a distinct and separate area from the downtown core.
- **Transition.** The transitional area allows a mixture of uses but has building types and setbacks that are more residential in character. This can include single family dwellings and residential buildings that have been converted to office or services uses. Infill development with townhouses in this transitional area will also help maintain a strong downtown population.

Mixed-Use. Mixed-use is intended to accommodate both commercial and residential uses in a fashion that is mutually complementary. Retail uses could take advantage of exposure to major roadways and upper story residential would help to contribute towards a more compact, pedestrian and transit-oriented land use pattern. These could include buildings that are vertically integrated (residential above retail uses) or horizontally integrated (commercial and office in the same development). Live-work units are another potential for these areas. Mixed-use areas should be comprehensively developed to allow for shared access, parking, stormwater management, and provide for pedestrian plazas. The area known as Metro Center includes a large area of mixed-use, and a specific subarea plan is provided later in this chapter that describes its development.

Traffic impacts to the street system should be considered as areas designated mixed-use are developed or redeveloped. Depending on the location and size of development, a traffic impact study maybe required. One example is around the Pennsylvania and Middlebelt intersection where the existing non-conforming commercial use causes traffic back-ups. Any expansion of commercial use in that vicinity will likely require street improvements such as by-pass lanes, paved shoulders, or other improvements so that traffic can be accommodated. Internal circulation and on-site access should be designed to minimize impacts on public streets.

Office Research. Office Research provides an opportunity to diversify the industrial employment base of the City by reserving areas for research, development, technology and corporate offices or campuses that will not greatly impact surrounding uses. Uses would include research, design, engineering, testing, laboratories, diagnostics and experimental product development. Types of industries may include automotive, electronics, alternative energy

technologies, computers, communications, information technology, chemical or biomedical engineering. Uses should generate little or no truck traffic, outdoor storage, noise, or other impacts.

Use types should be strictly limited to office buildings, that may accommodate multiple tenants, or business headquarters and that are devoted to technology, and research. These businesses should be developed in a campus-style environment with high quality site, open space, landscaping, and building design features (See Chapter 6: A Vision for Development Design and Appearance for additional details). The best way to achieve this concept is to encourage large sites to be assembled for business parks. These uses provide an excellent transition and buffer between industrial areas and residential uses.

Light Industrial. Light Industrial is a designation that serves as a transition to less intensive uses but likely produces greater impacts than Office Research development. Operations intended for this category should be limited to light manufacturing and assembly, small warehousing, air freight forwarders, and industrial uses that have no adverse impact upon neighboring land uses. Certain other consumer service uses would be accommodated in this area such as automobile repair, home improvement supplies, self storage and certain limited commercial uses that provide services to persons working within the area. Offices and research facilities will also be located in the light industrial areas. This area should have limited outdoor storage, limited distribution/trucking. Uses in this district must have less of an impact on surrounding uses and generate less truck traffic than the other industrial developments.

Buildings will typically be smaller-scale, either as small individual businesses, multi-tenant buildings or industrial parks with small industrial establishments. Quality design is important and these areas should also be organized in industrial parks (refer to Chapter 6: A Vision for Development Design and Appearance for additional guidelines). Light industrial is generally located at transitional areas from more intense industrial to non-industrial uses.

General Industrial. General industrial provides larger contiguous areas that are well suited for larger scale industrial uses. Operations included in this designation will provide for the full range of manufacturing uses, including research and development, prototype testing, part fabrication, assembly, packaging, warehousing and administrative offices. Other general industrial uses may include primary metal industries and construction contractors in addition to uses in the light industrial areas.

Uses in this area will generate more truck traffic than light industrial uses and therefore need to be located where convenient access can be provided without truck traffic passing though residential areas. General industrial uses will often include large manufacturing and warehouse buildings. Additional landscape screening and larger setbacks will be necessary to compensate for the large scale of buildings.

General Industrial involves operations with greater impacts such as noise, odor, truck traffic, and large building massing. Important site design and appearance expectations are also included in Chapter 6. Because due to impacts, general industrial uses should not be located adjacent to large residential neighborhoods or some form of additional buffering should be provided. This could include additional setbacks, landscape berms of some form of transitional use.

Heavy Industrial. This designation expands upon the manufacturing uses allowed in the other industrial areas and provides for some of the higher impact industrial uses in the City. While general industrial uses would be allowed in this area, other high-impact uses are allowed, including distribution centers, truck terminals, truck service, chemical and petroleum production and storage, recycling, waste processing/disposal and uses that involve large quantities of hazardous materials/wastes. This land use will include larger-scale trucking operations involving interstate and intrastate motor carriers, which often involve delivery of merchandise to a distribution facility for redistribution to other trucks for immediate shipment elsewhere. Buildings dedicated to distribution generate substantially more truck traffic than other manufacturing uses that are dedicated to producing a product on-site.

Uses in this area will generate more truck traffic than light industrial uses and therefore need to be located where convenient access can be provided without truck traffic passing though residential areas. These types of activities are most suitably placed in strategic locations close to complementary uses and other potentially high volume truck traffic areas and in locations which are efficiently coordinated with the City's planned street system. Heavy industrial uses may include large warehouse buildings, distribution facilities, truck terminals and storage yards. Long term-parking facilities related to the airport will also be included in this area. Additional landscape screening and larger setbacks will be necessary to screen sites, particularly where there is outdoor storage or truck parking.

Heavy Industrial involves operations with greater impacts such as truck traffic, noise, odor, outdoor storage, hazardous materials and large building massing. Important site design and appearance expectations are also included in Chapter 6. Because of the impact that these uses have in terms of truck traffic, noise, fumes and potential hazards to nearby uses from fire, explosion or chemical releases, these uses are contained within a highly defined area of the City that is separate from the major population centers.

South Gateway District. Development of this area is considered a key to the Aerotropolis concept. The airport provides the opportunity to develop businesses that provide expedited shipping, logistics, supply chain management, distribution, international trade management, customs brokerage services and international trade related to the airport to create a global logistics air hub. This will include product brokers' offices with on-site warehouse facilities or those that administer shipment of products that are off-site. Other secondary or tertiary light industrial uses such as manufacturing, office and research and development that rely on close proximity to the airport and air cargo facilities will also be located in this area. This may include facilities where businesses are co-located with shipping companies within a single complex or campus to streamline business processes for global sourcing, transportation and scheduling, import/export documentation, inventory management, and post-sales testing, repair, return, and stock replenishment.

While this area may include warehousing and large-scale distribution centers (without outdoor storage) related to air cargo, it would not include truck terminals or cross-dock truck facilities that are primarily found in the Heavy Industrial area. Sites in this area generally will not have outdoor storage or large areas for long term truck storage. Additional landscape screening and larger setbacks will be necessary to screen sites with larger buildings. A specific subarea plan is provided later in this chapter that describes the development of the Southern Gateway.

Airport. The Airport designation includes all areas in the City devoted to the airport terminals, runways, and on-site airport uses. Uses on this site include airport terminals, runways/taxiways, aircraft hangars, and maintenance facilities, services for passengers such as retail, restaurants, parking, car rental, and hotels and other operations incidental to airports including customs, security, and emergency services. Future development within this area should be compatible with applicable design guidelines outlined in Chapter 6.

Public. This designation includes existing land owned by the City and public schools. City-owned facilities could include City hall, parks, maintenance facilities, public safety buildings, fire stations, and police stations. Though the exact uses designated as Public may change in the future, the City should ensure to the extent practical that future use continues to serve residents in some manner. Further, the City should continue to evaluate facility needs and consider opportunities for expansion and additional land acquisition that may not be indicated on the map. Attempts should be made to locate these facilities in different areas of the City to improve the convenience of access and service to all residents.

Zoning Plan and Land Use Sequencing Standards

Review of the Existing Land Use map and comparison to the Future Land Use Plan quickly reveals a significant change in some areas to gradually develop a more consistent land use pattern. Achievement of this goal will take many years due to the challenge of dealing with established businesses and homes located in areas intended for other types of uses in the long term.

The greatest example of this is the areas currently used for residential that will in the future be developed for Industrial. In these cases, there is potential to create isolated single family residences surrounded by Industrial uses. Phasing this land use change, mitigation techniques, or delaying development, may all be necessary in order to prevent land use conflicts and associated vehicular traffic and visual impacts.

There are other instances where the reverse situation applies, with industrial businesses located in residential areas that are planned to remain. These may be instances where the industrial use is nonconforming or a "spot zoning" situation exists where an isolated area was previously zoned for industrial use. The intent is to eventually phase these nonconforming or spot zoning situations out when the businesses close or relocate and move to a zoning and use that is in accordance with the future land use map.

The plan also designates significant area for commercial development, the largest of which is the Regional Commercial area proposed north of the airport. This Regional Commercial area includes a mixture of existing commercial uses, vacant land that is available for development and some existing residential property that will likely be sold for future commercial development. Because of the scale, development of this large Regional Commercial area will need to be managed through development tools such as the Planned Development option in the Zoning Ordinance.

Because the future land use map is a long range vision of how land uses should evolve over time, it should not be confused with the City's Zoning Map, which is a current (short term) mechanism for regulating development. Thus for many of the reasons noted above, not all properties should be immediately rezoned to correspond with the Plan. The Future Land Use Plan is intended to serve as a guide for land use decisions over a longer period of time (5 to 15 years).

The plan categories generally correspond to zoning districts, but there is some generalization. The following table provides a zoning plan indicating how the future land use categories in this Master Plan relate to the zoning districts in the Zoning Ordinance. In certain instances, more than one zoning district may be applicable to a future land use category. Notes are provided to guide the Planning Commission in determining the appropriate zoning district based upon the context of the surrounding area.

Zoning changes in accordance with the Plan should be made gradually so that growth can be managed. The Future Land Use Map as well as the Plan's goals and objectives and development recommendations should be consulted to judge the merits of a rezoning request. In review of rezoning and development proposals, the City should consider the following sequencing standards:

- Any rezoning or development proposal must be compatible with the Master Plan as a whole and able to stand and function on its own without harm to the quality of surrounding land uses.

- There must be sufficient public infrastructure to accommodate any proposed development or the types of uses that would be allowed under the requested zoning change. This must include sufficient sewer and water capacity, transportation improvements as specified in

Chapter 4 Transportation or as determined by a traffic impact study, and all other necessary infrastructure improvements provided concurrent with the development.

- The environmental conditions of the site should be capable of accommodating the types of development or potential uses allowed with a zoning change. The impact to natural features should be minimized to the maximum extent practical with the most important resources preserved.

- Rezoning needs to be linked as closely as possible to the timing of development and land use change. Premature rezoning without a specific development proposal and site plan should be avoided to minimize land use conflicts, property value decline, and maintenance and safety problems.

- Isolated residential lots (zoned or used) should not be created by a non-residential development project or a change in zoning. More specifically, a proposal should not 'wraparound' a residential lot or 'leap frog' past a residential lot fronting on the same side of the street.

- In transition areas, a non-residential use or zone may "back" to a residential use during the interim, provided screening is installed to reduce negative impacts on the residential use or zone.

- Sites proposed for rezoning to accommodate change in land use need to have sufficient width and area to facilitate development that satisfies the design guidelines of this plan (See Chapter 6 standards pertaining to landscaping, screening, parking, access management, lighting, etc.), requirements of the zoning ordinance, and not create odd parcel configurations such as 'dog leg' lots or 'flag lots.'

Table 2
Zoning Plan

Master Plan Future Land Use	Zoning District	Max. DU/Ac	Notes on specific location criteria
Residential Districts			
Rural Residential	RE, Rural Estates Single-Family Residential District	2.2	
Single Family Residential	R-1A, Single-Family Residential District	4.5	Applied in areas with a development pattern of larger, more suburban lots
	R1-B, Single-Family Residential District	6.1	Areas characterized by smaller lot single family uses at a more urban density in close proximity to mixed-use areas of the City

Multiple Family Residential	R2, Townhouse Residential District	12.0	Applied as an infill adjacent to single family residential neighborhoods
	RM, Low-Rise Multiple-Family Residential District	15.0	Applied to transitional locations adjacent to non-residential uses and where compatible with surrounding density
	HRM, High-Rise Multiple-Family Residential District	24.0	Applied along arterial roads, where in-scale with surrounding land uses and will not conflict with FAA airspace requirements
	RMH, Residential Manufactured Home District	8.7	Applied only in transitional locations next to industrial uses where there is a demonstrated need for this type of housing
Central Business Districts			
Central Business	CBD-1, Transition District		See CBD subarea plan
	CBD-2, Downtown District		
	CBD-3, Five Points District		
Business Districts			
Neighborhood Business	O-1, Office District		When compatible with adjacent residential neighborhoods
	C-1, Local Business District		
General Business	C-2, General Business District		
	C-3, Highway Service District		Locations not adjacent to residential
Regional Business	RC, Regional Center District		Larger sites may be developed under the Planned Development Area (PDA)
Industrial Districts			
Office Research	O-R, Office Research District		
Light Industrial	M-1, Light Industrial District		
General Industrial	M-2, General Industrial District		
Heavy Industrial	M-T, Industrial Transportation District		
Southern Gateway	M-2, General Industrial District		The City may want to consider a comprehensive developed of this area as a PDA or Overlay District
Airport	AP, Airport District		
Other Districts			
Public	All Zoning Districts		Public and institutional uses are permitted in every district as appropriate
Mixed-Use	PDA, Planned Development Area		PDA may also be applied in other classifications to achieve higher quality mixed-use development

Metro Center Plan

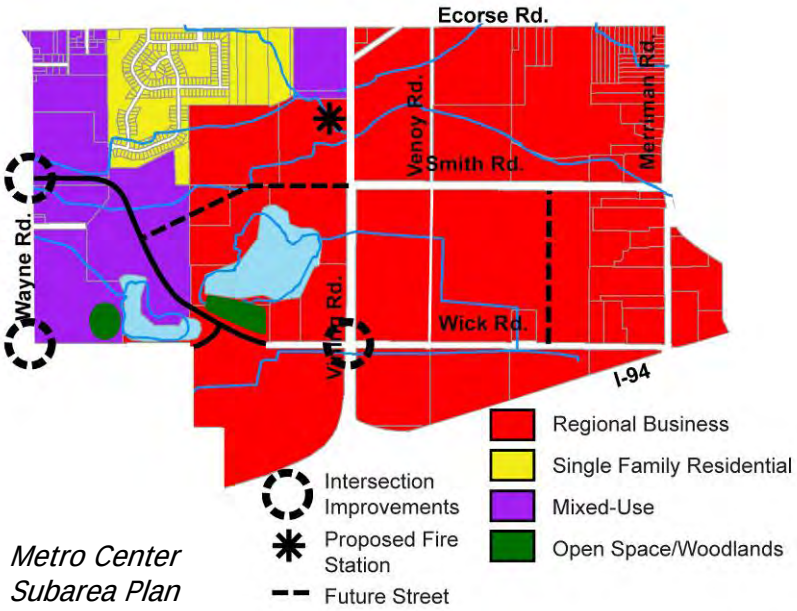
Metro Center includes the an area north of I-94 extending about a mile east and west of Vining Road (see subarea plan) defined generally by Ecorse Road to the north, I-94 to the south, Wayne Road to the west and Merriman Road interchange area to the east. Metro Center is one of the few, large, undeveloped areas in the city. Given its prominent location and accessibility, Metro Center offers the potential to be a new focal point in the City with a mixture of regional attractions such as shopping centers, large-scale employment, and entertainment uses that will benefit both residents and visitors to the City. Uses in the Metro Center should take advantage of the synergy created by the adjacent major hub airport but also be considerate of existing neighborhoods.

Several developments have been proposed in the past, including regional shopping, office parks, research & development parks, a horse racing track, and various entertainment venues. Several developments received approval to proceed, but so far none have been completed, due mostly to changes in the market.

Coordinate development within the Metro Center will act as a catalyst for development in the City. New shopping and entertainment uses will provide desired amenities to existing businesses and residents. This Metro Center Subarea Plan provides a framework the land uses, transportation system and overall design, with flexibility to allow adaptation to market conditions to ensure the desired development occurs.

Land Use Concepts

The Metro Center Subarea Plan illustrates a general concept of land uses and street layout. Regional Business, Office Research, and Mixed-Use are envisioned as the predominant uses such as corporate headquarters, medical or research offices, movie theaters and other large entertainment venues, health or educational institutions and large shopping centers.



Metro Center Subarea Plan

Secondary uses in the Mixed-Use areas could include neighborhood scale commercial to support existing and planned single family homes in the area, and moderate to high density residential preferably designed in coordination with non-residential uses, perhaps even a mixture of uses within the same buildings. The subarea plan also identifies two key open spaces that should be preserved, one a prime woodlot and the other open space along the lakeshore. Additional open space, preferably public, is also expected throughout the area but is not illustrated so it can be defined as part of the development design process. A location for a new, modern fire station is also shown.

Circulation and Infrastructure

The overall concept plan illustrates a number of new streets, street extensions and other improvements that will provide both a "ring road" system and internal connectivity for safe and efficient traffic flow. The overall network and right-of-way should be designed for a level of service D at full build out. Wide, well landscaped arterials, Wick and Vining, are intended to serve as the major circulation routes. Construction or completion of those arterials and multiple parallel collector streets will provide access to parcels and provide travel options through the area to help distribute traffic flow and reduce congestion. In addition, the completion of a grid street system provides alternative routes for emergency services. The alignments could be shifted slightly based on the development form and engineering, but the fully connected network needs to be retained. Some specific recommendations are listed below:

- Vining Road will be extended as a boulevard (120 to 150 feet right of way) to Ecorse to provide connectivity to the I-94 interchange and I-275 via Ecorse. The intersection at Vining and Wick may need to be improved with additional lanes, "intelligent" traffic signals or a roundabout. Venoy should also be extended through the site to provide access and circulation. In addition, a new north-south street should be constructed within the existing unimproved right-of-way.

- The number and design of design of access points should be managed to ensure smooth traffic flow is preserved and accident potential is diminished. The number of access points on major roads such as Vining, Wayne, Ecorse or Wick Roads should be limited and well spaced from other access points and intersections. In particular, access along Vining, between Wick and the I-94 interchange ramps, should be limited. Internal access connections should be provided to allow travel within the sites without additional movements onto the street system.

- Wick Road currently extends between Wayne, Vining, and Merriman Roads. As part of any development review process, the City will need to evaluate whether Wick Road should be realigned (a concept is shown on the subarea plan) to minimize impacts on the existing

neighborhoods. The concern is the increase in traffic will adversely impact the existing neighborhood at Wick Road and Wayne Road. The potential solution is to dead-end the road in at this neighborhood and re-direct Metro Center traffic north of this neighborhood.

- To accommodate traffic, Smith Road will need to be extended across Vining to connect with the "new" Wick to Wayne Road. Several intersections will likely need to be improved. A conceptual alignment and intersections that may need improvement are shown on the subarea plan. Intersection improvements may include additional turning lanes, improved and coordinated traffic signals, roundabouts and/or installation of medians along Wick Road. Therefore, an overall traffic impact assessment will be needed to ensure there is sufficient right-of-way for street improvements to accommodate traffic at build-out. Intersections should include well marked and signalized pedestrian crossings.

- In addition to the traffic operation and safety benefits of the median (or boulevard), this can also create a unified image as a "world class" location. Median design should include street trees, decorative lighting, sidewalks and pedestrian amenities. Significant and unique entryway features that complement the overall design theme should be added on Vining Road coming from I-94 and on Smith Road coming from Merriman Road.

- Special attention is needed on the exit ramps from I-94 into the Metro Center at Merriman and Vining Roads. Development will begin on streetscape treatment along Merriman Road that can be expanded and replicated at Vining Road.

- Design of the stormwater system should address both water quality and runoff; "green infrastructure" also known as "low impact development" techniques should be used to emulate the natural water cycle to the extent possible, with lower maintenance design preferred.

Overall Design Guidelines

The following design concepts should be incorporated into each development in the Metro Center to ensure a consistent and coordinated appearance and function.

- Buildings should be oriented in a manner that enhances views of the natural environment such as water bodies and woodlands. Although the waterfront should be protected, it is reasonable for the City to consider some waterfront uses such as restaurants or retail to take advantage of the topography and the site views. Development could create a desirable waterfront environment incorporating features such as boardwalks, overlooks, etc.

- A unified open space system should be provided through the sub-area. This open space system should accomplish three main objectives: linking the development areas from east to

west and north to south to create a unified activity center; providing opportunities for passive and/or active recreation; and preserving sensitive natural features within the sub-area.

- Ample landscaping should be required to protect and preserve the appearance, character and value of development including: buffers between different land uses, around detention/retention ponds to provide a natural pleasing appearance, interior site landscaping within parking lots and lawn areas, and within greenbelts along street frontage. Those greenbelts should be wider (35-50 feet) and more intensely landscaped where development intensity will be highest such as along Vining Road and along the I-94 frontage.

- Lighting must be designed to provide reasonable levels of lighting for security and convenience, avoid distractions to motorists, minimize nuisance to surrounding properties, decrease the effects of sky glow, and avoid the escalation of light levels among competing properties. Decorative and pedestrian lighting is important throughout the development.

- Signs should promote uniformity through consistent size, scale, shape, height, and materials. Regulations should ensure a balance between allowing businesses appropriate name recognition without cluttering the views along the streets and I-94. Low, monument, or ground mounted signs should be used in place of pole mounted signs, supplemented by appropriate wall mounted signs integrated with the overall building design. Street identification signs and 'way-finding' signs should also promote a common theme and be visible to conveniently direct people through the area. Because of the desired image from I-94, additional billboards should be prohibited and existing ones should be removed if the opportunities arise.

- Surface parking should be screened from view along the roadways through the use of trees, shrubs, hedges, or berms. Setbacks should be used to allow opportunities for landscape and lawn areas between the parking lot curb and property lines. Landscaped islands should be used to help direct traffic, calm traffic, and improve the appearance of a parking lot. All parking lots should be curbed to protect landscape and lawn areas.

- Parking areas should be designed to minimize conflicts between pedestrians and vehicular movements. Flexibility should be provided for parking calculation requirements to allow for less parking in order to achieve additional open space, improved site layout, or other site design benefits. Overhead doors or loading areas should not be visible from the street or residential area and should be screened in a similar fashion.

- Barrier free sidewalks are needed along the street and to connect front building entrances with street sidewalk system. Pathways are needed around the lakes and through open space systems. The sidewalk and pathway system should be linked.

- Pedestrian amenities of a unified design should be incorporated into the streetscape such as outdoor benches to permit pedestrians to rest shall be of a uniform design within each use area. Buildings should also relate to the street and become a part of the streetscape through building close to the road and pedestrian scale.

- Bus stops are encouraged within the development in order to accommodate multi-modal access to this activity center. These stops should incorporate features such as shelters, seating, and enhancements such as planter boxes to create a comfortable environment for the rider.

Particular Design Standards Applicable to the Mixed-Use Category. The multiple family structures shall incorporate high quality building materials such as masonry, brick, natural stone or wood siding composed of individual boards. Building designs should include varied architectural features and details, including varied roof lines using a combination of gable and hip roofs and dormers. Rear building facades visible from Wayne, Ecorse, Wick, Smith, Venoy or Vining Roads should be constructed to a finished quality comparable to the front elevation.

Commercial uses should reflect a neighborhood character, similar to the Neighborhood Business land use category. Exterior building materials should be brick, masonry, natural stone or similar materials. Commercial buildings should be a minimum of two stories, or have that appearance. Architectural details should be used such as varied roof and building lines and features such as cornices, edge detailing, and archways. Building entrances should be prominently displayed at the street. Overhead doors or loading areas should not face the street or residential areas.

Particular Design Standards Applicable to all other Uses. Office Research, Neighborhood Business, Regional Business, and Public development should comply with the design guidelines set forth in Chapter 6. Residential development should comply with the neighborhood design guidelines of nearby neighborhoods described in Chapter 3.

Central City Plan

The sub-area defined as Central City is bounded by I-94 to the north, Grant Road to the south, Wayne Road to the east, and I-275/I-94 interchange to the west. This sub-area is comprised of two community focal points, Downtown Romulus and Five-Points. The transition areas in between these focal points are also addressed.

The purpose of the sub-area study is to explore in more detail what can be done to promote more desirable land uses, more attractive sites, and how the City can improve accessibility and visibility of the area to ensure future revitalization of Downtown Romulus, Five Points, and transition areas.

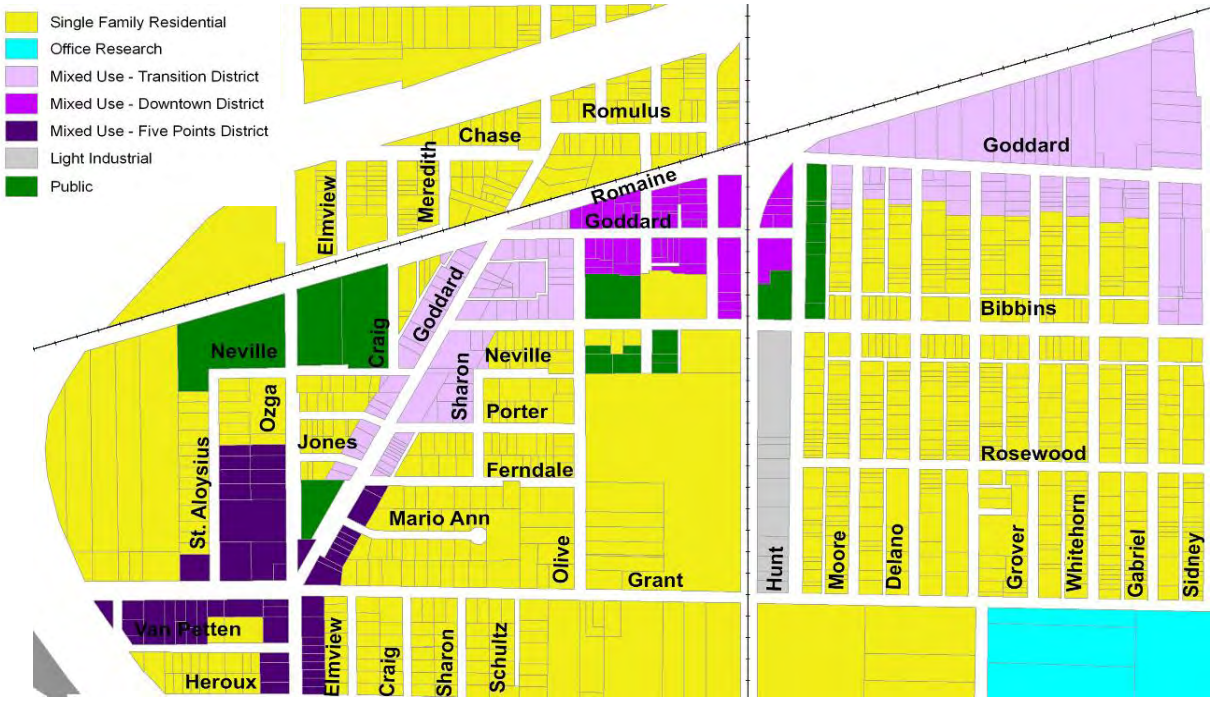
Land Use Concepts

The specific land use pattern for the downtown sub-area is represented in the detailed future land use plan on the following page. The three mixed-use districts that line the major streets are described below. In addition to these uses, single family residential, public and light industrial uses are also planned for as described under the future land use section of this chapter.

Mixed-Use Transition District. Uses planned for this district include single and multiple family residential, offices, and accessory commercial services. This district should serve as a transition area between the two downtown districts and promote a residential character that entices entry into the downtown. Development in this district is intended to maintain the current framework and focus on preserving a residential character.

Mixed-Use Downtown District. Designates the heart of the downtown business district to concentrate shopping, pedestrian activity, and civic events. The intended uses comprise high density residential, retail, entertainment, services, and offices. The density of the proposed uses should be higher in this district than at the fringes or in the Transition District. The intended character should be that of a busy downtown where people work, live, gather for social occasions, and shop. The Downtown District should be an attractive place to visit, have dinner, go to the movies or to just simply walk through on a Sunday afternoon.

Mixed-Use Five Points District. This category provides a secondary downtown destination with more emphasis on services for the neighborhoods. The intended uses are comprised of services, retail, office, and high density residential. The intended density is less than the Downtown District but more than the Transition District. The intended character should be that of the surrounding neighborhood and neighborhood service area where residents can live and find medical offices, beauty salons, and other service uses.



Design Concepts

A key element of the sub-area analysis is the design concept that once implemented will provide human scale where needed and a pedestrian friendly environment for residents, and visitors. The design concepts represented in this chapter should be used as a guideline for applicants and City staff every time a development proposal is submitted.

Design Guidelines – Residential Areas. Chapter 3 describes the intended design character of the residential area of the Central City. The emphasis is on traditional neighborhood design elements that promote a close-knit environment where neighbors can comfortably interact. In addition, pedestrian-orientation is important in these guidelines to ensure that desirable services and uses are within walking distance for residents of the neighborhood.

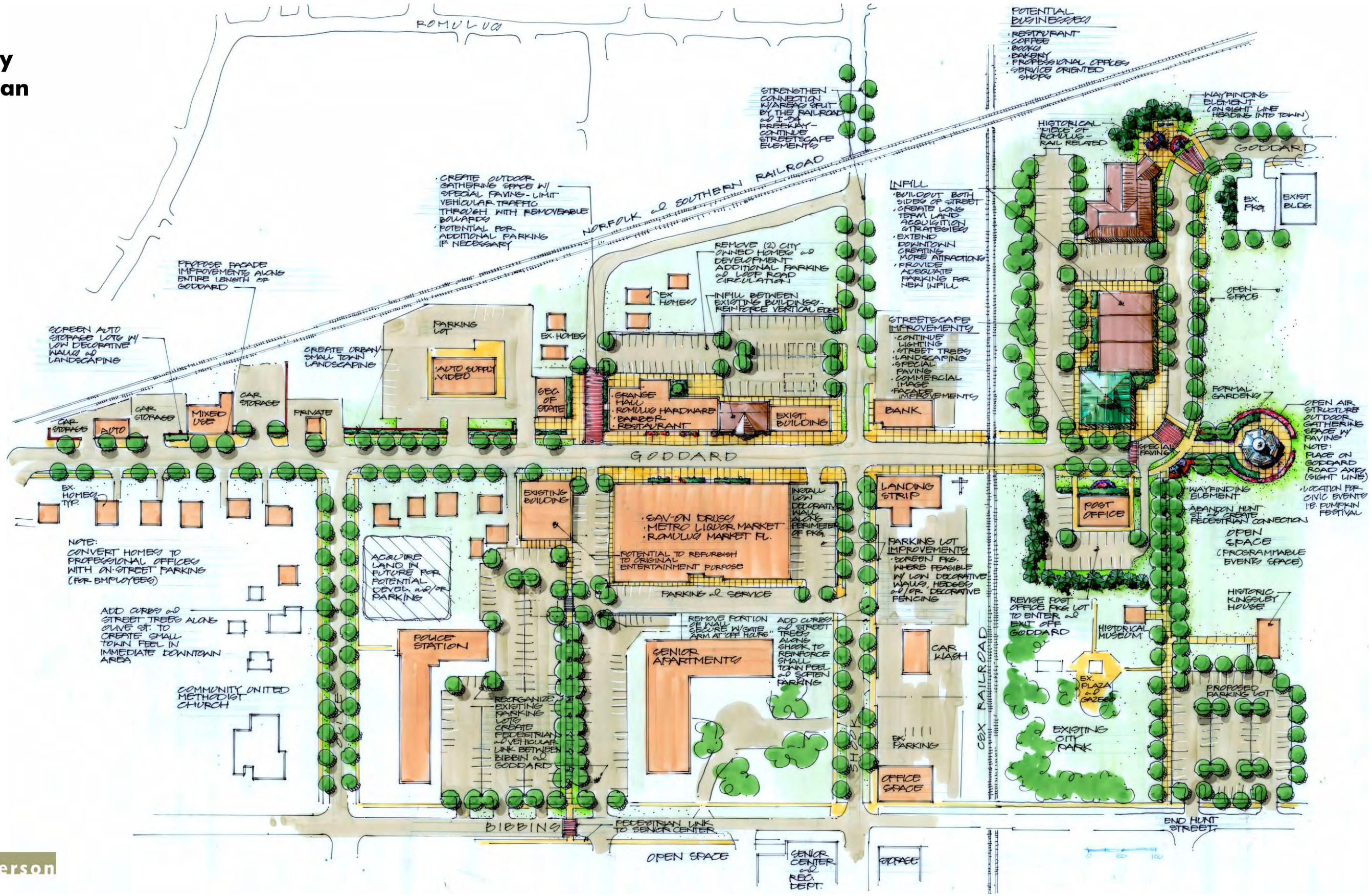
Design Guidelines – Mixed-Use Transition District. The Mixed-Use Transition District should reflect a residential character that is compatible with the established neighborhoods of the Central City.

- Sidewalks, ornamental lighting, pole banners, benches, and street trees should be provided within the right-of-way to signify a sense of place. Details should be consistent with the other two districts within the Central City, but more understated than the Downtown and Five Points Districts due to its more residential, transitional character.

- The Transition District should be used as an opportunity to create entryways into both the Five Points and Downtown Districts. Visitors should be alerted of these approaching focal areas with the use of gateway amenities such as signage, landscaping, lighting, street improvements, etc.

- While this transitional area includes a mix of residential and commercial buildings of various styles, design should be complementary. This can be achieved through both consistent building design/materials and siting within the lot (shallow front yard setback to provide green space and landscaping on both sides of the sidewalk with parking on the side and/or in the rear yards.

Central City Concept Plan



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- Within the transition area between the Downtown and Five Points, there are several existing single family homes that will either continue to be used for single or multiple family residential or will be converted to office or service uses. In either case, the single family character of the structures should be maintained through building and site design techniques such as maintaining a traditional front door and yard, restricting size and type of signs, and requiring parking areas to be discrete and screened.

- The Transition District between Wayne Road and the Downtown contains several underutilized buildings and land which present opportunities for new and infill construction. A more consistent image should be maintained for businesses through similar signage, building materials, and other design elements that reflect a low intensity, residential character.

- New residential construction is anticipated along Goddard between Wayne Road and Downtown. The intent is to promote high density residential and introduce a new product type to the City's housing stock, such as townhouses. The townhouses should maintain traditional neighborhood design elements such as prominent front porches, street front orientation, curb appeal through landscaping, and limited visibility of parking with garages accessed via an alley.

- Visible parking areas should be screened with a low masonry wall or hedgerow to minimize visual impacts and to obscure headlights.

- Proper screening along the rear lot line is necessary to minimize negative impacts. Due to limited space a narrow strip of plantings or obscuring wall/fence should be considered. The extent of the screening should address potential impacts of the use but should not close-off the neighborhood from the commercial area.

- As a mixed-use district, residential uses may occur next to or within commercial or office buildings along Goddard Road. The mixed-use concept is promoted within this area and should not be deterred by extensive screening requirements. When this land use mix occurs along Goddard Road, minimizing potential noise disruptions due to business hours and vehicles accessing the site should be resolved through narrow buffer strips, canopy trees, low walls, and hedgerows. Fences, walls, and evergreen trees should only be used where extensive impacts are anticipated and only behind building lines so that views from the street are not obstructed.

Design Guidelines - Mixed-Use Downtown District. Overall, Downtown Romulus is a complex center of activity that comprises a mix of retail, restaurants, neighborhood services and residential uses. Downtown Romulus currently possesses a unique sense of place and human scale. However, minor elements that can help enhance this character are still necessary. The main elements of these recommendations are provided below.

- The core of the Central City sub-area already possesses elements that emphasize human scale such as canopies in some windows, flower pots on portions of the sidewalk, ornamental lighting, banner signs on the lighting poles, and landscaped public right of way. These elements should be maintained where existing in the Central City sub-area and implemented when non-existing.

- Little effort will be required in implementing the vision for the remaining portion of Downtown Romulus. However, it is important that elements such as ornamental lighting, pole banners, benches, trash cans, and information kiosks or maps of the sub-area are implemented throughout the Downtown. If consistently implemented throughout the sub-area, the proposed streetscape will provide a unique sense of place that will enhance the overall Downtown character.

- The frontage of Downtown businesses should be improved where necessary and maintained in good condition to enhance downtown aesthetics. The DDA offers façade enhancement grants to help businesses maintain the traditional design characteristics of Downtown, provided the design guidelines described in this plan are met.

- A street yard, area between the building and street, comprised of deciduous or ornamental street trees and landscaping in the form of shrubs, lawn and some flower beds should be provided in the public right of way between the sidewalk and street. The landscape street yard should be provided only on secondary streets such as Olive and Shook and in Mixed-Use Transition districts that connect the Downtown District with the Five Point District. This landscaped street yard should help promote pedestrian activity in mixed-use transition districts and provide a sense of safety for Downtown visitors and residents.

Before and after examples of what building improvements and streetscape enhancements could look like in Downtown Romulus

- A smaller scale of landscaping comprised of sidewalk plantings, flower pots, and small shrubs should be located on the frontage of buildings along Goddard Street. Downtown landscape should be compatible with the overall City character and contribute to a well maintained Downtown.

- Elements that serve as landmarks to help people find their way around the Downtown should be placed in key locations. Signs, a piece of Romulus history, or a small plaza and landscape can be used as way finding elements. Key locations for way finding elements include but are not limited to the entrance turn on Goddard adjacent to the old train depot and the turn on Goddard before the post office. Way finding elements in these locations should direct and welcome downtown users and visitors. The second turn located east of the tracks and the post office is clearly an underutilized space in Downtown that can easily become a landmark. The location of a landscaped rounded plaza with a gazebo should promote community gathering activities and special events in this location while enhancing community character.

- Incorporation of useable public spaces throughout Downtown Romulus should be encouraged. One potential location for an outdoor gathering space is located at Sterling and Goddard Streets. Public space should have special paving, landscaping and seating. Vehicular traffic should be limited through the placement of removable bollards which could allow for creation of additional parking or used for civic events.

- Curbs and gutters should be added along secondary streets that connect directly to Goddard such as Olive and Shook Streets to define public space and provide additional parking.

- Special paving materials that denote patterns and color variations are encouraged for downtown sidewalks. The variation of colors and materials should create a unique sense of place that will differentiate Downtown Romulus from other areas of the City and other Downtowns. Paving patterns should create a unique sense of place for visitors and residents and enhance pedestrian activity.

- Special materials such as textured pavement to calm traffic could be installed at the turn before the old train depot, the second turning point before the rail tracks and the post office, and the pedestrian crossing outside the post office. Traffic calming materials can help create a pedestrian friendly environment throughout the Downtown and can be located in other street crossings along Goddard.

- Examples of signage currently used in Downtown Romulus are comprised of painted signs placed in windows, illuminated vinyl awnings, and illuminated wall signs of projected roofs. Painted signs should be removed to alleviate clutter. They could be replaced with

professionally designed and installed window signs with the business name and logo. Existing illuminated awnings, box signs, and roof signs should be replaced with canvas awnings, projecting signs or wall mounted signs with exterior illumination such as gooseneck lighting. The relative consistency of building mounted, projected and awning signs should be encouraged throughout the Downtown to provide a sense of location and a more uniform character for the Downtown.

- Low knee walls should be provided in existing or proposed parking lots to provide screening and a pedestrian safe Downtown ambience along major streets. These knee walls should be located in front yards or visible from the street and/or auto storage to create an urban small town ambience by blocking views to parking.

- Uses that include a mix of residential and office service or neighborhood commercial should be located to build out both sides of Goddard Street. Art galleries, specialty stores, and local service providers are examples of uses that make a Downtown distinguishable from other commercial areas and these uses should be encouraged in Downtown Romulus.

- There should be an emphasis on locating parking lots behind buildings. Parking lots located in rear yards should be connected to the sidewalk through pedestrian pathways. Where a parking lot is located in the front yard, low knee walls and sidewalk plantings or raised planting beds should be proposed as previously described to help soften views of the parking lot to the street and provide enhanced safety for pedestrians.

- The height of infill development should enhance the commercial image of Downtown. This can be achieved through the construction of two to three story buildings and additional architectural treatment along rooflines. Historically downtowns are the areas where taller buildings are located. Although in some cases "taller" buildings means two or three story structures, the flexibility of multi-story buildings allows for a wider diversity of uses and higher density.

- Infill development includes not only the re-use and conversion of existing structures but also the construction of new buildings. It is important that infill buildings in Downtown Romulus possess high quality materials, cutting edge building design, architectonic elements that are compatible with surrounding structures that respond to the existing character and historic architectural styles found in Downtown Romulus.

- Provision of ample parking is a shared responsibility between the City and businesses. For key locations where demand from multiple businesses exist the City or DDA could purchase property for municipal parking lots or public spaces for community gathering, special and civic events or location of public art. But businesses should also provide additional parking as

demand increases, both through construction of new lots and with shared parking agreements where peak parking demands allows.

- Some areas of Downtown Romulus are currently split by the railroad. A special emphasis should be placed in incorporating design elements that provide visual and physical links to Downtown Romulus. Another physical and visual link is needed to connect Bibbins Street to the Downtown.

Design Guidelines - Mixed-Use Five Points District: Five Points is a busy intersection that is comprised of primarily auto-oriented businesses. Five Points parcels are larger than those located in Downtown Romulus and can accommodate a different mix of land uses that is supplemented by those in the Downtown. This area is envisioned to encompass mixed-use high density residential uses, office, and neighborhood service uses resulting in a secondary center of activity to Downtown Romulus.

Several elements comprised as part of these guidelines for the Five Points refer to two different alternatives developed for this portion of the sub-area. Alternative 'A' explores the possibility of re-routing Ozga Street to eliminate the five point intersection and locate parking in this area. Alternative 'B' maintains the five point intersection and proposes an overall enhancement of the surrounding area. The majority of design elements apply to both alternatives, however, those items that are unique are indicated below.

- Elements such as signage, objects related to the history of Romulus, or public art should be provided at the intersection to direct and welcome users and visitors. If implemented, alternative 'A' would require way finding elements in at least two of the four intersection corners. Alternative 'B', if implemented, would require a unique landmark element at the corner of Goddard Street and Huron River Drive.

- Public gathering spaces and elements such as plazas, gazebos, kiosks, and landscape public art areas should be located in close proximity to the intersections to enhance sense of place and community character. For alternative 'A' a rounded plaza is proposed along Goddard Street next to the existing church and across the auto service retail. Alternative 'B' incorporates smaller public spaces to the area between each building and corner of the intersection.

- Ornamental lighting, pole banners, benches, information kiosks, and location maps should be provided where not yet installed in the Five Point District. Proposed streetscape elements are similar for the two alternatives.

- Structures in the Five Point Intersection are larger in size than those located in Downtown Romulus. It is important that buildings located around the intersection be improved and

maintained in good condition to enhance downtown aesthetics. A consistent commercial image should be maintained through implementation of similar signage, building materials, and design elements throughout the intersection. It is important for infill development to maintain historic elements of existing façades and similar historic character to be incorporated into newly developed buildings.

- Street trees and landscape should be provided in the right of way portion between the sidewalk and the street to enhance pedestrian activity and provide a sense of safety for pedestrians from street traffic. Alternative 'A' proposes a landscaped parking lot yard behind the existing church from Goddard Street to Huron River Drive.

- Sidewalk plantings, flower pots, flower beds and small shrubs should be located on the frontage of buildings. Alternative 'A' proposes flower beds to be located along Goddard Street, Huron River Drive and Grant Street. Alternative 'B' proposes most of the smaller scale landscape to be concentrated on corners of the intersection.

- Special paving with color and material variations is encouraged for sidewalks located in the blocks part of the Five Point Intersection. This sidewalk design should be compatible with that of Downtown Romulus. Key locations in the mixed-use transition districts can also incorporate some of these sidewalk patterns.

- Special or textured traffic calming materials should be installed on every street of the intersection to strengthen pedestrian connections and reduce traffic speeds. Similarly, traffic calming materials can be installed in major intersections in the transition area between Downtown Romulus and the Five Points.

- Low knee walls should be provided to screen parking located in the Five Point Intersections and in close proximity to Goddard Street and the intersection area.

Five Points Alternative 'A'

- **Convert to four-way intersection**
- **Close Ozga & convert into a parking lot circulation aisle**
- **Create a new 'fifth point' through pedestrian circulation**

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Five Points Alternative 'B'

- **Improve circulation at five points intersection**
- **Shared access between sites**
- **Enhancement along streetscape**

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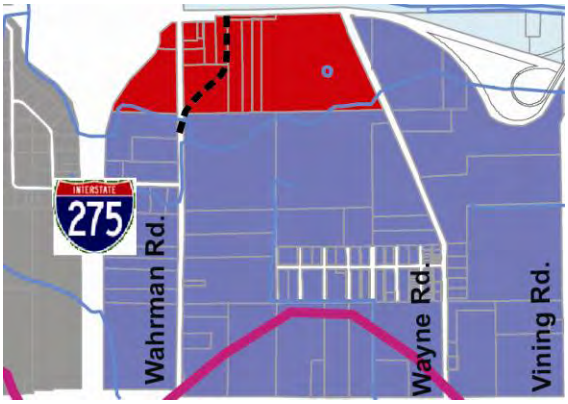
- Mixed-use buildings that incorporate residential and office and/or commercial should be located to build out both sides of Goddard Street, Huron River Drive, and Grant Street. Local commercial uses and service providers with residential in upper floors are examples of uses that can be incorporated in the Five Point Intersection.

- Parking lots should be located on rear or side yards and connected to the sidewalk through pedestrian pathways.

- The vertical edge of infill development or an emphasis on developing or redeveloping existing buildings into taller structures (two to three stories) is recommended in the corners of the five point intersection.

- Infill development includes not only the re-use and conversion of existing structures but also the construction of new buildings. It is important that infill development in the Five Point Intersection possess high quality materials, cutting edge building design and architectonic elements that respond to the historic architectural styles found in the City. Given the larger scale of buildings in this area, the incorporation of design elements such as prominent front entrances and windows, columns and canopies on side and rear elevations will be necessary to help break up the building mass.

Southern Gateway Plan



The Southern Gateway sub-area is located immediately south of the airport, between the I-275 and Vining Road. Over time this sub-area has been zoned and intended for coordinated industrial activity, with supplemental commercial and retail offices, all which support the airport. This area is currently vacant in its majority and very well connected to major thoroughfares given the location of the I-275 Eureka Road interchange. Despite the relative length of the existence of this interchange it was not until the addition of the southern entrance to the airport that the activity in this area and subsequent development potential has increased. The purpose of the sub-area study is to explore which land uses could be accommodated and would be suitable for this area in order to shape the future image of this gateway.

Land Use Concepts

The land uses appropriate for the Southern Gateway are discussed in the future land use plan earlier in this chapter. Generally, the majority of the sub-area is designated for businesses that rely upon the airport and can utilize the access to two major freeways and airport. The intent is to create a concentrated employment center that will compliment surrounding existing and planned land uses in this area of the City and neighboring Huron Township. The planned commercial area along Eureka Road is intended to serve expressway travelers, workers, and neighborhoods in the south side of the City. A diversity of commercial uses is imperative to ensure that this market area is properly served; however, it is not intended to create a new commercial center in this area that would detract from development of the Metro Center and Regional Business area north of the airport. Mixed-used development and business parks with supportive commercial, such as restaurants, hotels and convenience services would be well suited. The City may wish to consider the development of an overlay zoning district that ensures consistent building and site design standards. Access management standards should be applied to create a coordinated circulation system to minimize the number of driveways to help maintain smooth traffic flow and reduce potential for crashes,

Design Concepts

Design concepts have been developed to provide human scale and a pedestrian friendly environment where needed. Development within the Southern Gateway should:

- A reconfiguration of the Eureka Road and Warhman Road intersection is planned that will allow for an easier transition of traffic flow from I-275 to Warhman Road.

- In order to provide adequate connections for future development a network of internal roads should be aligned to connect to surrounding uses and proposed development.

- Conduct a traffic study on conflict/timing of trains and vehicular traffic to ensure road improvements and access management effectively address key traffic problems.

- Enhance green areas and open land areas located on interchanges as permitted by MDOT standards.

- A landscaped buffer should be provided adjacent to the airport landing area and across the proposed uses. If allowed, build out of the currently vacant space should be considered. In addition, a buffer should be created between industrial and commercial/office uses.

- Additional landscape should be provided along Eureka consisting of a bermed landscaped island with low plantings as median and landscape buffers along both sides of the street.

- In order to enhance the image of the entrance to Romulus from the I-275 intersection directional signage, City welcome signs, public art, and landscaping should be incorporated to the intersection and adjacent open space.

- A non-motorized pathway system should be developed to link areas bisected by the freeway and connect neighborhoods to proposed commercial development and existing parks.

- Additional pedestrian scale ornamental lighting with should be provided along Eureka.

- Additional entry/exit signs, building identification signs, and directional signs for the proposed development to be located on major thoroughfares should be incorporated into the development off Eureka Rd.

- Existing industrial uses located north and south of Eureka, west of I-275 should be further complemented by additional industrial uses in the setting of an industrial park that contains high quality landscaping adequate lighting and an interior circulation system.

- Sites should not have outdoor storage or large areas for long term truck storage visible from I-275, Eureka or Warhman Roads.

Chapter 3
A Vision for Romulus Neighborhoods

Introduction

Romulus is a City with a number of well-established neighborhoods that range from tight-knit urban environments to more rural residential areas. The creation, preservation and enhancement of all types of neighborhoods are essential to the success of the community. Neighborhoods define and characterize the unique cultural, historical, and natural qualities of the City.

The analysis and recommendations of this chapter are organized by a geographic neighborhood. Each area was evaluated based on a listing of goals and objectives included in the following section. The existing conditions, key issues, and recommendation strategies for each neighborhood follow the goals and objectives and are organized by their geographic area. Each list of strategies will ensure the continued success and vitality of Romulus' different neighborhoods.

Key Neighborhood Concepts

- Promote an organized system of City neighborhoods
- Support traditional neighborhood design elements in denser areas
- Protect rural, low density neighborhoods
- Ensure all neighborhoods are properly served by parks, schools, pathways, etc.
- Minimize impacts on neighborhoods caused by incompatible land uses

Neighborhood Plan Goals and Objectives

Based on desires of the community, existing conditions, and major challenges the following goals have been developed that set forth a vision for the future of the City. Following each goal statement are objectives that provide more specific direction to accomplish the City's vision.

Goal No. 1 Preserve, protect, and enhance the integrity, economic viability and livability of Romulus's neighborhoods.

Objectives

a. Limit or buffer non-residential intrusions into residential neighborhoods through open space, landscape treatments, and site design.
b. Educate residents about property maintenance tools such as home rehabilitation grants, tax credits and loans that are available.
c. Work with homeowners to identify funding sources and other resources to help avoid foreclosures and abandonment of properties.
d. Enforce code compliance throughout the City.
e. Develop a comprehensive housing preservation strategy to retain housing stock that reflects the improvement strategies described in this chapter.
f. Work with the City Police Department to strengthen neighborhood policing.
g. Encourage residential areas to participate in neighborhood watch and other neighborhood safety programs.
h. Work with the Airport to ensure sound protection measures are implemented within the 65 DNL and considered in the 60 DNL.
i. Provide way-finding signage to direct residents and visitors to key points of interest within the City and to facilitate easy access between different areas of the City Implement enhancement and upgrade recommendations for all City parks in accordance with the City Parks and Recreation Plan.
j. Require new residential development to provide parks and recreational areas.
k. Support development of sidewalks and pathways to link neighborhoods to nearby community facilities and services.

Goal No. 2 Create an identity for all neighborhoods.

Objectives

a. Promote, develop and support block clubs and neighborhood associations.
b. Encourage cooperation between community groups and the City to implement a neighborhood signage and banner program.
c. Incorporate streetscape improvements in developing neighborhood identities.
d. Utilize consistent landscaping at entries, rights-of-way, and park areas.

e. Maintain the rural identity in some areas through low densities, large open spaces, and accommodating appropriate agricultural operations.
f. Ensure that all new housing developments are compatible with the desirable characteristics of that particular neighborhood.

City Wide Neighborhood Strategies

In order for any neighborhood to thrive, a comprehensive approach is needed to indicate support and priority for residents. The following are specific Citywide strategies that should be applied.

- Apply code enforcement uniformly in all areas of the City.
- Promote the development of neighborhood associations and programs in all neighborhoods.
- Promote the use of public facilities, such as schools and religious institutions, as neighborhood anchors.
- Continually upgrade and expand parks in accordance with the City's Parks and Recreation Master Plan to ensure optimal use and benefit of the existing park system, particularly areas underserved by parks including the City's southeast and southwest neighborhoods.
- Encourage the development of open space communities, or clustering, for large-scale development or when multiple parcels are assembled to concentrate homes into a traditional neighborhood, conserve natural systems, and promote the efficient division of land.
- Regularly inspect and maintain neighborhood infrastructure, such as roads, drains, sidewalks, and storm sewer lines.
- Implement programs for housing reinvestment and ownership including low-income and senior populations.
- Work with current and perspective homeowners to promote responsible ownership and long term investment in housing.
- Promote a mixture of housing types and styles such as attached and detached condominiums, townhouses, upper story apartments, and granny flats, as appropriate to the neighborhood.
- Enhance neighborhood entrances to be maintained by residents to reflect a quality image and sense of pride in the neighborhoods.

- Provide way-finding signage to direct residents and visitors to key points of interest within the City and to facilitate easy access between different areas of the City.

- Target property maintenance and rehabilitation efforts to areas most in need.
- Increase presence of emergency services to increase the level of safety and comfort in neighborhoods.

- Promote the installation of lighting through all neighborhoods to facilitate safety.

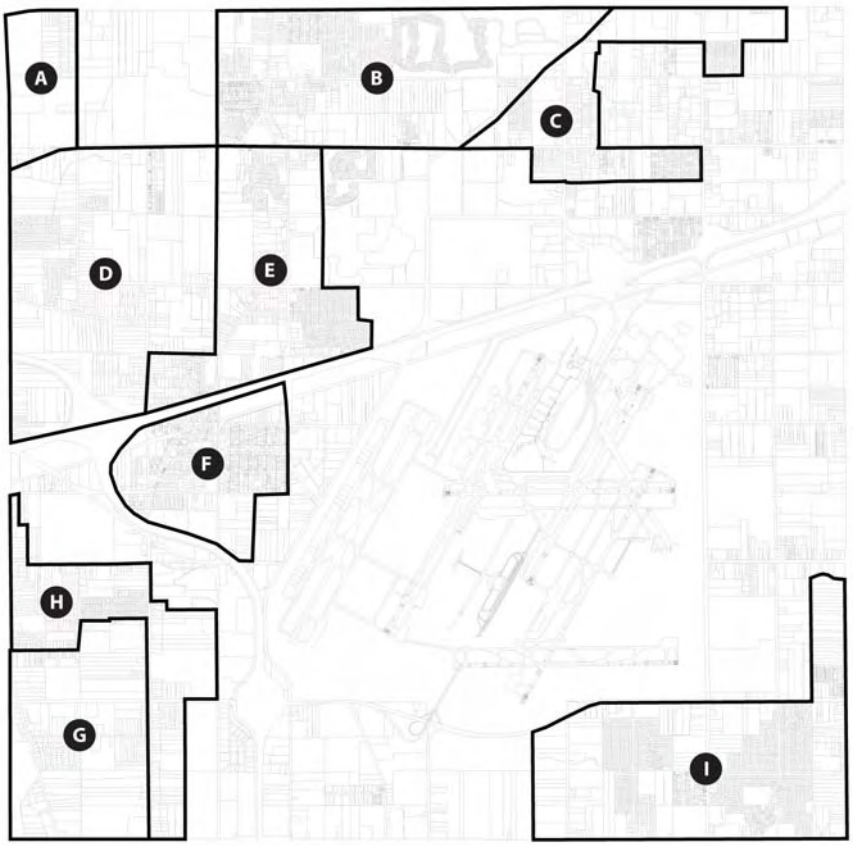
- Encourage the development of Neighborhood Plans for specific areas that involve the residents to help build relationships and support for future improvements in those neighborhoods.

Neighborhood Specific Recommendations

The following sections are a description and summary of the nine neighborhoods addressed in this plan. It is important to emphasize that all neighborhoods in the City should work together to improve the future of the City and protect its residential areas as one comprehensive unit.

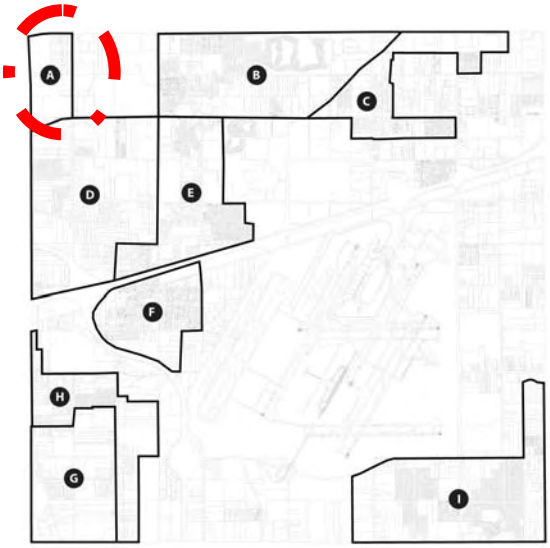
Neighborhood Specific Recommendations are not intended to seclude areas of the City from one another they are only organized as such due to similar needs as an efficient method of relaying plan recommendations.

Romulus neighborhoods contain a number of existing desirable assets, and the City is fortunate to have vacant lands and redevelopment sites to offer many new residential development opportunities. This plan sets forth a framework to successfully strengthen existing areas and offer guidance to ensure that new residential areas positively influence the character of the community. The strategies provided for each recommendation area are more detailed action statements for the different recommendation areas as delineated on the map. Please also refer to the Future Land Use Map to understand planned densities and land use patterns.



Romulus Neighborhood Map

Neighborhood A



General Location. East side of Hannan Road, north of Ecorse Road.

Existing Uses. This neighborhood includes a mixture of single family homes, a manufactured housing community, and vacant land planned for residential.

Key Issues. The limited vacant land available for residential development is planned for a density of 8 units per acre. The area is situated near a number of uses with potential negative impacts such as a heavily traveled roadway and industrial operations. Existing residential areas are isolated and attempts should be made to connect them with surrounding development and services.

Strategies. The challenge of this area is that it is not part of a unified residential area, it is more segmented. The main function this area serves is to offer a transition between the single family development to the south and the industrial development to the north and east. It also serves as a transition along the City boundary shared with Van Buren Township.

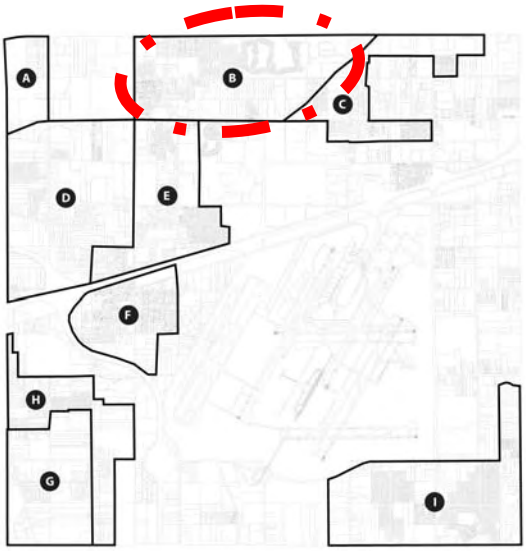
- The only area planned for Single Family Residential is at Van Born and Cogswell Road. The character of this neighborhood should be protected as it currently exists, with potential expansion to the west, at which point, a street connection should link to Cogswell Road.

- A sidewalk is needed along Cogswell Road to link these residential areas with uses along Ecorse Road.

- The limited areas where residential uses are adjacent or across the street from industrial uses will warrant wide buffer areas and screening to minimize impacts.

- City-owned land located in this area and future development should be dedicated too much needed access to community services such as parks and recreation.

Neighborhood B



General Location. South of Van Born, West of Merriman Road, North of Ecorse Road and Henry Ruff, East of the CSX Railroad.

Existing Uses. Mixture of neighborhood commercial, medium and low density single family residential, high density residential, schools, City parks, and a private golf course.

Key Issues. This neighborhood is a representative sampling of a variety of residential development types in Romulus. Most of the residential areas are older neighborhoods that should be enhanced and offer in-fill development opportunities. New development areas should integrate with the existing neighborhood structure and improve connectivity between existing neighborhoods. Links to parks and schools are needed along with connections to the Neighborhood Businesses along Wayne Road. Single Family Residential should seek to preserve natural wooded areas and open space and will need to be buffered from development on the south side of Ecorse Road.

Strategies. The area offers a number of amenities and character with a mixture of residential densities. The neighborhood should be developed in a unified manner so that residents living in this neighborhood can benefit from these assets. The character of new residential development or in-fill residential should replicate the existing traditional neighborhood character.

- Sidewalks are needed in the residential areas to link residents to parks and recreation opportunities in the neighborhood and the shopping area at Wayne and Ecorse Roads.

- Wayne Road is a key corridor linking this neighborhood with other key areas in the City such as the Regional Center, Central City, and Southern Gateway. A variety of methods of transportation (car, bike, walking, bus, etc.) should be accommodated along this roadway to ensure residents can use Wayne Road to connect them to other areas in the City.

- To improve circulation and access throughout the neighborhood, north-south street connections are needed to Ecorse Road and Beverly Road to break up long blocks.

- Conserve open space in Single Family Residential developments.

- Promote the assembly of existing narrow, deep lots into one development to promote more efficient and organized subdivision of land. If this is not possible, strict land division

regulations are needed to ensure all lots have proper road frontage, configuration and are consistent with the planned density. Flag lots are discouraged as a way of dividing land because they do not preserve natural features, complicate emergency responses, do not promote efficient use of land and cause traffic conflicts due to excessive driveways.

- The streetscape should manifest a 'close-knit' environment that is comfortable and welcoming with curbing, a grass strip, canopy trees, a sidewalk and lighting.

- This streetscape should be continuous and link adjacent uses through a logical street and sidewalk network. Cul-de-sacs should be avoided.

- Residential uses planned along Ecorse Road should have a strong presence along this corridor to prevent it from becoming a predominant commercial strip. Wide, heavily landscaped greenbelts along the road frontage will be necessary to minimize impacts between residential uses and heavy traffic volumes.

- Areas planned for Multiple Family Residential may be ideal for opportunities to address special population needs such as senior housing due to the convenient location near commercial services and other residential development.

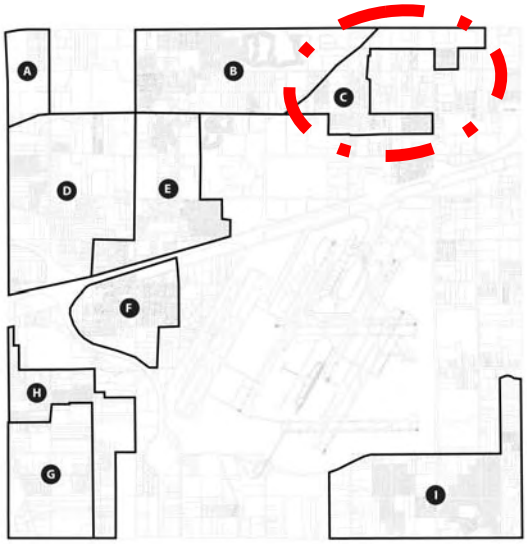
- Residential structures should have curb appeal that creates a friendly environment and promotes interaction between neighbors.

- Front entrances should closely relate to one another, side by side and across the street, through features such as prominent front entrances, shallow front yard setbacks, porches and dramatic front doors.

- Garages should be recessed, side entry, or detached so their presence within the front yard is minimized and the home is the prominent feature.

- Multiple family or attached single family structures should incorporate architectural design elements that emulate single family neighborhoods such as pitched roof lines and prominent entries, and minimize appearance of garage doors in order to properly integrate these uses into the neighborhood.

Neighborhood C



General Location. South of Van Born Road and Henry Ruff Road, north of Ecorse Road, excluding industrial uses in this area.

Existing Uses. Mixture of medium density single family residential situated in traditional subdivisions, a neighborhood park, a multiple family complex, manufactured housing communities and neighborhood businesses located at main intersections. The Salvation Army facility is also included in this neighborhood to maintain a connected area.

Key Issues. The residential uses in this area are not concentrated into one neighborhood block which creates obstacles for continuity. Much of the area is adjoined by industrial or regional business uses, therefore, screening and minimizing impacts is necessary. This area lacks adequate acreage of park and recreation opportunities. Connections to core activity areas such as Merriman Road and Regional Center are greatly needed. Regulating truck traffic is important in maintaining a proper quality of life for residents in this area. The intersection of Merriman Road and Ecorse Road is an important element in defining the edge of the commercial corridor and establishing the residential character of the northern part of the City. There are a number of driveway cuts and individual lots situated along major routes. New neighborhood development should be consolidated projects that are integrated into the existing street system and limit orientation and driveways along main routes.

Strategies. Similar, to Neighborhood A, it is not part of a unified residential area, it is more segmented. The main function this area serves is to offer a transition between the residential area to the west and the industrial development to the east. It also serves to maintain a residential presence along Merriman and Ecorse Roads.

- The area planned for Single Family Residential is along the east side of Merriman Road. There is some existing residential but there are many opportunities for new residential development and redevelopment. These areas should be developed in a manner similar to the grid patterned neighborhoods found in Neighborhood B.

- Multiple Family Residential areas include some existing multiple family complexes but also include vacant lands for new development. New development could include additional multiple family complexes, attached single family condominiums, or townhouses.

- The existing platted subdivision at the corner of Ecorse Road and Middlebelt Road is a potential redevelopment or in-fill development area because there are several vacant lots.

- The corner of Ecorse Road and Merriman Road should serve as the core shopping area for residents and uses should accommodate the daily needs of these residents such as banking, groceries, and pharmacies.

- Convenient access to shopping and nearby recreation to the west need to be accommodated through different forms of travel including, walking, biking, driving, and bus rides.

- Special efforts are needed to link the neighborhood on Middlebelt Road with remaining areas, including a sidewalk along Beverly Road.

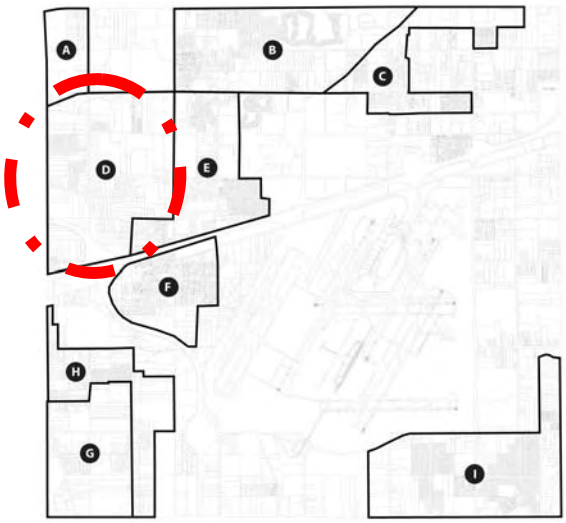
- There are a number of areas where industrial and residential uses are adjacent or across the street. These situations will warrant wide buffer areas and screening to minimize impacts.

- Residential located on the south side of Ecorse Road abuts planned and existing Regional Business development. This can result in negative impacts for these residents but can also be a desirable feature if properly planned. Convenient and direct access to these areas should be incorporated into the design plan as an amenity to these residents. Other considerations must include screening and proper placement of loading/unloading, site lighting, and other site features to minimize negative impacts.

- The streetscape along Ecorse, Merriman and Van Born Roads in this area should emphasize the residential character through wide greenbelts, street trees, pathways or sidewalks, and neighborhood street lighting.

- The close proximity to a large industrial area presents particular hazards to which residents should be aware, including awareness of existing operations and chemicals and response procedures depending upon the incident. This may include evacuation or something as simple as storing proper emergency and first aid materials.

Neighborhood D



General Location. South side of Ecorse Road, north of I-94, west of CSX Railroad, and east of Hannan Road.

Existing Uses. This area is predominately low density single family where most home sites are individual parcels situated along main routes. They are generally not located in traditional subdivisions. There is public land in this area and a school.

Key Issues. This segment of the Ecorse Road corridor is planned to offer a high concentration area of residential and businesses leading east to the Wayne Road/Ecorse Road intersection, which is the focal point of this area.

Neighborhood residents prize the "rural character" of this area since it was for this reason that many people moved to and continue to live here. For this area, rural character is defined by a feeling of openness and tranquility where it is not uncommon to find small scale agricultural uses such as horse stables, pumpkin patches, corn fields and roadside stands. However, as more people are attracted to this area, preserving its unique character will become more of a challenge. Accordingly, the style and method of development of new residential areas will play a pivotal role in preserving rural character. Appropriate regulations may call for homes with larger lots and generous setbacks, and careful placement of homes on the lot to preserve natural features.

Where development of land is requested, the densities and design of proposals should be of a nature that will continue the rural character of the area or permit the preservation of open space or natural features. Careful open space planning will also enhance the ability of the City to limit traffic impacts and environmental problems associated with more intensive development. If development occurs, the City needs to be prepared to ensure they are designed in an organized manner where streets are connected, design styles are consistent, and all continue to reflect the low density character intended in this area.

On a smaller scale, land divisions will become more common. Many of the existing lots are narrow and deep and further division may increase this condition and may involve flag lots, zero frontage divisions, shared driveways, and private roads. Improperly regulated can result in disconnecting streets, poor access to homes for emergency vehicles, and overtaxing the road system.

This area would benefit from improved connections through pathways or sidewalks to parks and neighborhood businesses including along Ecorse Road, in the Regional Center and in the Central City sub-areas.

Strategies. This area is a true asset to the City's neighborhood system in that is offers a unique opportunity for low intensity residential development that is unlike most areas in the City. Similar to Neighborhoods G and H, it is an opportunity for residents to have the conveniences of a thriving City with shopping, entertainment, and services nearby with the ability to 'retreat' to a quiet neighborhood. The area east of Ozga Road provides a protective transition between this area and the activity of the railroad track, Wayne Road, and the Regional Center through slightly high density residential development.

- Main collector routes should be improved to emphasize their importance in linking residents with key destinations, but must still achieve a quiet residential character. Trucks should be prohibited from these streets.

- Key routes to emphasize include Cogswell Road which links residents north to Ecorse Road a major regional arterial, Wick Road which provides direct access east to Wayne Road and the Regional Center shopping and employment area, and south via Ozga Road which links residents to the Central City.

- Streetscape treatment should include two-lanes, soft shoulders, open ditches, there should be only a few main pathway links, deep building setbacks and more natural landscaping is appropriate instead of uniform rows.

- Although there are already established collector routes for the neighborhood, new subdivisions must also provide an organized, connected street system to improve circulation and traffic flow in this area.

- Multiple Family Residential is planned along the south side of Ecorse Road. This will provide needed buffering for Rural Residential planned to the south and also have a strong presence along Ecorse Road to protect this corridor from becoming a long commercial strip.

- Homes spaced out along roadways, particularly when near the street, tend to detract from the rural character of the area when the view is more of buildings than of open space. A byproduct of strip residential development, the inefficient use of land, also occurs when homes are placed near the front property line.

- Deeper setbacks from the street and greater spacing between homes allow the characteristics of homes to be flexible with less emphasis on curb appeal and street-front orientation.

- Promote the assembly of the several narrow and deep lots into larger developments to promote more efficient and organized subdivision of land. If this is not possible, strict land division regulations are needed to ensure all lots have proper road frontage, configuration and are consistent with the planned density. Flag lots are discouraged as a way of dividing land because such lots do not preserve natural features, complicate emergency responses, do not promote efficient use of land and cause traffic conflicts due to excessive driveways.

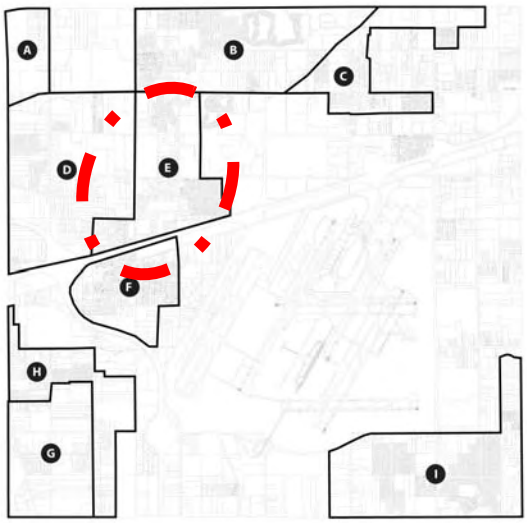
- City owned land within this neighborhood creates a valuable opportunity to accommodate needed parkland and open space for residents and should be considered.

- New residential development along I-94 and I-275 needs substantial buffering from the expressways to minimize noise and visual impacts. This can be accomplished through the clustering of homes and by providing deep setbacks along the MDOT right-of-way. This is also an opportunity to reflect the quality character of the City for travelers along the expressway, so quality landscape treatment and design of visible areas should be a priority.

- Street and sidewalk connections are needed to minimize the need for travel on Ecorse Road. A service drive on the south side of Ecorse Road located in the rear of the commercial and industrial users should be considered.

- The limited areas where residential uses are adjacent or across the street from industrial uses or the CSX Railroad will warrant wide buffer areas and screening to minimize impacts.

Neighborhood E



General Location. South of Ecorse Road, east of CSX Railroad, north of I-94. The eastern boundary is defined by the boundary of planned non-residential development in the Metro Center sub-area. There is a small segment west of the railroad tracks that is also included that extends to Ozga Road.

Existing Uses. Development consists of medium density single family residential, a few multiple family complexes, a public park, a school, and neighborhood business. Existing single family development is located in a traditional neighborhood structure. The neighborhood businesses along Wayne Road create a desirable focal point for the neighborhood.

Key Issues. This area provides valuable neighborhood development opportunities at a more traditional, urban scale. An existing neighborhood framework is in place with development that should be respected. Improved connection to downtown is needed that is more welcoming and desirable. New opportunities with the Metro Center sub-area will also bring potential development and high quality design will be needed to be compatible with the development. Improved connection to parkland is needed across the railroad track to Ozga Park. The presence of I-94 and the railroad create barriers and negative impacts for the neighborhood.

Strategies. As already noted, this area has an established neighborhood framework that includes an existing and planned land use pattern that is appropriate for traditional neighborhood development. New development and in-fill development must follow these guidelines.

- Improvements to street connections are needed to minimize the need for travel on Wayne Road and alleviate congestion. Internal routes should link the area north to south on both sides of Wayne Road.

- Wayne and Wick Roads are important corridors to link residents to major transportation routes and key destinations in the City such as the Regional Center, Central City, and even further south to the Southern Gateway. Enhancements are needed along these roads such as greenbelts, streets trees, street lighting, and pathways. Improvements will also be necessary to properly accommodate traffic volumes as more development occurs in this area.

- Although at a smaller scale, internal neighborhood streets should have a similar design concept. A narrower cross section is expected to improve visual connections between the front yards in the neighborhood.

- Connections between the residential areas and nearby Neighborhood Business areas are important along Wayne Road and further north at the Wayne Road and Ecorse Road intersection. These commercial nodes should offer convenient services and retail goods for residents. These nodes should be designed to promote activity and gathering opportunities for residents. Refer to the Design Guidelines Chapter for specific design recommendations.

- Residential structures within the neighborhoods should have curb appeal that creates a friendly environment and promotes interaction between neighbors.

- Front entrances should closely relate to one another, side by side and across the street, through features such as prominent front entrances, shallow front yard setbacks, porches and dramatic front doors.

- Garages should be recessed, side entry, or detached so their presence within the front yard is minimized and the home is the prominent feature.

- Multiple family structures should incorporate architectural design elements that emulate single family neighborhoods such as pitched roof lines and prominent entries, and minimize appearance of garage doors. Screening of parking and waste receptacle areas is needed.

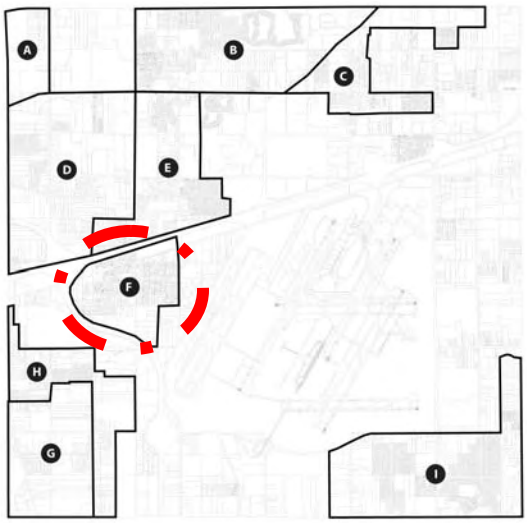
- Future efforts should be made to offer parks and recreation facilities to residents in the area either through City park acquisition or through clustering and open space development.

- New residential development along I-94 and the railroad track needs buffering from noise and visual impacts. This can be accomplished through clustering homes and deep setbacks. This is also an opportunity to reflect the quality character of the City for travelers along the expressway, so quality landscape treatment and design of visible areas should be a priority.

- Efforts to overcome the expressway and railroad barriers must be considered. Tobine Road can offer a desirable route over the railroad leading to Ozga Road, which is an alternative access point into the Central City. Special treatment is needed at the railroad crossing to ensure safety and to improve the link between neighborhoods.

- Ozga and Wayne Roads should be improved to offer safe crossings over I-94 for pedestrians, drivers, and bikes.

Neighborhood F



General Location. Includes all residential development in the downtown area south of I-94, North and east of I-275 and west of Wayne Road.

Existing Uses. The downtown area consists of a variety of non-residential uses such as retail, services, and office. The focus of this Chapter is, however, the single family development on the perimeter of the business district. The majority of existing residential development is reflected in traditional neighborhood design with grid pattern streets, tightly spaced homes, and strong connections to the downtown. As the central core of the City, this neighborhood has the advantage of several churches, City parks, and nearby services.

Key Issues. Offering fundamental neighborhood elements, the downtown is an important priority for the City to attract residents. Many of the overall strategies for the downtown are highlighted in the Central City Plan in Chapter 2. Overall, the current structure of the neighborhood should remain, with some enhancements including street lighting and street trees to improve definition of the neighborhood streetscape. Focus should be on in-fill development that is consistent with the character and supporting home expansion and home remodeling. The existing sidewalk network must continue to be maintained and expanded. In areas where higher density residential is planned, traditional building design should be implemented such as townhouses.

Strategies. This neighborhood is at the heart of the City and should reflect its character to improve the quality of life for existing residents and attract new residents and businesses. There will be several in-fill development opportunities along with redevelopment projects to consider. These guidelines will assist in ensuring new projects will meet the goals of this plan. For more detailed strategies on the Central City, refer to Chapter 2.

- Preserve the interconnected, grid pattern street system and provide additional enhancements to define the street such as curbing, curb lawns, street trees, sidewalks, and tree lighting.

- Main corridors include Goddard, Ozga, Wayne, and Grant Roads. Enhancements are needed to demonstrate their importance and assist with directing traffic to destinations.

- Promote the historic aspects of the downtown and educate property owners about preservation tax credits, rehabilitation grants, and the historic significance of the district.

- Residential structures should have curb appeal that creates a friendly environment and promotes interaction between neighbors.

- Front entrances should closely relate to one another, side by side and across the street, through features such as prominent front entrances, shallow front yard setbacks, porches and dramatic front doors.

- Garages should be recessed, side entry, or detached so their presence within the front yard is minimized and the home is the prominent feature.

- The mixed-use environment of this neighborhood results in the need to screen parking, loading, waste receptacles, lighting, and other site elements from nearby residential.

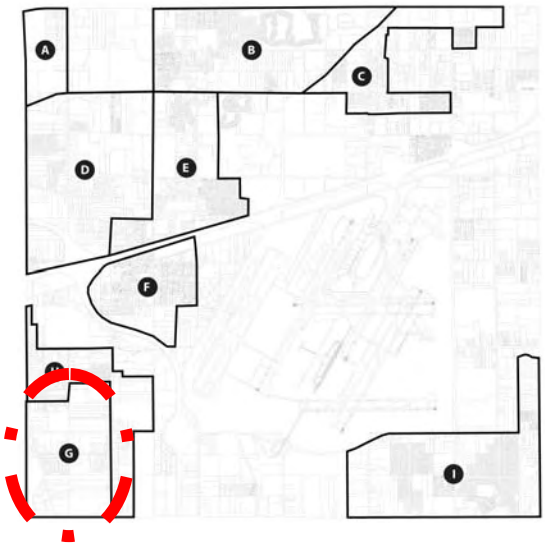
- The streetscape should manifest a 'close-knit' environment that is comfortable and welcoming with curbing, a grass trip, canopy trees, a sidewalk and lighting. This streetscape should be continuous and link adjacent uses through a logical street and sidewalk network. Cul-de-sacs should be avoided.

- Multiple family structures should incorporate architectural design elements that emulate single family neighborhoods such as pitched roof lines and prominent entries, and minimize appearance of garage doors. Townhouse style development is the most consistent housing style for the Central City.

- Future efforts should be made to offer parks and recreation facilities to residents in the area either through City park acquisition or through clustering and open space development.

- Sidewalks and pathways are needed to connect this neighborhood to other special development areas of the City. The main routes to assist with this effort should be Middlebelt and Eureka Roads.

- When new industrial development is proposed or redevelopment or expansion occurs that adjoins this residential area, screening is needed in the form of deep setbacks and landscaping.



Neighborhood G

General Location. Located in the southwest corner of the City generally at Hannan and Pennsylvania Roads, west of Huron River Drive.

Existing Uses. Large lot single family homes sites are predominant in this area of the City with some offering a more rural flavor with crop farming and horse stables. Large open spaces and natural woodlands are also important aspects of the landscape in this area of the City.

Key Issues. Similar to Neighborhood D, larger lots exist with the potential for further division or subdivision development. It is more likely that landowners will seek individual land divisions or site condominium development based on the density planned. As noted with Neighborhood D, strategies are needed to avoid inefficient division and development land.

Neighborhood residents prize the "rural character" of this area since it was for this reason that many people moved to and continue to live here. For this area, rural character is defined by the a feeling of openness and tranquility where it is not uncommon to find small scale agricultural uses such as horse stables, pumpkin patches, corn fields and roadside stands.

However, as more people are attracted to this area, preserving its unique character will become more of a challenge. Accordingly, the style and method of development of new residential areas will play a pivotal role in preserving rural character. Appropriate regulations may call for homes with larger lots and generous setbacks, and careful placement of homes on the lot to preserve natural features.

Where development of land is requested, the densities and design of proposals should be of a nature that will continue the rural character of the area or permit the preservation of open space or natural features. Careful open space planning will also enhance the ability of the City to limit traffic impacts and environmental problems associated with more intensive development.

Strategies. This area is a very specialized neighborhood in the City that is offers a unique opportunity for low intensity residential development where it is not uncommon to find small scale agricultural uses such as horse stables, pumpkin patches, corn fields and roadside stands. Similar to Neighborhood D, this neighborhood is an opportunity for residents to have the conveniences of

a thriving City with shopping, entertainment, and services nearby with the ability to 'retreat' to a quiet neighborhood.

- Main collector routes should be improved then maintained to emphasize their importance in linking residents with development areas, but must still achieve a quiet residential character. Trucks should be prohibited from these streets within this area.

- Key routes to emphasize include Hannan Road which is an important north-south route; Barth and Pennsylvania Roads are important east-west links; and Huron River Drive, which links residents north to the Central City and east via Eureka Road to the Southern Gateway area, should also be enhanced.

- Streetscape treatment should include two-lanes, soft shoulders, open ditches, there should be only a few main pathway links, deep building setbacks, and more natural landscaping is appropriate instead of uniform rows.

- Huron River Drive should be highlighted as an important link to the Central City and an opportunity to overcome the barrier created by I-275. A pathway should be installed to accommodate travelers of all types. Eureka and Pennsylvania Roads should also provide a pathway to overcome the barrier to the east created by the railroad track and I-275.

- Although there are already established collector routes for the neighborhood, new subdivisions must also provide an organized, connected street system to improve circulation and traffic flow in this area. An additional east-west route is needed to unify the neighborhood.

- Homes spaced out along roadways, particularly when near the street, tend to detract from the rural character of the area when the view is more of buildings than of open space. A byproduct of strip residential development, the inefficient use of land, also occurs when homes are placed near the front property line. Deeper setbacks from the street and greater spacing can decrease the emphasis on curb appeal and street-front orientation.

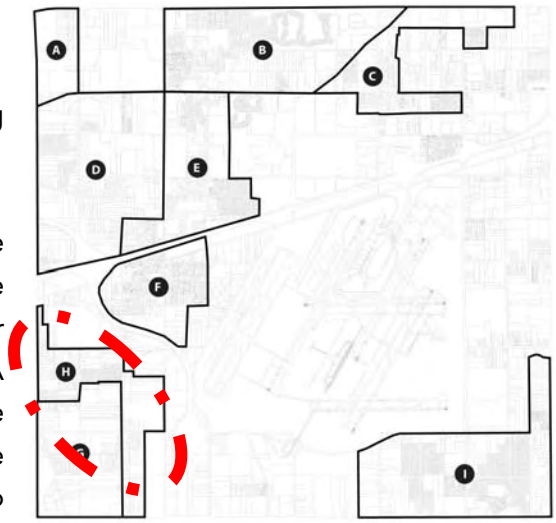
- A deeper setback could require that no building that is part of the development could be nearer to the existing main road than 200-300 feet. Other provisions applying to this setback area would be that no native or natural vegetation be removed from the setback, nor any grading or changes in topography occur, except that necessary for entrance roads.

- Promote the assembly of the several narrow and deep lots in this area into larger development areas to promote more efficient and organized subdivision of land. If this is not possible, strict land division regulations are needed to ensure all lots have proper road frontage, configuration and are consistent with the planned density. Flag lots are discouraged as a

way of dividing land because such lots do not preserve natural features, complicate emergency responses, do not promote efficient use of land and cause traffic conflicts due to excessive driveways.

- This neighborhood, coupled with Neighborhood H, is underserved by parks and recreation. Efforts should be made to accommodate needed parkland and open space for residents either through City acquisition or cluster housing and open space conservation.

Neighborhood H



General Location. Includes the remaining residential area southwest of I-275 and I-94.

Existing Uses. Low and medium density single family development exist in this area. Though some subdivisions have developed, there remain a number of large lot parcels situated along the roadways. A small neighborhood business area is located at the corner of Eureka Road and Huron River Drive. The higher density of development compared to Neighborhood G is intended to offer a transition to nearby industrial development and the expressways. Also planned in this area is some high density residential along the railroad as a buffer.

Key Issues. This neighborhood offers a protective transition between the rural residential area to the south and the uses and operations to the north and east. The area is currently disconnected and needs street extensions and new subdivision in-fill to occur. Buffering from nearby industrial development is a concern along with truck traffic and the railroad to the east. Although a higher density than Neighborhood G, new residential development should maintain a rural character rather than the urban character planned in the downtown. This area also lacks convenient accessibility to community services such as parks and shopping and employment centers such as the Central City, Regional Centers and Southern Gateway.

Strategies. Similar, to Neighborhoods A and C, it is not part of a unified residential area, it is more segmented. The main function this area serves is to offer a transition between the residential area to the south and west and the industrial development and interstate to the north and east. It also serves to maintain a residential presence along Merriman and Ecorse Roads.

- Rural Residential areas planned along Wabash Road, Hannan Road and Huron River Drive should continue to maintain a balance between a quiet, rural character and more suburban subdivision development in order to meet the transitional needs of this area of the City.

- Along the east side of Huron River Drive there are a number of deep lots containing a mixture of residential and industrial uses, with a significant amount of industrial land. Currently much of this area has split zoning with residential along the frontage and industrial to the rear. The intent for this area is that the rear portion of the property along the railroad develop as research/office or light industrial, but be limited to uses that do not involve regular truck traffic. The frontage along Huron River Drive should remain residential or make use off existing vegetation to establish an appropriate transition to the rural residential area along Huron River Drive and Neighborhood G to the west.

- The corner of Eureka Road and Huron River Drive is planned to offer limited shopping for residents and uses should accommodate the daily needs of these residents such as banking, groceries, and pharmacies. Due to the small area, development potential is limited however the close proximity to the Central City and Southern Gateway will meet larger-scale needs.

- Convenient access to key destinations such as shopping and nearby recreation to the north and east need to be accommodated through different forms of travel including, walking, biking, driving, and bus rides.

- Key routes to emphasize include Hannan Road, Wabash Road, and Huron River Drive, which links residents north to the Central City and east via Eureka Road to the Southern Gateway.

- Streetscape treatment should include two-lanes, soft shoulders, open ditches, there should be only a few main pathway links, deep building setbacks, and more natural landscaping is appropriate instead of uniform rows.

- This neighborhood, coupled with Neighborhood G, is underserved by parks and recreation. Efforts should be made to accommodate needed parkland and open space for residents either through City acquisition or cluster housing and open space conservation.

- There are areas where industrial and residential uses are adjacent or across the street. These situations will warrant wide buffer areas and screening to minimize impacts.

- Huron River Drive should be highlighted as an important link to the Central City and an opportunity to overcome the barrier created by I-275. A pathway should be installed to accommodate travelers of all types. Eureka and Pennsylvania Roads should also provide a pathway to overcome the barrier to the east created by the railroad track and I-275.

- Promote the assembly of the several narrow and deep lots in this area into one development to promote more efficient and organized subdivision of land. If this is not possible, strict land division regulations are needed to ensure all lots have proper road frontage, configuration

and are consistent with the planned density. Flag lots are discouraged as a way of dividing land because such lots do not preserve natural features, complicate emergency responses, do not promote efficient use of land and cause traffic conflicts due to excessive driveways.

- Close proximity to a large industrial area presents particular hazards of which residents should be aware, including awareness such as awareness of existing operations and chemicals and response procedures depending upon the incident. This may include evacuation or something as simple as storing proper emergency and first aid materials.

Neighborhood I

General Location. Includes the southeast corner of the City defined by Eureka, Merriman, Pennsylvania, and Inkster Roads.

Existing Uses. This area offers a charming hamlet in the City somewhat isolated in the southeast corner. The focal point is at Middlebelt and Eureka Roads where a neighborhood business node exists. Surrounding the businesses is high density residential to offer nearby housing within walking distance. Further out, encompassing the remainder of the neighborhood is medium density residential planned and existing for traditional subdivision development. There are existing schools and a fire station.

Key Issues. This area has a strong, established foundation for traditional neighborhood development that includes interconnected streets, sidewalks, street lighting, and some neighborhood amenities through schools and a local shopping area at Middlebelt and Eureka Roads. The current street system lacks continuity with much improvement needed. Although an internal sidewalk system is in place, there is no connection to outlying areas such as Central City, Regional Centers, or the Southern Gateway. There is a strong need for parks and recreation facilities in this area. Existing residential fronting on Inkster Road north of Eureka Road requires additional protection from adjoining industrial development.

Strategies. The area offers a number of great amenities and character. The consistent implementation of Single Family Residential with a small core of Multiple Family Residential will establish a solid foundation for the neighborhood. The character of new residential development or in-fill residential should replicate the existing traditional neighborhood character.

- Streetscape enhancements should be focused along Eureka and Middlebelt Roads as the central intersection of the neighborhood. This must also extend to Inkster Road to assist in defining this main community entrance.

- Eureka Road is a major thoroughfare and is capable of handling high volumes of traffic. Road enhancements should include a more urban cross section, but at a larger scale to better define the streetscape. Curb and gutter are needed at the edge, along with a curb lawn, large street streets, and a pathway.

- Within the neighborhoods, the streetscape should be reduced in scale to reflect the residential character. Front entrances should closely relate to one another, side by side and across the street, through features such as prominent front entrances, shallow front yard setbacks, porches and dramatic front doors.

- Garages should be recessed, side entry, or detached so their presence within the front yard is minimized and the home is the prominent feature.

- The streetscape should manifest a 'close-knit' environment that is comfortable and welcoming with curbing, a grass trip, canopy trees, a sidewalk and lighting.

- This streetscape should be continuous through existing neighborhoods, in-fill development, new subdivisions, and adjacent uses. It should offer a logical and interconnected street and sidewalk network. Additional north-south and east-west connections are needed. Cul-de-sacs should be avoided.

- Multiple Family Residential development should incorporate architectural design elements that emulate single family neighborhoods such as pitched roof lines and prominent entries, and minimize appearance of garage doors. Screening and enhancement in parking lots and areas with waste receptacles is necessary.

- Townhouse style buildings are most appropriate within Multiple Family Residential areas to reflect the urban environment of the neighborhood core at Middlebelt and Eureka Roads.

- Future efforts should be made to offer parks and recreation facilities to residents in the area either through City park acquisition or through clustering and open space development.

- Sidewalks and pathways are needed to connect this neighborhood to other special development areas of the City. The main routes to assist with this effort should be Middlebelt Road (a regional greenway) and Eureka Road.

- When new industrial development is proposed or redevelopment or expansion occurs that adjoins this residential area, screening is needed in the form of deep setbacks and landscaping.

Chapter 4
A Vision for Transportation in Romulus

Introduction

Romulus transportation routes affect the movement of people, shape the character of the City, and influence development trends. It is important to consider transportation when planning for the future to ensure these systems can support other goals for the City, such as land use development. Transportation as it applies to Romulus includes not only the road system, but also sidewalks, railroad lines, the airport, and transit. Those various modes of transportation are addressed in this chapter.

This chapter begins with a description of existing transportation conditions and key issues to be addressed. Based on the key issues, a set of goals and objectives are listed as a framework for decision making and recommendations. Finally, the chapter provides a future plan for the City's transportation system. The resulting transportation "plan" is described in two parts, first various recommendations for streets (the "motorized" plan) and then for the non-motorized system. Implementation of recommendations requires coordination among the various agencies that have jurisdiction for different streets, the City, Wayne County Department of Public Services, and the Michigan Department of Transportation (MDOT). In addition, communication with adjacent communities will be important for improvements along shared corridors.

Key Transportation Concepts

- Balance all modes of transportation-street, air, pathway, transit, and rail
- Ensure the transportation system reflects the intended character of the area
- Control driveway spacing and locations
- Consider road improvements, re-alignments, intersection changes, and new technology to improve traffic flow
- Create an interconnected pathway and sidewalk system throughout the City
- Improve visual appearance of all major transportation corridors

Existing Transportation Conditions

Public Streets

Functional Classification. All Michigan streets and highways have a National Functional Classification (NFC) designation. The NFC is a planning tool which federal, state and local transportation agencies have used since the late 1960s to help organize roadway hierarchy. The Federal Highway Administration (FHWA) developed this system of classifying all streets and highways according to their function.

The NFC system has a five-tiered hierarchy in Romulus which is illustrated on Map Three Functional Classification. Streets should be designed, constructed and maintained in accordance with this hierarchy. The desired right-of-way for major streets is addressed in Table 3 on page 4-20 and on Map Five Transportation Plan.

- **Interstates/Freeways.** These streets are at the top of the NFC hierarchical system and function as important shipping and travel corridors. Interstates provide a national network of freeways that carry traffic between states and within Romulus, I-94 and I-275 are included in this category. While these interstates are key transportation routes within Michigan, providing important north-south and east-west routes, they have created barriers within the City.

- **Principal Arterial.** Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major employment centers, downtown and regional shopping areas. These routes include Eureka Road (between I-275 and Inkster Rd), Merriman Road (between I-94 interchange and Van Born Rd), Middlebelt Road, Wayne Road (between Eureka Rd and Van Born Rod), Van Born Road (between Middlebelt Rd and Inkster Rd) and Ecorse Road (between Middlebelt Rd and Inkster Rd). They are important routes to access currently divided areas of the City and are primary entrances, or 'gateways', into the City from outlying areas and from the interstate.

- **Minor Arterial.** The primary function of minor arterials is to move traffic between principal arterials and local streets, and between major parts of the City such as neighborhoods, employment, and shopping. The majority of the key routes in the City are classified as minor arterials such as: Ecorse Road (between Hannan Rd and Middlebelt Rd), Goddard Road, Ozga Road, Pennsylvania Road and Inkster Road. Most of the minor arterials provide important roadway links into the City and to major activity areas and are considered secondary gateways.

- **Collector Streets.** These streets serve as a link between local streets and arterial streets. Currently, MDOT does not classify any streets in Romulus as collectors. As new development occurs in the future, Harrison Road and Smith Road may serve as collectors.

- **Local Streets.** Local or neighborhood streets primarily provide access to individual properties and homes. Most local streets in the City are disconnected, requiring use of minor and principal arterials to circulate throughout the City. This increases interaction and potential conflicts between car and truck traffic.

Traffic Concerns. Map Four Traffic Concerns illustrates some of the important traffic factors that are also summarized below:

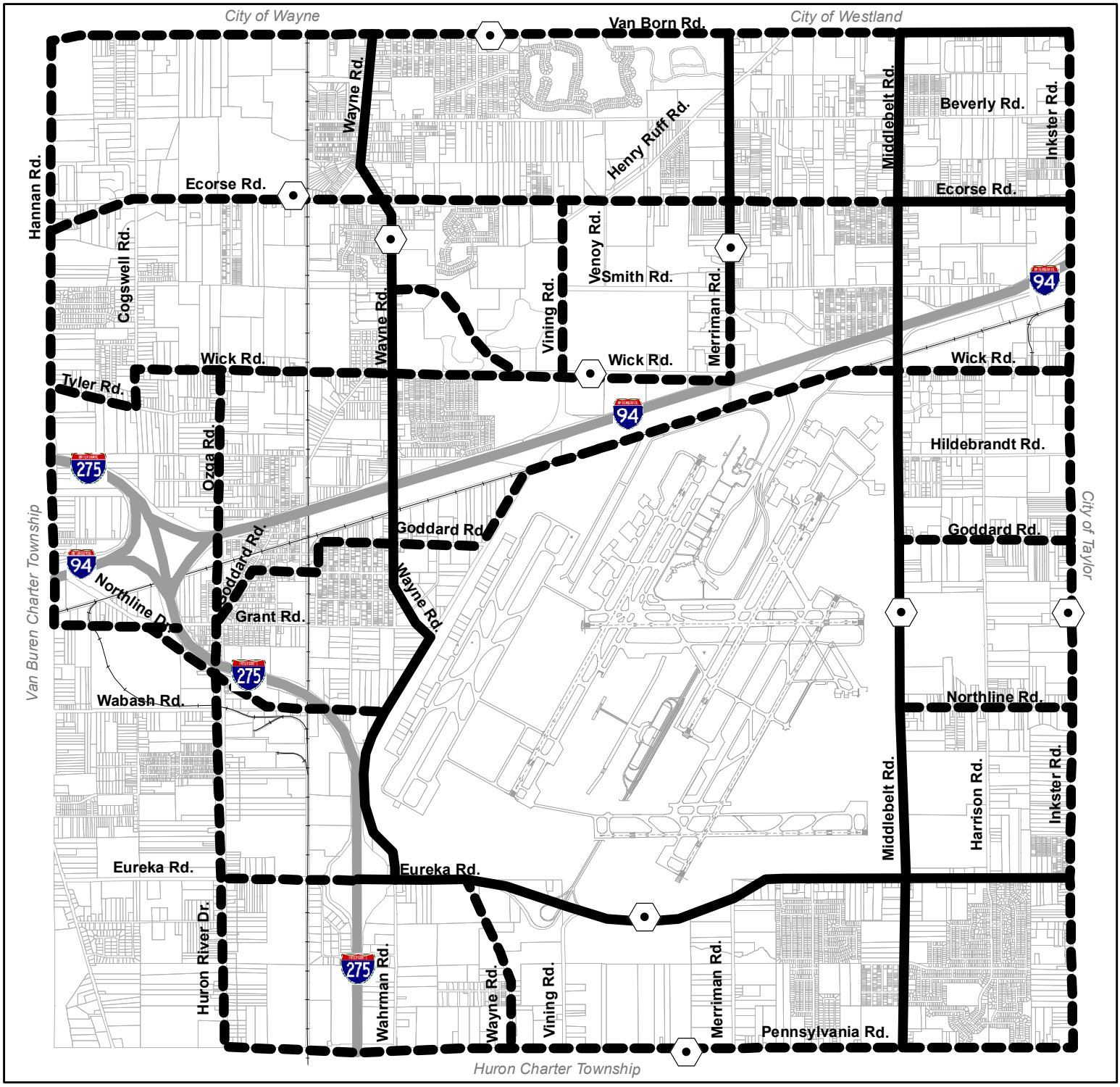
- **Street Capacity.** Several routes have traffic volumes that exceed the design capacity of the street or its key intersections including Van Born, Wayne, Middlebelt, Ecorse, Eureka and Inkster Roads within Romulus all experience heavy congestion along some segments or certain intersections.

- **Rail Crossing Conflicts.** Along the CSX rail line there are seven at-grade crossings that create delays and backups at multiple points in the City. Not only does this create an inconvenience for travelers, it creates roadblocks in the event of any public health or safety emergency.

- **Major Future Development Areas.** In considering transportation improvements, future areas for development are important to understand including

  - Metro Center is a planned development area that will generate traffic from offices, entertainment, shopping, and new neighborhoods.
  - The development of the Southern Gateway will result in increased traffic at I-275 and Eureka Road.
  - Aerotropolis, the regional effort to develop industry that supports the airport, is expected to bring jobs to Romulus and surrounding communities.
  - An intermodal area is planned north of I-94 which is intended to serve as a transportation hub, bringing together automobile, bus, and transit service.

- **Intersection Problems.** Most intersections in the city operate relatively well in terms of traffic flow or crash rates. Five intersections do have some notable problems. The intersection of Wayne Road with Ecorse Road is identified because of the high traffic volumes coupled with the 45 degree angle of the intersection. This condition limits visibility and increases potential for crashes. Wayne Road and the I-94 interchange has limited visibility at the exit and entrance ramps. Eureka's intersection with Wayne and Wahrman Roads is a problem because of the offset with the expressway exit and entrance ramps. The intersection of Pennsylvania and Middlebelt Road currently experiences traffic delays. Any development



Interstate

Prinicipal Arterial

Minor Arterial

County Jurisdiction

* Roads without designation are local roads

** See text for right-of-way recommendations

Map Three

Functional Classification

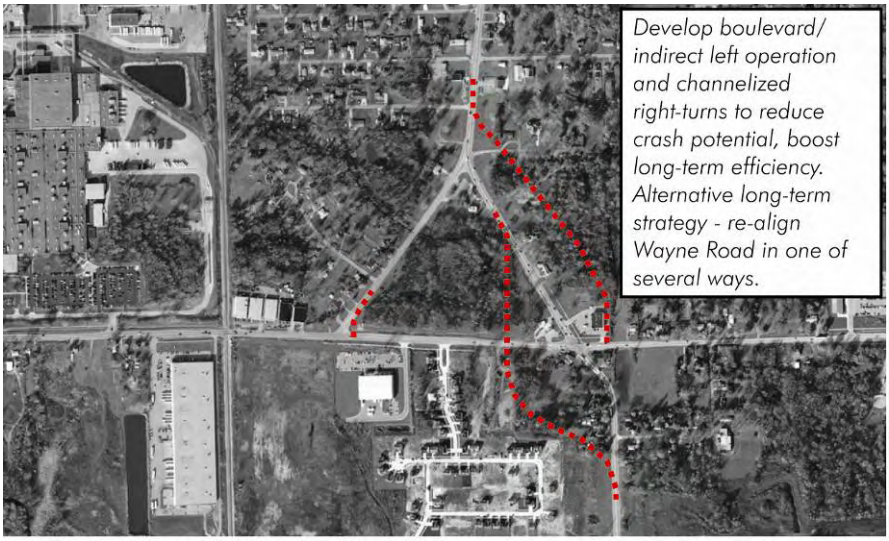
Master Plan
City of Romulus
Wayne County, MI

September 2009

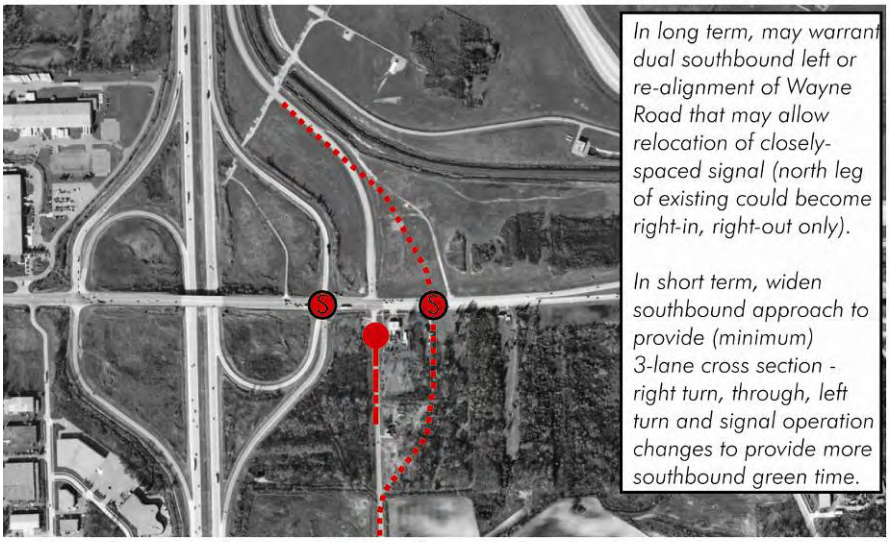
Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

or redevelopment in that area would exacerbate the problem without needed improvements such as by-pass lanes, paved shoulders, or turning lanes. Finally, the intersection of Middlebelt Road with Wick Road is one of the worst intersections in the County in terms of congestion and road condition due to heavy truck traffic volumes.



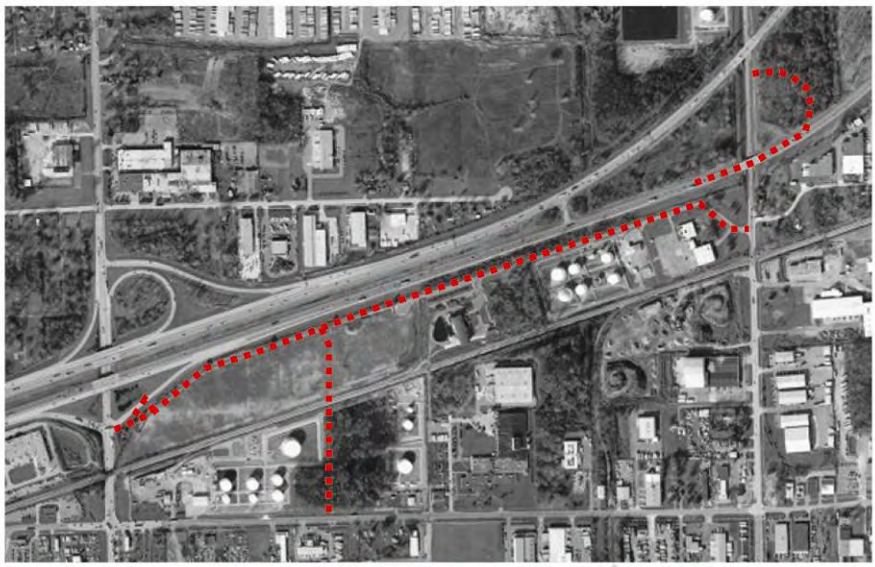
1- Ecorse Road/Wayne Road
Primary Issue: Increasing traffic and skewed alignment is creating safety/ efficiency concerns



2- Eureka Road/Wayne Road
Primary Issue: Southboud queue/ delays too high

- **I-94 Interchanges.** An additional, convenient interchange with I-94 is needed east of the airport to alleviate congestion at Middlebelt Road. The ideal consideration should be to modify the Ecorse Road/I-94 Interchange to offer more convenient access to Inkster Road. A number of options have been identified that are depicted on the following page.

- **Other Issues.** The City must also address other important elements in implementing this Master Plan. To begin, improved views are needed along I-94 to offer a more positive reflection of the City and serve as a welcoming gateway to the community. Many people's impression of Romulus is formed based on trips to and from the airport; therefore, the City should ensure that the streetscape are attractive and that wayfinding is in place to make it easy for travelers to reach their destination. In addition, improved access management is needed to assist in improving traffic flow and safety. Finally, right-of-way preservation is important because some streets have limited land area for improvements.



If/when existing problems re-occur, pursue collector-distributor type alternative or partial interchange options at Inkster Road or Ecorse Road.

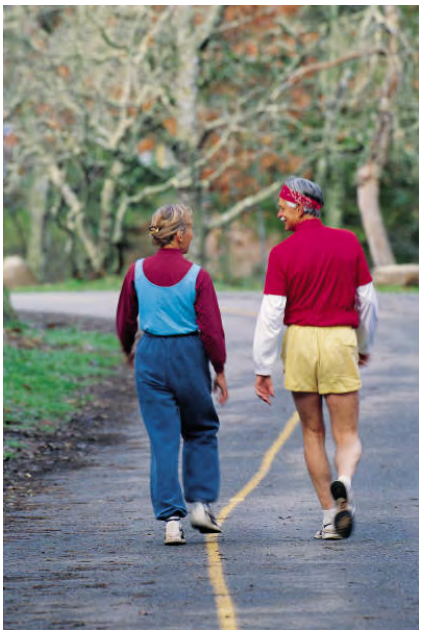
If/when existing problems re-occur, evaluate new SPUI-style interchange at Inkster Road.

If/when existing problems re-occur, evaluate reconstruction of Ecorse Road interchange with SPUI-style interchange. Also includes a frontage road within freeway right-of-way connecting Inkster Road to Ecorse Road & interchange ramps.

3- Access to South Inkster Corridor

Primary Issue: Heavy congestion (trucks) at southbound left at Middlebelt/ Wick intersection (no interchange/ better access to Inkster Road Corridor)

Non-Motorized Pathways



The term non-motorized transportation refers to sidewalks and pathways that are to be used exclusively for walking, biking, rollerblading, and other modes of travel that do not involve motorized equipment such as a car, motorcycle or moped. Providing a separate system for non-motorized travel positively impacts residents and improve communities by providing a number of benefits ranging from the obvious recreation and transportation opportunities to the more obscure benefits of improved economics, health, public education, and quality of life.

In many of the older settlement areas such as the downtown and neighborhoods, a sidewalk system is in place. These areas however are not linked to other segments of the City. Many of the major road corridors also lack a connected system of pathways that have the potential to accommodate higher volumes of non-motorized circulation throughout the City. A multi-modal pathway has been installed along the I-275 that must be maintained in order to protect Romulus's access to the regional pathway system. In addition, there is a planned regional greenway system that should be considered in non-motorized transportation planning.

Transit

Transit (bus) service in Romulus and Metro Detroit is provided by the Suburban Mobility Authority for Regional Transportation (SMART) Program. This program allows local communities or groups to become partners with SMART and to share operating responsibility based on a community's specific needs. In Romulus, SMART provides three key types of public transit service for those who do not drive, do not own vehicles, or those that wish to conserve use of their vehicle.

- Fixed Route Line-haul Service – which offers specific time points along an established route.
- Connector Service – provides curb to curb service on a demand-responsive basis.
- Community Transit - assists with a community transit service operated by the Romulus Senior Center to help meet the specific needs of seniors.

It is important to consider transit as a valuable asset to the transportation system because it offers an alternative to the private automobile, thereby reducing congestion on the streets and offering an affordable form of transportation. Transit routes should continue to coincide with existing and planned key destination points in the City including Central City, Metro Center, Southern Gateway, employment areas, and neighborhoods.

SEMCOG, in partnership with local, county, and state government, transit providers, and the private sector are developing plans for a commuter rail line between downtown Detroit and Ann Arbor, with a possible stop to the north of Romulus in Wayne. Linkages between the airport and the rail line may provide Romulus with high-quality transit access to the regional system and the City should actively pursue a connection to this commuter rail.

Rail Freight

As mentioned in the history portion of this report, rail lines were a foundation to the original development of Romulus. The downtown evolved at the intersection of the two rail lines. The rail lines have also had a positive impact on industrial development and the economic growth of the community. Rail lines within the City are delineated on the Transportation Conditions Map. The north-south line is the CSX rail line and generally runs parallel to Wayne Road and I-275. There are two rail spurs that serve industrial sites located near Huron River Drive and Northline Road. The east-west line is the Norfolk and Southern line, which runs along the south side of I-94.

Since availability of rail lines is an important asset for certain employers, rail can influence the land use pattern and ability to attract certain industries. The Norfolk and Southern line is situated close to I-94 and, as interchanges were constructed for the interstate, grade separations were constructed for Wayne Road, Vining Road, Merriman Road and Middlebelt Road. However, the CSX rail line has at grade rail crossings along its entire length through Romulus. Thus trains along the CSX line cause traffic delays downtown and along the major east-west roadways of Van Born, Ecorse, Wick, North Line, Eureka and Pennsylvania Roads. Of those, the City's highest priority would be a grade separation along Pennsylvania Road. This would involve cooperation with Wayne County, Huron Township, the rail company and state and federal transportation funding agencies.

Air

The City of Romulus is home to the Detroit Metropolitan Wayne County International Airport. Wayne County first established this international airport in 1927. The airport serves all types of air travel including 15 major airlines for commercial flights, five commuter airlines, six charter airlines, two cargo airlines, and four international airlines, including a hub for the merged Delta/Northwest Airlines. With six major runways, three terminals and 153 in-service gates, it is the 12th busiest airport in the United States. According to the Airport Master Plan, Detroit Metro

Airport is the largest airport in Michigan, transporting almost 36.4 million passengers in 2005. The airport provides direct connecting flights to other major metropolitan areas including, but not limited to Atlanta, Chicago, Los Angeles, New York, Phoenix, and St. Louis and is the gateway to Asia for the merged Delta/Northwest Airlines. There are many accessory operations on-site including numerous hangars for storage and repair or planes, offices and storage for airport maintenance and operations, and a Wayne County Roads storage yard.

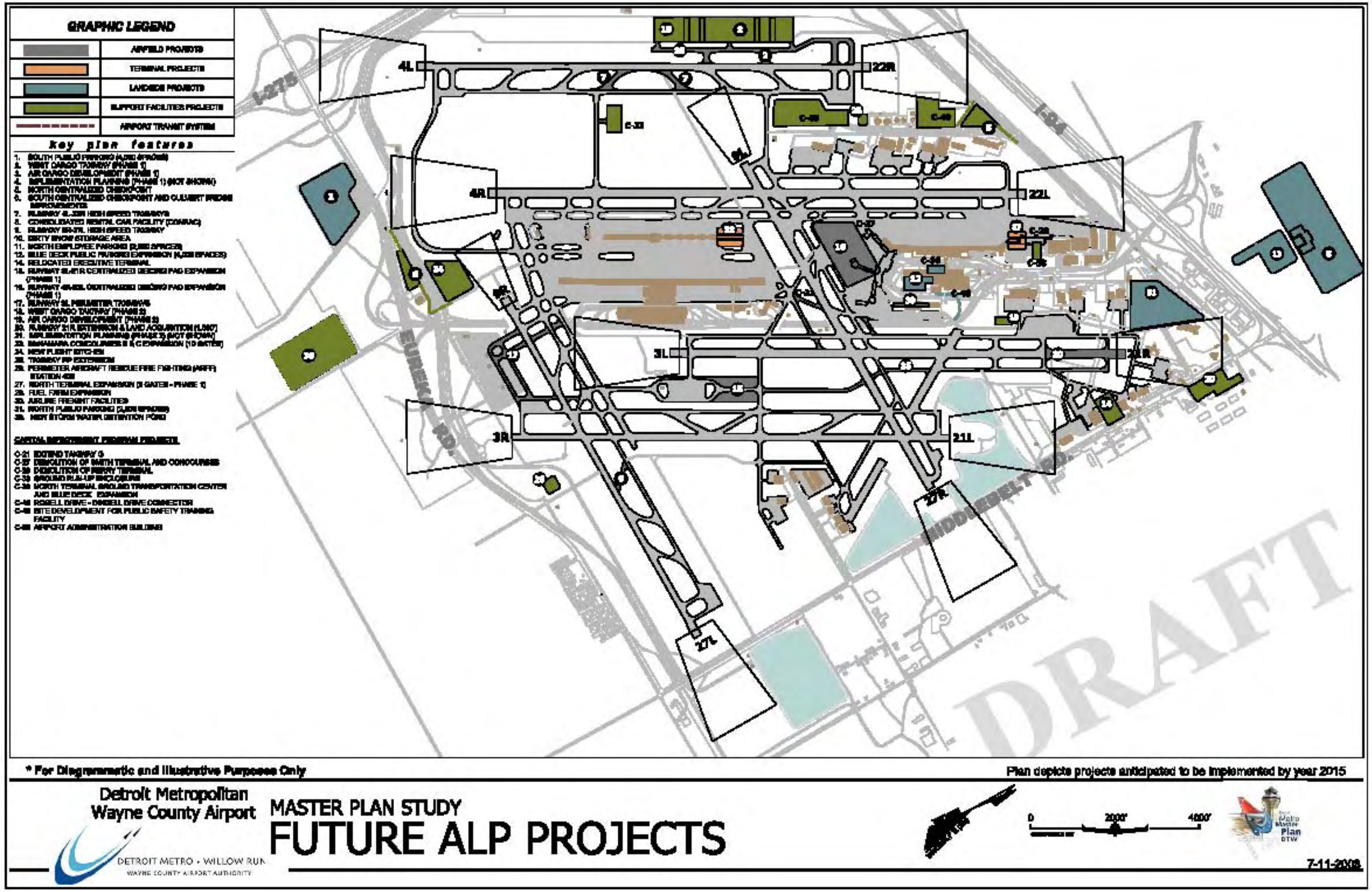
Effective April 2002, the State established the Wayne County Airport Authority as an independent agency to manage Detroit Metro and Willow Run Airports. The airports still remain Wayne County facilities. The authority is responsible for all aspects of airport planning and management including promotion, maintaining, acquiring land, and construction.

Located six miles to the west in Van Buren Township, Willow Run Airport is the third largest airport in Michigan. According to the Airport Master Plan, it transfers approximately 235,000 tons of cargo annually. In addition to its large cargo operation, the airport also services aircraft charters, flight schools and fixed base operations.

Airport Master Plan. At the time this City Master Plan update was prepared, the Wayne County Airport Authority was in the process of preparing a new Master Plan for the airport, which is adopted by reference as part of this Plan. The first draft of the Airport Master Plan included a 5th parallel runway, extension of runway 3L-21R, expansions to terminals, air cargo facilities, additional parking facilities to the north and south of the airport, an airport transit system, air cargo development and a number of other airport improvements. The adopted future layout plan (FLP) is included on the following page. The City of Romulus joined together with the communities of Taylor, Dearborn, Dearborn Heights, and Inkster to form a community coalition to successfully remove the 5th runway from the FAA approved plan.

- The 5th runway as proposed would have had significant impacts on residents and businesses in the City of Romulus and region. This new runway would have resulted in the displacement of approximately 575 residences and 28 industrial and commercial businesses, the closing of Merriman Elementary School, and neighborhood park and the re-location or closure of Eureka and Middlebelt Roads, which would have impacted traffic circulation, and emergency response. As part of the coalition position, the runway was not warranted based on current forecasts for demand on airport operations and was beyond the 20 year planning horizon. Ultimately, an agreement was reached with the help of Congressman John Dingell which removed the 5th parallel runway from the FLP submitted for FAA approval. A second "Ultimate

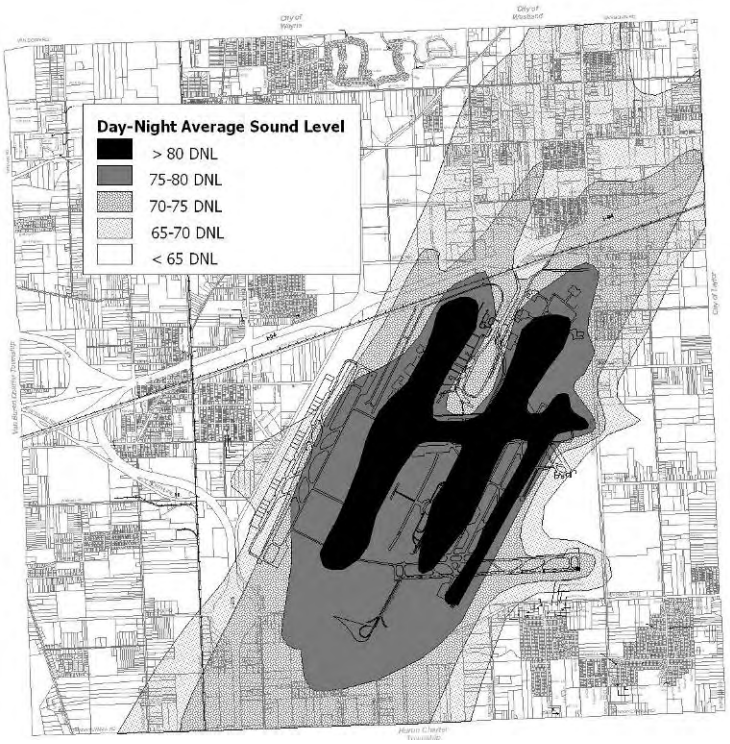
Layout Plan" (ULP) was submitted but not approved by the FAA for future improvements. When and if conditions change, improvements can be made from the ULP to the FLP in accordance with FAA guidelines, one of which is to utilize current data forecasts. Also included was an annual meeting with airport and communities to provide an update and communicate the projects related to the Master Plan. Another component required notification to the communities if the airport intended to move at item from the ULP to the FLP. Attached to this Plan is the July 30, 2008 proposal that was agreed to by the communities and the airport.


GRAPHIC LEGEND
AIRFIELD PROJECTS
TERMINAL PROJECTS
LANDSIDE PROJECTS
SUPPORT FACILITIES PROJECTS
AIRPORT TRANSIT SYSTEM
Key plan features
CAPITAL IMPROVEMENT PROGRAM PROJECTS
4L
22R
4R
22L
3L
21R
3R
21L
27R
27L
DRAFT
* For Diagrammatic and Illustrative Purposes Only
Plan depicts projects anticipated to be implemented by year 2015
Detroit Metropolitan Wayne County Airport
DETROIT METRO • WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY
MASTER PLAN STUDY
FUTURE ALP PROJECTS
0
2000'
4000'
7-11-2008

- The Airport Master Plan specifically calls for airport facilities to be located north of I-94 will include a consolidated rental car facility, employee parking and airport transit system maintenance facility. This will be linked to the airport terminals by means of some form of transit, such as light rail. The transit facility would provide the opportunity to link with the hotels and other services in the Regional Commercial District along Merriman Road and provide a linkage a regional transit system running between downtown Detroit and Ann Arbor.

- Passenger and airport employee parking is also proposed south of the airport along Eureka Road. This will also be linked to the airport terminals by means of the proposed airport transit system. This may provide additional opportunities to link the airport with office or industrial development along Eureka Road.

- A new air cargo facility is proposed on the west side of the airport. This may provide additional opportunity for development of air logistics, airfreight forwarders and supply chain management businesses. Any development in this area needs to preserve or enhance the earth berms that help protect downtown Romulus from noise. Removal of these berms would adversely impact the central business district and should not be supported.



Part 150 Noise Compatibility Study. In addition to the Airport Master Plan, the Airport Authority recently completed an updated Part 150 Noise Compatibility Study. This was an update to the previous Part 150 study prepared in 1993, which includes updated noise exposure maps and identifies methods of reducing noise impacts.

The adjoining map is a noise exposure map and delineates areas significantly impacted by

Table 2
Population and Households Impacted by Aircraft Noise 2011 Projection

Sound Level	Residents	Households
DNL 65-70	730	330
DNL 70-75	50	30
DNL 75+	0	0
Total	780	360

Source: Draft Detroit Metropolitan Wayne County Airport Part 150 Noise Compatibility Study 2006

noise resulting from aircraft operations. The day-night noise level (DNL) represents the 24-hour average sound level. The maps delineate areas exposed to DNL 65 and above. The map included in this plan shows the projected noise levels around the airport. For noise sensitive land use, such as residential and schools, a DNL over 65 is considered undesirable - 70 DNL if additional sound insulation is provided. For commercial uses, a DNL over 75 is considered undesirable. Table 2 estimates the number of residents and households impacted within each DNL. The population impacted has declined over the past ten years as a result of the airport acquisition of some of the most impacted residential property. Noise impacts have also been reduced through technological and operational improvements at the airport.

Changes to air traffic operations that divert aircraft away from densely populated areas, improvements to the airport to abate noise impacts and land use programs for noise impacted areas were evaluated as part of the study. Some measures from both the 1993 plan and the updated plan include the following:

- Preferential runway use was implemented to maximize south flow runway use where the population density is much lower. When conditions permit, a majority of take-offs are to the south. At night when air traffic is low, contra-flow operations are used where aircraft both land from the south and take-off to the south.

- Flight tracks for departing aircraft are generally dispersed to even out noise impacts, as opposed to concentrating over flights along a specific corridor. Concentration of a majority of fights was rejected because this would result in a smaller group of people having to carry the burden of greater noise impacts and this was considered a less equitable solution that the current dispersion of flight tracks. The updated Part 150 Study recommended there be limited concentration of flights over certain corridors to avoid residential populations. The airport will work with FAA to develop flight management systems that use satellite-based navigation technologies to fly multiple headings using a combination of procedures to concentrate noise in some areas, and disperse in others. North flow aircraft that need to turn south will follow either the Michigan Avenue corridor to the west or the I-94 corridor to the east away from the airport area to eventually turn south. Adjustments will also be made to south flow departures to avoid New Boston and residential neighborhoods in the southeast area of Romulus. Most flights will still be fanned-out to disperse flights that need to overfly residential areas.

- The airport will be working with the FAA and airlines to implement a continuous descent approach, when practicable. This is an approach procedure that allows aircraft to gradually descend and land with minimal changes in engine power/thrust.

- The airport will be developing noise abatement procedures for use during runway maintenance operations, which will use a community outreach program to raise awareness of temporary changes in noise exposure.

- Restrictions were placed on flight training.

- Limitations were placed on the times and locations of aircraft maintenance ground run-ups. These run-ups are often conducted in evening hours and create a significant noise impact. A new ground run-up location will be established in a more centralized position closer to the center of the airport, further from surrounding populations. In addition, the airport will be installing a ground run-up enclosure or "Hush-house" for all aircraft during maintenance to reduce noise impacts from ground run-ups.

- Earth berms were constructed around the perimeter of the airport at the southeast corner along Eureka at Middlebelt., east side along Middlebelt and west side along Wayne and Vining to contain some noise at the ground level.

- A noise monitoring system was installed surrounding the airport.

- A noise complaint office was established.

- A follow-up noise advisory committee will be established with representation of airlines, local government, the airport, FAA and citizens to assist and provide continued guidance in implementing the Part 150 recommendations.

- A Fly Quiet Program will be implemented that will provide a regular report card to the public on how the airlines are doing on following noise procedures.

In order to minimize further impacts, mitigation actions were recommended. These measures were designed to remove or correct impacts to properties that are presently noise impacted and to avoid new development of noise sensitive land uses in impacted areas:

- A school sound level improvement program was implemented within the DNL 65 or greater areas to reduce interior noise for Merriman Elementary School.

- Residences within the 75 DNL or greater noise exposure areas were acquired and residents provided relocation assistance.

- Residents within the 70-75 DNL noise exposure areas were given the options of acquisition and relocation. Most of these properties were acquired as a result of the 1993 study. The updated study identified three residences in the DNL 70 noise exposure areas that will be offered voluntary acquisition by the airport.

- Residents within the 65-70 DNL noise exposure areas were given the options of sound insulation in exchange for an aviation easement or purchase assurance in exchange for an aviation easement.

- The airport will be working with communities to update zoning ordinances to limit noise sensitive uses within the 65 DNL and higher noise exposure areas. An airport approach overlay district could be added to the Romulus Zoning Ordinance to promote the development of compatible land uses in the vicinity of the airport and along runway approaches that are exposed to higher aircraft noise levels. This overlay zone would require sound insulation in lower (65-70 DNL) noise exposure areas and prohibit certain uses in higher (70+ DNL) noise exposure areas.

- The airport will be working with communities to update building codes to require sound attenuation of new residences within the 65 DNL noise exposure areas. Additional insulation and the use of noise-reducing materials can further protect residents from the adverse impacts of the airport. This could be implemented through the overlay zone noted above.

- The airport recommends requiring buyer notification of aircraft noise when dwellings within the 60 DNL or greater noise exposure areas are sold. This would be required included in the property deed for any newly created residential lot. This could be implemented through the overlay zone noted above.

- The airport will be working with communities to update Comprehensive Plans to discourage noise sensitive uses within the 65 DNL noise exposure areas. The city of Romulus provided a draft of this plan to the airport for review. The future land use shows the 65 DNL noise contour and limits any new residential or other noise sensitive uses within the 65 DNL noise exposure areas.

Wayne County Aerotropolis

The Wayne County Aerotropolis concept could provide an opportunity for redevelopment of the industrial land surrounding the airport. The Aerotropolis encompasses the area around Metro Airport and Willow Run and has been planned for a major hub for economic development in southeast Michigan. The City of Romulus is at the center of this Aerotropolis to bring new jobs and tax revenue to southeast Michigan and the City of Romulus.

Aerotropolis can be described as a cluster of aviation linked businesses, industrial sites, distribution centers, technology information and telecommunication companies centered around the airport. Supporting amenities/industries include business-class hotel accommodations, conference centers, restaurants, entertainment and various types of housing for people who work in the Aerotropolis or have businesses in the airport area. This economic development strategy stems from increased globalization and the need for businesses to provide customers with quality products in a short amount of time. An Aerotropolis concept is particularly applicable because, unlike many major airports, there are significant areas of available property in the vicinity. A proposed ring road concept, as described on page 4-23 could enhance the Aerotropolis

program. Additionally, Willow Run Airport, just a short drive away, provides the chartered cargo flights for the "Big Three" automakers and their suppliers.

In order to realize this plan, the City of Romulus entered into an Aerotropolis Intergovernmental Agreement (IGA) with Wayne and Washtenaw Counties, Van Buren Township, Huron Township, and the cities of Taylor, Belleville and Ypsilanti. The IGA will allow for the opportunity to develop legislation for economic incentives and the development of consistent design standards within the Aerotropolis area.

Summary of Key Transportation Issues

Arguably, transportation facilities have been the most significant factor in the Romulus land use pattern. Certainly the Detroit Metropolitan Airport has significantly impacted the City, both positively and negatively. Interchanges from the two expressways, I-275 and I-94, have influenced the flow of traffic and the development patterns, especially of industrial uses. Industrial uses, parking lots and hotels developed around the airport and close to the interchanges that serve it. Key challenges to a safe and effective transportation system in the future include the following:

- Significant City investments have been made to improve the capacity and traffic operations of major streets. Less progress has been made to improve streets outside the sphere of the airport and to provide a comprehensive citywide non-motorized system of bikeways and walkways.

- The Detroit Metro Airport serves as the international gateway to the region and the City should capitalize on this as a catalyst for economic development. While there are many benefits, development needs to be evaluated in consideration of the impacts of traffic and aircraft noise on the quality of life for residents.

- Existing commercial streets such as Merriman, Middlebelt, and Wayne Roads need to be managed so improvements are made to retain their viability. Development along emerging corridors, such as segments of Ecorse and especially Eureka Road, must avoid repeating the problems of other commercial corridors.

- Scattered industrial uses create traffic conflicts with the City's existing and planned neighborhoods, particularly with truck traffic.

- Several intersections experience congestion due in part to design. In some cases, existing rights-of-way limit improvements without costly disruption to existing land uses. In other cases, funding for improvements has not been authorized.

- Travel options besides an automobile are restricted by the lack of a continuous system of sidewalks, pathways, and limited availability of transit.

- Frequently used rail lines disrupt east-west travel along several major streets, such as Ecorse, Eureka, and Pennsylvania Roads.

- Many of the streets in the City are under the jurisdiction of Wayne County while I-94, I-275, and their interchanges are under the jurisdiction of the Federal Highway Administration and Michigan Department of Transportation.

- Romulus is in competition with several other communities in the Southeast Michigan Council of Governments (SEMCOG) region for transportation improvement funds.

- Improved circulation around the airport and interchanges along I-94 and I-275 are needed to attract desired development south and east of the airport, and in the Aerotropolis area in general.

- Transit is an important ingredient in "New Economy" initiatives, to retain and attract young professionals and technology industries in the Detroit region. Metro Detroit is behind most metro areas in terms of a regional transit system and funding, especially some type of rail or enhanced transit (beyond typical bus service) to connect the airport with Ann Arbor, Detroit, and other major destinations.

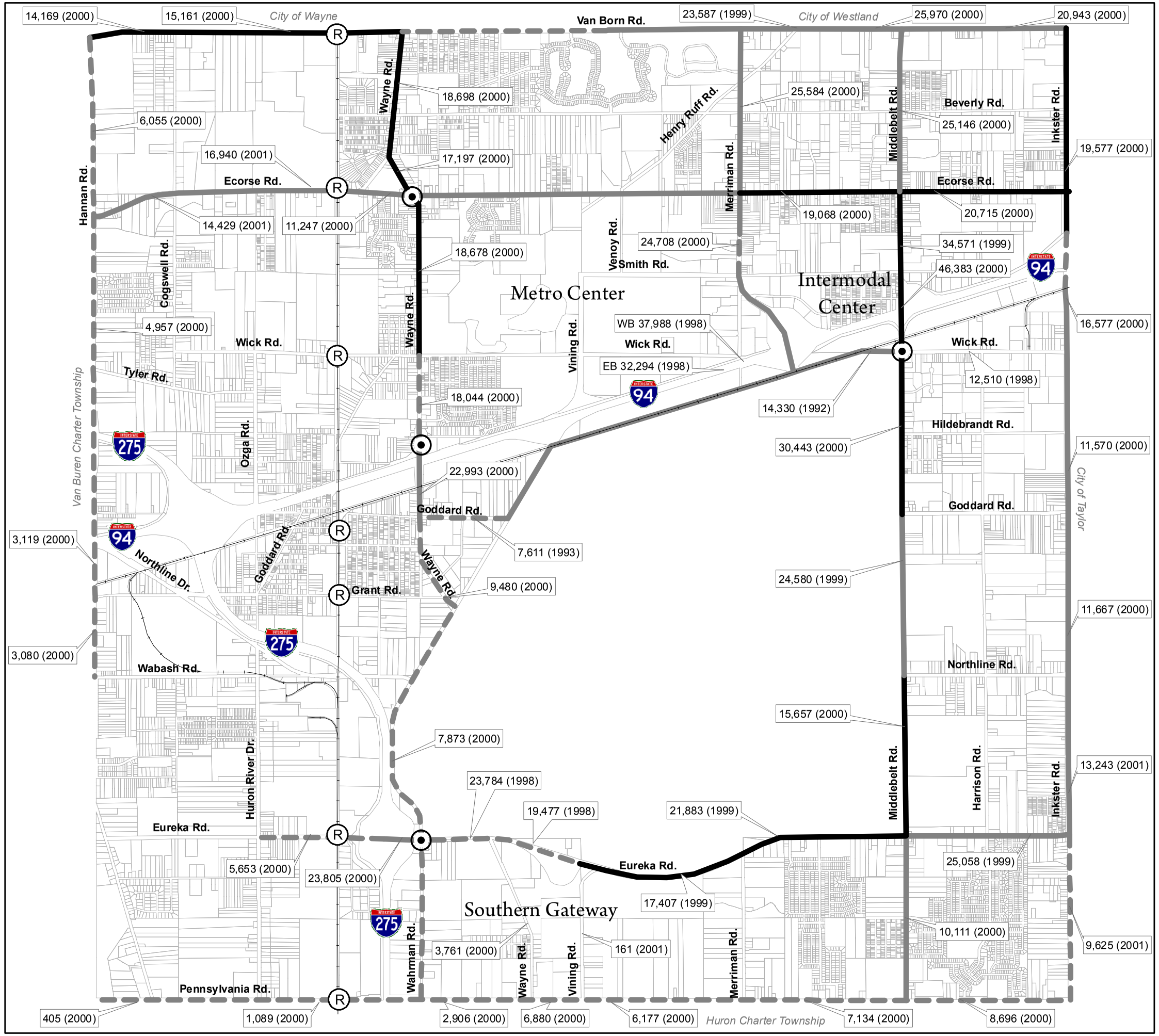
Transportation Goals and Objectives

Responses to transportation issues obvious today and to those identified in the future require a clear set of policies upon which to base decisions and determine project priorities. Policies (i.e. goals) to guide those decisions listed below are based on technical evaluations of current and anticipated traffic conditions, input from road agency staff, and community input. Following each goal statement are objectives that provide more specific direction to accomplish the City's vision. Transportation related actions can also be found in the sub-area plans.

Goal No. 1 Create a safe and coordinated transportation system adequate to support existing and future land uses, and economic vitality that balances traffic needs with actions to ensure the City remains an attractive place to live.

Objectives

a. Ensure roadway capacity can accommodate site-generated traffic at the time of occupancy. Since funds from road agencies typically lag well behind need, this may require funding participation by the developer or the Tax Increment Finance Authority.
b. Preserve adequate rights-of-way to accommodate both existing and future transportation needs, particularly where medians are desired in the future, such as along Ecorse Road.



Map Four

Traffic Concerns

Master Plan
City of Romulus
Wayne County, MI

Current Capacity/Deficiences (2002)

00,000/(year) — 24 hour traffic count/ year count taken

Below to near capacity **

At or over capacity **

Well over capacity **

** As defined by Wayne County Department of Public Services

Other Issues

1. Intersection operational problems
2. Rail crossing conflicts
3. Major future development areas
4. Partial interchange at Ecorse causes inconvient I-94 access for South Inkster corridor land uses
5. Road Segments need reconstruction

*Marginal and poor views from I-94

*City-wide need for better access control to reduce crash potential and preserve capacity

*Need to protect future right-of-way

September 2009

0.5 0.25 0 0.5 1 Miles

Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

c. Direct more intense land uses, especially those that generate significant truck traffic, to locations where capacity is available and negative impacts on residential areas are minimized.
d. Set aside adequate financial resources to maintain transportation facilities (roadways, bridges, sidewalks, bikeways) as a priority before funds are allocated for capacity expansion.
e. Evaluate capital investments on the basis of capacity needs, safety, pavement condition, relationship to other transportation improvements, planned land use and impacts on the environment and community character.
f. Coordinate transportation issues of regional significance particularly related to Aerotropolis with area communities, the Wayne County Department of Public Services, Michigan Department of Transportation (MDOT), Wayne County Airport Authority and SEMCOG.
g. Use the access management standards in the Zoning Ordinance to reduce the number of access points, regulate their design and placement, and in some cases require shared access systems through easements to help preserve capacity and improve safety along arterial streets.
h. Maximize the lifespan of roadways through transportation system management techniques (such as intersection signalization, intersection improvements, and access control) and transportation demand management techniques (such as ride-sharing, preferential parking for multiple-occupancy vehicles, and removal of physical access barriers to alternative modes).
i. Reinforce with all new development and road improvements that the level of service on all streets and intersections should not exceed level of service 'D.'
j. Work with the Michigan Department of Transportation to install Tourist Oriented Directional Signs (TODS) at entry points into the City on I-94 and I-275.

Goal No. 2 Improve the visual appearance of the City through street and related improvements.

Objectives

a. Work the MDOT, SEMCOG, metro Detroit business/tourism organizations and other communities along the I-94 corridor to improve views and add aesthetic design features along I-94
b. Require landscaping and architectural upgrades to sites along I-94 so views from I-94 are treated as a front door to the community and not a rear yard.
c. Consider the character of the surrounding area as part of the design of new streets or major improvements.
d. Upgrade the appearance of key corridors through tree preservation, streetscape improvements, and upgraded site design standards.

e. Establish attractive gateways at key entry points into the City to provide a welcoming point for travelers to the City and to the metro Detroit region.

f. Work with the airport to establish attractive "airfront" views of the airport which includes quality building and site design that minimizes views and noise of airport operations.

Goal No. 3 Provide alternatives to the automobile through multi-modal transportation options which connect neighborhoods, schools, the library, businesses and other activity areas.

Objectives

a. Promote alternative modes of transportation (such as pedestrian, bicycle, ride-sharing and forms of mass transit) through capital investment.

b. Pursue development of a continuous system of pathways and sidewalks as an alternative travel mode and improve the City's quality of life.

c. Require pedestrian and transit oriented site design including links between the public and on-site pedestrian systems.

d. Work with SEMCOG to support efforts to enhance transit along the Ann Arbor to Detroit corridor, and links beyond, particularly to secure attractive connections from any rail system to the airport and other key destinations in Romulus.

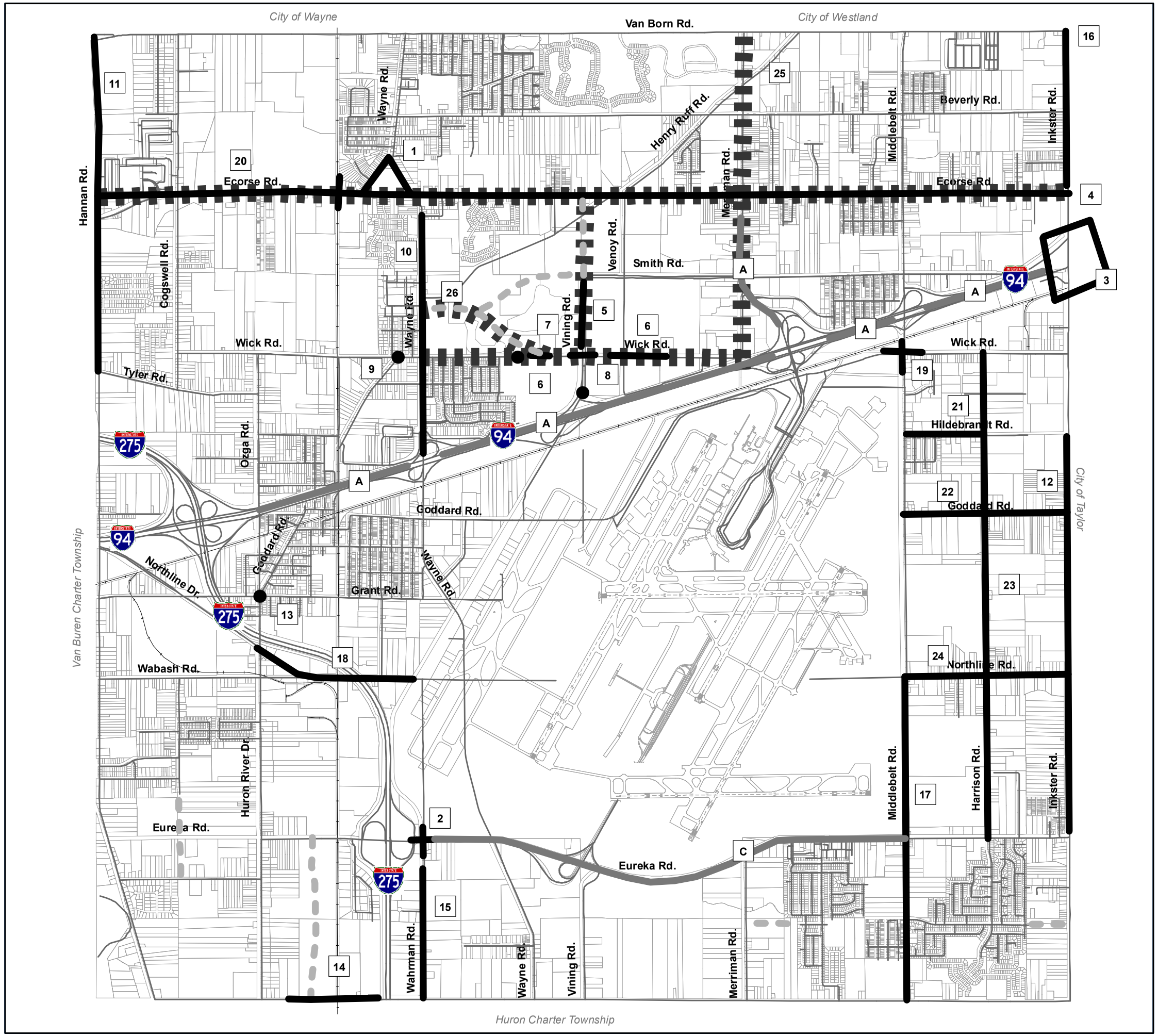
e. Work with the airport to develop an improved transportation system to access the various terminals, parking areas, and associated uses through the use of a monorail or other transit operation.

Motorized Transportation Plan

Street and Corridor Character

Street width and scale, presence of on-street parking and sidewalks, block length, building setbacks, design speed, street trees and even pavement markings and signs all contribute to how the street functions and the perceptions of the driver. Driver perceptions can affect vehicle speed and the care used in driving. The character of the street corridor as viewed by the motorist also impacts the image of Romulus.

Successful commercial corridors should be free of unsightly clutter and easy to navigate to find your destination. Streets in residential areas should make you intuitively drive at a low speed. In some cases, the road design elements in the City reinforce the desired image. In other cases, improvements need to be considered. This Plan relies on a range of approaches to help ensure the future transportation system operates safely and efficiently, but also in context with the



Map Five

Transportation Plan

Master Plan
City of Romulus
Wayne County, MI

Road Improvements
Right of Way Improvements

Intersection Enhancements
Corridor Enhancements

A. Improve view along I-94
B. Eureka Road aesthetic enhancements
Citywide:
-Improve wayfinding signs
-Access Management for commercial and industrial driveways on all major arterials

New Roads

September 2009

0.5 0.25 0 0.5 1 Miles

Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

character of the City. This section addresses three main character elements: expressway viewsheds, entryways, and corridor character classifications. All recommendations are described in the text with a few of the corridor enhancement recommendations noted on the Road Improvement Map.

Expressway Viewsheds. Approximately 200,000 vehicles a day pass through Romulus along I-94 and I-275. Motorists' perceptions of the City are largely created from views along the expressways or from their experience at the interchanges. A number of techniques can help promote a quality community image.

- Work with the MDOT to ensure widening and improvements to I-94 and use diverse materials for bridges and medians (not just standard concrete), extensive landscaping and appropriate lighting so the expressways contribute to the urban landscape.

- Work toward upgrades to appearances of billboards or their eventual removal.

- Promote use of the state's standard freeway logo signs and informative signs along the expressways to help direct motorists to activity areas, the new southern airport entrance, and the downtown.

- Apply special zoning standards to help ensure uses near interchanges are well designed in terms of access, landscaping, lighting and signs.

- Use a coordinated system of directional signs (sometimes called wayfinding) to help direct visitors to various destinations throughout the City.

- New buildings should be attractive when viewed from I-94 and I-275 and incorporate creative, eye catching elements that, of course, are tasteful and do not distract motorists.

- Visible building elevations from both the street and the expressway should be designed as a front elevation.

- Associated on-site facilities (such as parking, loading, and outdoor storage) should be attractive through the use of interior landscaping and screening where necessary.

- The City should work with the County to encourage plantings along exit ramps and entrance ramps to provide a welcome gateway into the City through flowering shrubs and trees and year-round color and design.

- Promote state funded full scale landscape and beautification on I-94 median and side slopes, from I-275 to Inkster Road.

- Develop gateways at key focal points when entering the City along the expressways.

Entryways. Entryway features can be used to announce key community gateways. Key gateways may include the expressway interchanges or along select major streets at or near the City corporate limits. Entryway features should also be used in conjunction with major development projects in the City such as Metro World.

Entryways could include features such as welcome to Romulus signs with landscaping or sculptures or other structural elements. The key is to develop a design and use it consistently, though not every element must be used at every entryway. In some cases, the entryway feature could be at the first major intersection along an entrance route, where the right-of-way at the border only has sufficient room for the standard MDOT green and white sign.

Wayfinding. Way-finding is also referenced in Chapter 2 and in Chapter 3 to improve circulation within the sub-areas and within neighborhoods. This term quite literally refers to 'finding your way around' and can apply to finding your way around the downtown, to the airport, to city hall, or to neighborhoods. This concept must be considered in terms of the City as a whole in order to improve circulation and to overcome physical barriers. In Romulus there are several key destination points for people to find, for instance Central City, Southern Gateway, Metro Center, Airport, Parks, or the City Complex (City Hall, Library, Courts).

A comprehensive wayfinding system is recommended in order to improve accessibility for residents, visitors, and workers of Romulus. This can be accomplished in several different ways. Typically, wayfinding is provided by a consistent signage system that points travelers in the direction of their destination. It is important that all these signs look the same because the sign becomes a trademark and the user quickly learns what to look for to find the next piece of information. Entryway treatment previously discussed is also a form of wayfinding because it indicates arrival to the destination.

Tourist Oriented Directional Signs (TODS) Program. MDOT has implemented a Tourist Oriented Directional Signs (TODS) program throughout the state. The signs advise motorists approaching a highway interchange of businesses or attractions that are available at the interchange. The signs include logos of readily recognized local and national business chains, making it easy for a motorist to access businesses that they are familiar with. The Michigan TODS program uses a standard sign design throughout the state, further adding to their effectiveness in conveying easy to understand information. The TODS program would complement the City's other wayfinding efforts by guiding "out-of-town" travelers to tourist attractions, accommodations, restaurants and gas stations. Romulus should pursue the implementation of TODS at key entry points into the City that have tourist-oriented businesses, for example the I-94 and I-275 interchanges near the airport.

Major Street Corridors. Travelers along major streets encounter a diverse mix of land uses and a range of physical characteristics. The range extends from open ditch rural residential streets to heavily traveled commercial and industrial corridors with a complexity of signs, access points, varied amounts of landscaping, and many high levels of turning movements. Few of the commercial and industrial corridors have a coordinated or attractive appearance.

Corridor character is based on many factors, including land uses, width of road, type of traffic, streetscape, and the adjacent site design. Since these factors in combination influence how the street is perceived, corridors in the City have been classified into three types.

- **Residential Corridors.** Residential corridors are streets that are generally residential in character (or should be), even where there are some non-residential uses along the street. New development and road improvements along these corridors should complement the residential character and include landscaping, streetscape and street design amenities that reflect the residential neighborhood as stipulated in Chapter 3. Land use or other changes which would alter the current balance of activity and/or physical characteristics by increasing the intensity of use should be discouraged. Residential corridors typically should have two travel lanes with turn lanes at major intersections or access points. In many cases, these streets should have pathways and sidewalks, especially to provide access to schools and parks. Speeds should be appropriate for a residential area, with operating speeds controlled through enforcement and traffic calming measures where needed. Where some type of widening is justified, a maximum of three lanes should be used. Example residential corridors include Cogswell, Beverly, Hannan, Ozga, and Goddard (west of Wayne) Roads.

- **Correction Corridors.** Correction corridors are streets bounded primarily by commercial and/or industrial uses. Most of these corridors developed over a period of years under zoning/site plan design standards that did not reflect the City's current design expectations. These corridors are complex, with confusion, traffic congestion, intensive activity and/or an incomplete transportation network. These corridors are in need of multiple actions to correct problems that resulted from cumulative change over time. Corrective actions can include selective street widening, intersection improvements, and replacement of center turn lanes with medians. Medians increase capacity, typically have significantly fewer crashes than streets with a center turn lane, and provide a visual amenity. Other actions to improve the appearance of these corridors include mast arm traffic signals, street trees, ornamental lighting, an improved environment for pedestrians and bicyclists, and attractive public signs. Corrective actions also include improvements to sites that line the street. These may include access management such as closure or redesign of driveways and connection of uses through service drives, addition of landscaping, replacement of signs and lighting, on-site pedestrian improvements, screening of waste receptacles and loading areas and so forth. Some of these corrective actions will occur gradually over time as land uses change. The zoning ordinance requires site plans to be reviewed when uses change or expand so that upgrades to the site features can be applied. Example corrective corridors include, Ecorse, Middlebelt, Merriman, Wayne, Inkster, and Van Born Roads. In many of these cases, these corridors are shared with a neighboring community. In these instances, it is recommended the City cooperate with these communities in addressing the issues and realizing a vision for the corroder together. In particular, a joint planning effort should be considered with the City of Wayne for Wayne Road, Van Buren Township for Ecorse Road, and the City of Taylor for Inkster Road.

- **Emerging Corridors.** Emerging corridors are streets which pass through areas not yet fully developed, or where potential for significant redevelopment or conversions from one land use to another exists. Opportunities exist for the City to avoid some of the problems of the correction corridors noted below through coordinated streetscapes, access management, better site design standards, and more consistent sign regulations. Example emerging corridors include Eureka, Vining, and Wick Roads.

- **Renaming of Key Corridors.** Because of the presence of the airport and the two expressways, many key corridors in the City start and stop at various locations or jog in their direction, which can cause confusion for travelers. Streets such as Huron River Drive, Wayne and Goddard Roads change names depending on their location in the City, while others such as Northline, Goddard, and Vining are interrupted by the airport. The City should investigate renaming some of these corridors to make traveling through the City easier.

Traffic Calming

Residents expect low volumes of traffic and low speeds within neighborhoods. In some cases, speeds in the downtown and neighborhoods may be higher than is comfortable. In such cases, traffic calming measures may help keep speeds at an appropriate level. Traffic calming measures cause drivers to slow-down and be more attentive. Traffic calming is a way to visually and physically impede speeding in residential areas. The physical change in the road parameters and the psychological change in the "feel" of the road reduce the speed of vehicles. Some of the common traffic calming measures described below may be appropriate in certain situations in the City. A number of factors need to be considered such as traffic volumes, cost, maintenance, and impact on emergency access. In considering options for traffic calming techniques, the City should evaluate the effectiveness of speed tables, street narrowing, chicanes, channelization, traffic circles, and roundabouts.

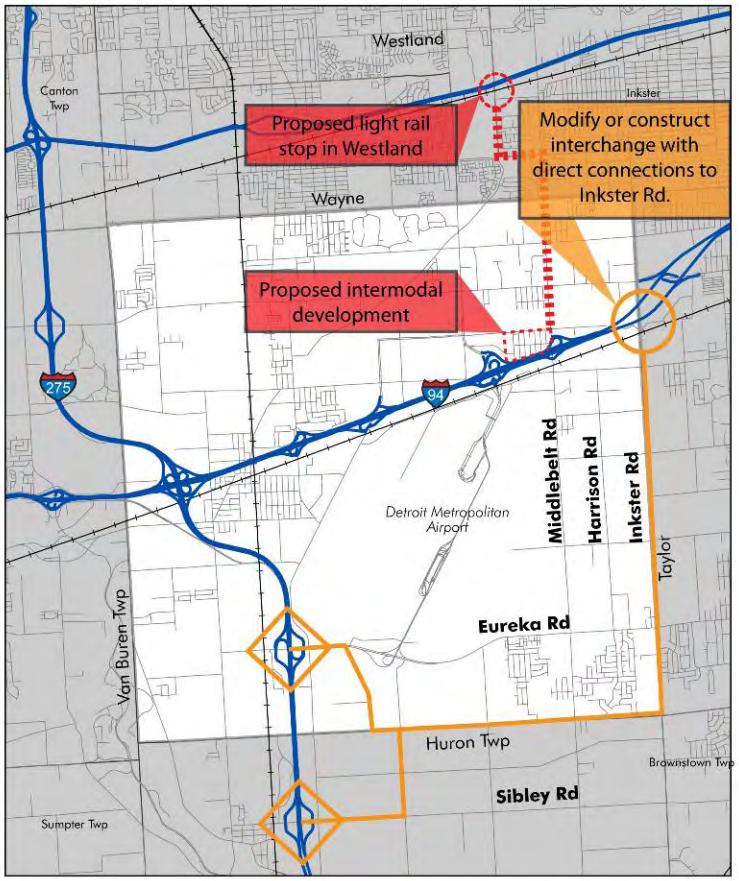
Residential developers should be specifically encouraged to incorporate traffic calming measures during the planning and design phases of new residential areas. Where appropriate, these concepts greatly reduce future problems and will help maintain the value of the neighborhood.

Street Capacity and Operational Improvements

Street capacity refers to the capability of a roadway to accommodate the expected traffic flow with an acceptable amount of delay, i.e. minimal congestion. Traffic engineers measure this capacity through a comparison of the volumes, usually during the peak hour, to the designed capacity. This determines the amount of average delay per vehicle. This statistical analysis is then translated into a "level-of-service" from A-F or a "volume-to-capacity ratio" (V/C). Streets and intersections with current or projected poor traffic operations have been designated for improvements as shown on the Map Five Transportation Plan. Actual traffic conditions, including crashes, need to be monitored to adjust the list of recommended projects. The types of projects noted on the map include:

- Street widening
- Street reconstruction and upgrades
- Intersection realignment and enhancement
- Grade separation

Ring Road



Wayne County and area communities have promoted a "Ring Road" concept to improve circulation around Detroit Metropolitan Airport and support economic growth south and east of the airport through better access to the interstates. This ring road would run from the I-275 interchanges at Sibley and Eureka to Pennsylvania Road then up to I-94 via Inkster Road. Streets that make up the ring road would be upgraded to improve traffic flow and the corridors image through intersection improvements, coordinated traffic signals, new streetscape treatments and possibly medians. Since Inkster Road does not have an interchange at I-94, several concepts have been considered, among them, a new Inkster Road interchange, a ramp from Inkster to east bound I-94 or a redesigned Ecorse Road interchange with a more direct connection to Inkster as illustrated on page 4-5. Next steps would be to determine priorities, design improvements, and secure funding through economic development or Aerotropolis sources.

Regional Transit

One regional transportation system improvement that has been discussed for many years is some type of rail transit to link Ann Arbor, the airport, Detroit, and other south Metro communities. A recent study concluded the most practical alternative, at least in the short term, would be a commuter rail system. With new passenger vehicles using the existing rail line used by freight and Amtrak trains, this commuter rail system between downtown Detroit and Ann Arbor is scheduled to begin service in late 2010. A stop in Wayne is expected to include frequent express bus service to Romulus and the airport. Longer range concepts include a new airport "intermodal" complex on the north side of I-94 where car rental facilities may be consolidated. Enhanced transit may eventually connect this intermodal complex with the airport.

Road Right-of-Way

Many of the streets in Romulus were originally designed for much lower traffic volumes than they are expected to handle now or in the future. Right-of-way and development limit road widening, intersection improvements, installation of medians and/or the addition of desired pathways. Additional right-of-way is needed to accomplish plan objectives.

Recommended Right-of-way Widths. As a guide the City should work with the County, property owners, and any other applicable stakeholders to provide the right-of-way widths as indicated in Table 3, organized by National Functional Classification.

Right-of-way Preservation. Right-of-way acquisition in advance reduces later disruption to home and businesses that would otherwise need to relocate or redesign their site. A cooperative effort to preserve right-of-way could help address this issue. Three methods that could be considered are discussed below.

- **Donation.** Landowners and developers often understand the benefits of donation of land needed for right-of-way. Land donation can expedite improvements that will benefit the landowner. A landowner may also be eligible for tax benefits through donation of dedication. In some cases, the City may wish to support variances from setbacks where the setback from the new right-of-way would create a non-conforming situation.

- **Advance Acquisition.** Traditionally, right-of-way is purchased after the improvement has been designed. Advanced acquisition could involve purchase at an earlier date when costs are lower. Some road agencies maintain funds to purchase right-of-way if a development is proposed where right-of-way will be needed in the future. Thus, the right-of-way can be purchased at a lower cost.

- **Clustering.** The City might allow a developer to transfer the density that could occur in the future right-of-way to another location on the site through special zoning provisions.

Table 3
Recommended Right-of-Way Widths

National Functional Classification*	Recommended Right-of-Way	Other Considerations
Interstate/ Expressway*	300 - 500 feet	
Principal Arterial*	120 to 160 feet	Ecorse Road should be upgraded to a principal arterial
Minor Arterial*	120 feet	Ecorse Road, Wick Road, and Vining Road should be a minimum of 150 foot right-of-way to accommodate planned median
Collector Streets*	86 feet	Harrison and Smith Roads should be upgraded to a collector street
Local Streets*	60 feet	

* Refer to page 4-2 for specific road classifications

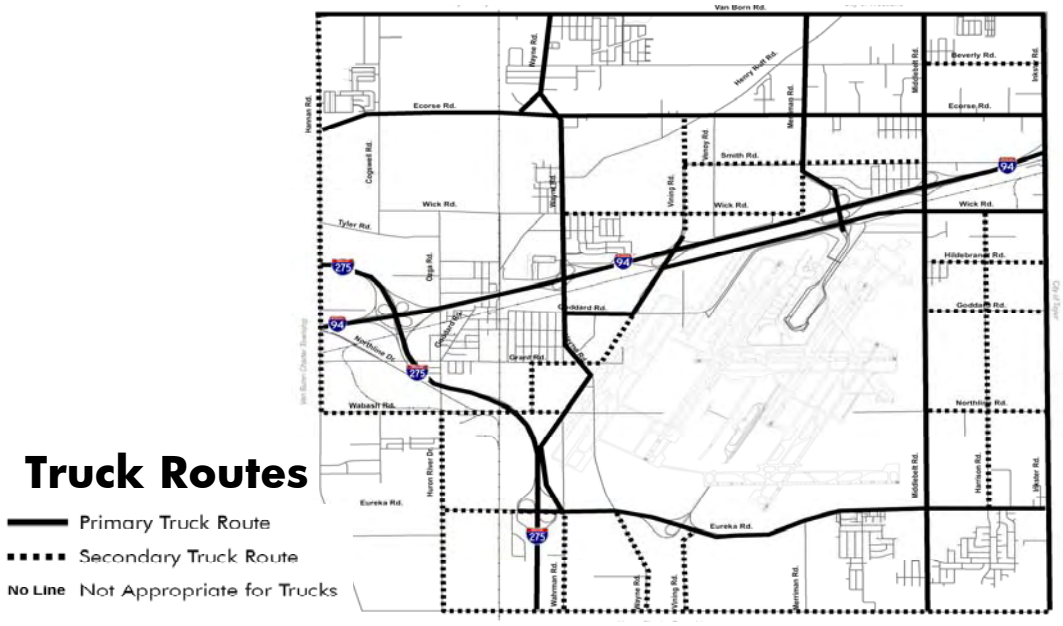
Truck Routes

The Future Land Use Plan and economic development efforts will stimulate a number of changes in the City's land use pattern in the coming years. In particular industrial operations and commercial operations are planned for re-organization and some expansion. It is important for Romulus to accommodate the infrastructure needs of these land use recommendations. The primary need for these businesses in terms of City services is transportation accessibility, specifically access for trucking, and the City is dedicated to supporting these needs. The City, however, must also ensure that the needs of the business are not accommodated at the expense of its neighborhoods. Therefore, a truck routing plan was developed to clearly articulate appropriate routes for truck travel.

- **Primary Truck Route.** The primary truck routes are streets that should be designed and maintained for heavy truck traffic volumes. Traffic will serve businesses located along these streets and pass-through traffic. Several of these routes are already Class A roads and can accommodate this activity. Others, such as Inkster Road, require upgrades to either a Class A road or an all-weather road as appropriate to fulfill this role.

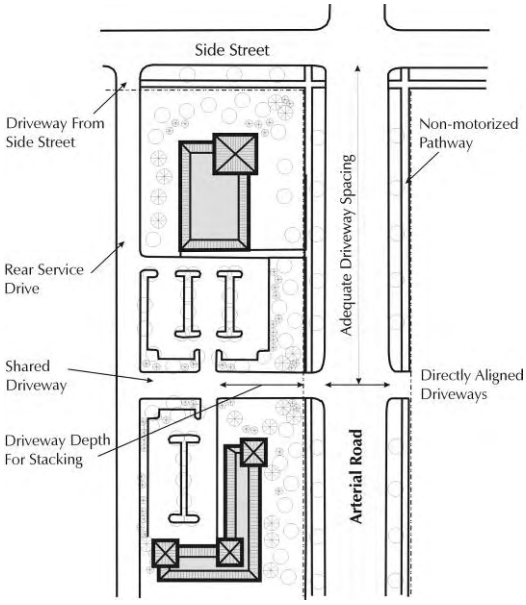
- **Secondary Truck Route.** The secondary truck routes serve more as collector routes for trucks that provide access from a business to a Primary Truck Route. These are likely only used for trucks that require access to a site located on that street. They should not be used for pass-through, or cut-through traffic.

- **No Line.** Streets that do not have a line are streets that are not appropriate for truck traffic. This is because of their location within residential areas and within the downtown where a quieter atmosphere is desired and safety for increased pedestrian traffic is needed.



Transportation Management

In addition to street improvements noted above, the City can help manage traffic through a variety of tools that reduce vehicle trips or lessen their impact. The concept of transportation management is that some automobile trips can be eliminated by giving people other choices, such as transit or walking, to help relieve the street system. Land use arrangement that shortens the length of vehicle trips can also help. Every driveway that is eliminated or redesigned will help preserve capacity and reduce potential for crashes. Current streets may be able to operate better with new technology, such as signals that respond to actual traffic conditions or informing motorists of alternate routes when there is congestion or a crash. All of those ideas collectively can help address the City's transportation needs in the future. Some specific transportation management tools are discussed below.



Traffic Impact Analysis. A tool to help ensure that traffic impacts are properly evaluated is to require a traffic impact study in certain situations. Generally, a traffic impact study should be required for a rezoning or project that would generate traffic above a specified threshold. In Michigan, the typical standard is at 50 or more directional (one-way) trips in the peak hour or 500 trips expected in an average day. Currently, the City only requires traffic impact studies for rezonings.

In reviewing these reports, use established sources such as the Institute of Transportation Engineers (ITE) Trip Generation Manual or "Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities."
A well prepared traffic impact study will also address site access issues, such as the potential to share access or use service drives. The study should analyze options to mitigate traffic impacts, such as changes to access, improvements to the roadway, or changes to the development. In some cases, the developer can assist in funding improvements to help offset the impacts of the project.

Driveway/Access Management. Access management involves comprehensive controls on the number, spacing and placement of driveways. Numerous studies in Michigan and nationally demonstrate access management can reduce the potential for crashes, and help preserve the street's ability to carry traffic. Fewer driveways also create more attractive and pedestrian friendly roadways. The City has adopted a comprehensive set of access management standards in the Zoning Ordinance along key corridors to address the following:

- **Number of Access Points.** The number of driveways allowed along major streets affects traffic flow, ease of driving, and crash potential. Every effort should be made to limit the number of driveways; and encourage access off side streets, service drives, frontage roads, and shared driveways. Those developments which generate enough traffic or have sufficient frontage to consider allowing more than one driveway should locate these second access points on a side street or shared with adjacent uses where practical.

- A**lternative Access.** Frontage drives, rear service drives, shared driveways, and connected parking lots should be used to minimize the number of driveways, while preserving the property owner's right to reasonable access. In areas where frontage roads or service drives are proposed or recommended but adjacent properties have not yet developed, the site should be designed to accommodate a future drive, with access easements provided.

- **Driveway Spacing from Expressway Ramps.** A minimum of 600 feet is recommended between expressway ramps and any driveway.

- **Driveway Spacing from Intersections.** The minimum distance, on the same side of the street, between a driveway and an intersecting street should be 200 feet along a major arterial and 250 feet from any existing or future signalized intersection. In these cases a right turn in, right turn out driveway could be considered for access, with left turns accommodated through frontage roads or service drives. For non-arterial streets spacing from intersections is recommended to be 75 feet. If the amount of street frontage is not sufficient to meet these criteria the driveway should be constructed along the property line farthest from the intersection to encourage future shared use, and/or a frontage road or rear access service drive should be developed.

Table 4
Driveway Spacing Guidelines

Posted Speed (mph)	Driveway Spacing * (in feet)	
	Minimum	Recommended
30	150	185
35	175	245
40	200	300
45	315	350
50+	350	455

* As measured from the centerline of each driveway

- **Driveway Spacing from Other Driveways.** Minimum and desirable driveway spacing requirements should be determined based on posted speed limits along the parcel frontage, traffic conditions, sight distance and in consideration of the amount of traffic a particular use is expected to generate. Guidelines are shown on in the Driveway Spacing Guidelines Table but can be varied upon specific findings and in consideration of published traffic engineering manuals such as the AASHTO Greenbook. Where it can be demonstrated in redevelopment projects that pre-existing conditions prohibit adherence to the minimum driveway spacing standards, the driveway spacing requirements could be modified, but the driveway spacing should not be less than 60 feet.

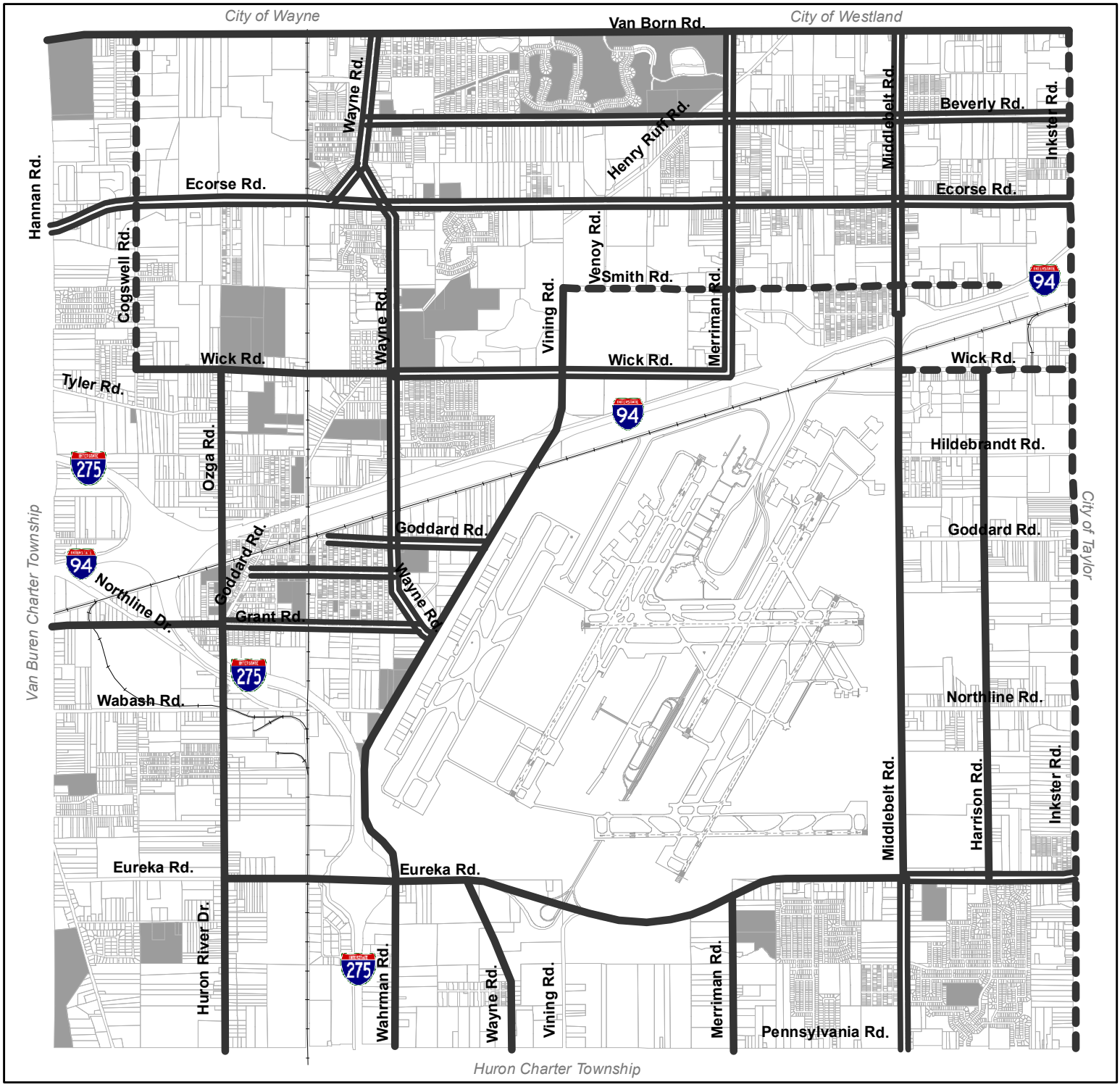
Non-Motorized Transportation Plan

The non-motorized transportation plan consists of the City's sidewalk system. A non-motorized system can be an important tool to achieve some of the City's transportation goals. Sidewalks provide an additional mode of transportation for residents for short trips, provide recreation opportunities, improve connections throughout the City, help reduce isolation, and can even help reduce traffic volumes to some degree. A more walkable community also has significant health benefits for its residents by giving people the opportunity for additional exercise.

Map Six Non-Motorized Plan illustrates locations where sidewalks are recommended. This plan is based on locations of existing sidewalks, planned land uses, natural systems, and the regional greenway system. Sidewalks shall be a minimum of five feet in width and constructed of concrete. Map Six identifies where sidewalks are planned for both sides of the street and locations that only need sidewalks on one side given the expected use and physical constraints. The sidewalk system should be continually upgraded, taking into consideration the following factors.

Continuity. Maintaining an interconnected system of sidewalks enhances the pedestrian environment. The City should pursue filling in gaps in the system that act as barriers. While City funds may be used for this purpose, the community in general should also share in this commitment. Options to accomplish this include requiring the installation of sidewalks along major streets and throughout the interior of new development projects or for residential lots that have not maintained or installed their sidewalks, requiring an escrow or performance guarantee when transfer of property ownership occurs. The City should prioritize future sidewalk improvements based on their expected use and location. Gaps that prevent full connection between major destinations should be of the highest concern.

Convenience. While people will walk farther distances for exercise and recreation purposes, the average pedestrian will not walk more than 15 minutes or a quarter mile to reach their destination. Therefore, convenient routes must be offered to encourage more pedestrian activity as an alternative to driving. This includes considerations for road crossings, conflicts with multiple users, continuity of the pathway and directness of the route. Inconvenient systems can encourage unsafe activity or use of non-designated sidewalks or crossings. Where the City wishes to increase pedestrian activity, it should ensure that continuous sidewalks are provided that offer safe crossings that bring the pedestrian to the forefront of consideration, rather than making the automobile the priority.



Map Six

Non-Motorized Plan

Master Plan
City of Romulus
Wayne County, MI

Note that sidewalks are required on both sides of the street in new residential subdivisions with the exception of areas in the Rural Character Overlay District (RCOD).

Planned Pathways

- Both Sides of the Street
- East/South Side of the Street
- West/North Side of the Street
- Community Facilities

September 2009

Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

Safety. Without a safe pedestrian environment, sidewalks will not be used to their maximum. Elements such as lighting, proper maintenance and proper crossing enhancements will bring comfort to users. Where high pedestrian activity exists or is encouraged, the City should work toward reducing the posted speed limits for motorists. Statistics show that 85% of vehicle-to-pedestrian crashes will result in death to the pedestrian if a vehicle is traveling at 40 mph, versus only a 15% rate if a vehicle is traveling at 20 mph.

Safe Routes to School. Particular attention to safety is needed near schools. This program, managed by MDOT, is designed to encourage walking or biking to school by providing a safer environment for children. This initiative is expected to gain momentum because it offers State money for physical improvements and programs aimed at increasing students' use of the non-motorized system as a means to and from school. While the program requires each school to prepare an action plan in order to qualify for funding, the City can assist in coordination and engineering assistance for schools wishing to participate.

Accessibility. Disabled residents often rely heavily on public transit as their primary means of travel and sidewalks to access transit. However, their unique needs are often overlooked when designing them. When considering improvements to these systems, the following considerations should be included:

- Install pedestrian signals that produce an audible sound to indicate signal changes at critical intersections.
- Maintain a consistent intersection design, so disabled users can easily anticipate where a bench, pedestrian crossing button or shelter is located.
- Install textured materials, such as brick or stamped concrete, at the edges of sidewalks to indicate where the walk ends and the motorized travel lanes of the road begin.
- Include medians in the design or redesign of intersections, especially where a high volume of pedestrian activity is expected. Medians provide safer crosswalk options for all residents.

Crosswalk Improvements. User safety is of particular concern where sidewalks intersect with motorized travel routes. Safety hazards exist where the sidewalk crosses individual driveways or where they meet at a road intersection. In these areas, the following improvements should be considered.

- Pavement markings should clearly indicate to motorists where pedestrian activity will occur. Vehicles are not permitted to block these areas.

- Maintain clear vision zones at all intersections. This can increase visibility for motorists, pedestrians and bikers, all of whom need to be aware of potential conflicts.

- Narrow the roadway at crossing points by installing road medians or raised islands within the roadway to create a safe haven for pedestrians and bikers, or by eliminating on-street parking and extending the sidewalk closer to the road. This will reduce the number of lanes a pedestrian must cross and increases their perceived safety. These types of elements can also enhance the aesthetic environment by providing planting areas or resting areas.

- Provide adequate lighting at intersections so pedestrians and bikers are safe at all hours.

- Include overhead flashers to indicate non-signalized crossing points. Mid-block crossings can be further enhanced by using pavement markings and signage at the motorists' eye level.

Buffers. Landscaped buffers consisting of street trees or other streetscape elements create a separation between motorized and non-motorized activity. They also provide a physical barrier to protect pedestrians on the sidewalks from stray vehicles. Breaks in landscaping indicate to motorists where driveway and non-signalized intersections are located and where pedestrians are likely to cross. Buffers should not be confused with setbacks, as larger setbacks are not necessarily endorsed as a way to improve pedestrian safety because they can decrease visibility from motorized traffic.

Chapter 5
A Vision for Community Facilities and Natural Resources

Introduction

The City's community facilities and resources must be protected as needed, and allowed to evolve and expand in harmony with the development of the City itself. Community facilities and resources include services such as police, fire, City offices, schools, recreation, utilities, and natural features. As new residents, land uses, businesses and neighborhoods become a part of the community, the City's facilities and resources must also integrate into these changes. In addition, improvements to technology must also be a factor in capital spending decisions. The following must serve as a guide for the City as long and short term budgeting decisions are made.

Key Facilities and Resources Concepts

- Upgrade aging infrastructure
- Continue to monitor emergency response needs
- Upgrade park and recreation facilities
- Explore opportunities for new parkland
- Protect, where possible, woodlands and wetlands
- Continue to upgrade daily services for residents to improve

Utilities, City Services, and Education

This discussion of existing community services and facilities includes utilities, public safety, government facilities, education and recreation. These uses have a direct affect on the quality of life for Romulus residents. The City of Romulus must continue to make investments in its public infrastructure to meet the needs of current and future population and businesses. Community facilities including municipal facilities, schools, places of worship, public parks and private recreation are depicted on Map Seven Community Facilities.

Utilities

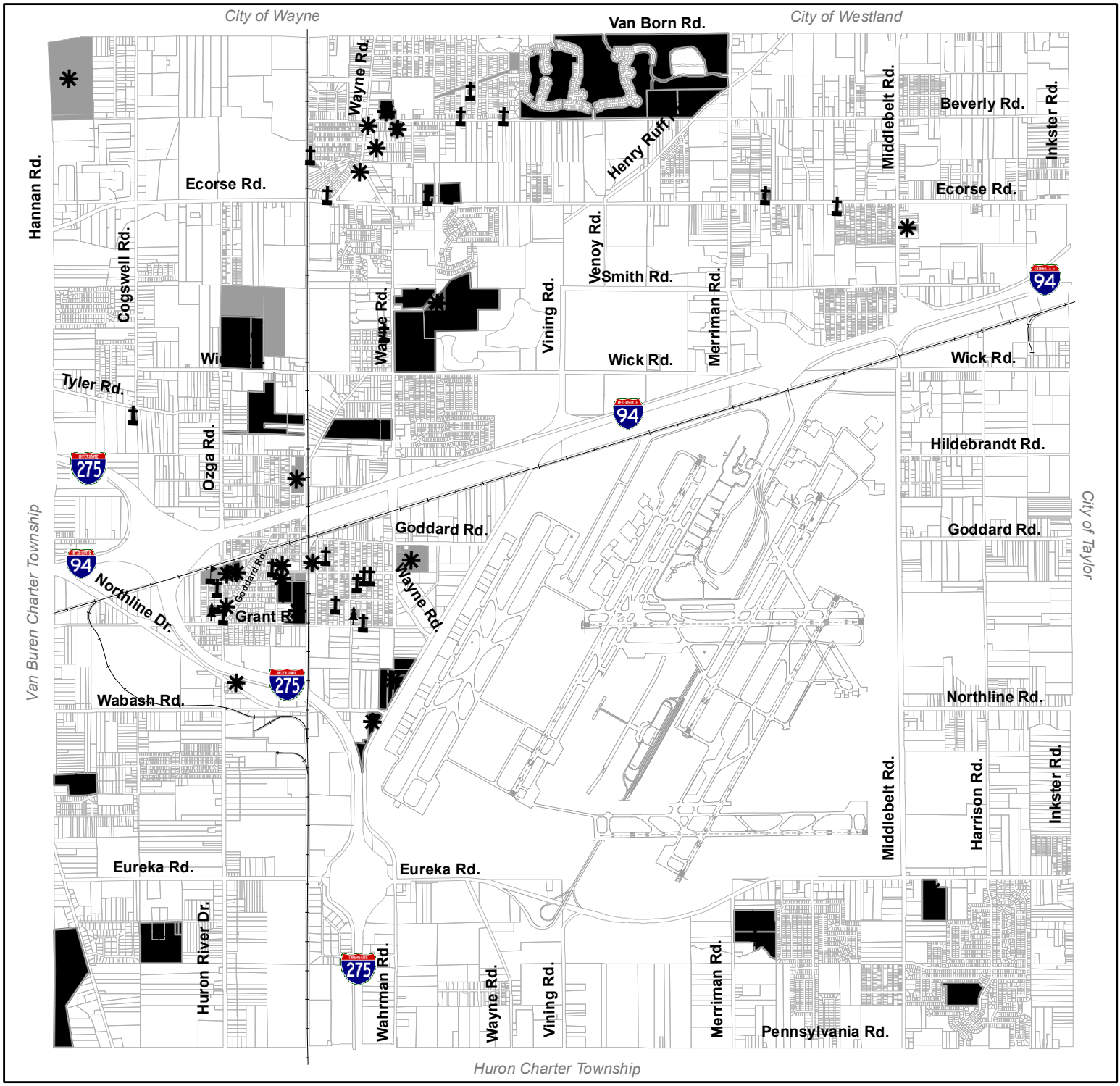
Sanitary Sewer System. The City's sanitary sewer system serves the entire community and includes an infrastructure of sewer mains and will include lift stations. A few small areas of the community are not served by the system but are included in the service area to eventually be connected. Romulus is connected to three different sewer systems. A small segment of the north side of the City is part of the North Huron Valley System. Sewage is sent from the City to the treatment facility in Detroit. The majority of the City is on the Downriver Sewer System that is treated in the City of Wyandotte. Finally, a small portion of the City's south side is served by the South Huron Valley System for only transportation there is no capacity in this system for Romulus.

On-going maintenance of the system is the future focus, however expansion projects must be considered when considering new development opportunities and to provide sewer to un-served area. Areas with potential failures due to age or where groundwater contamination may occur should be given the highest priority.

Water System. The City's water is provided by the City of Detroit. The majority of the City is connected to the public water system however a few parcels still need to be connected. The City's water is treated in two locations, the Southwest Treatment Plant in Allen Park and the Springwells Treatment Plant in Detroit. A water study for the east side of the City has been prepared and the City has been actively implementing its recommendations to help improve water pressure in that part of the City.

Storm Water Drainage. Storm water drainage in Romulus is handled by a series of open county drains. These drains were originally intended to serve agricultural drainage needs and are generally not adequate for urban runoff. The greatest challenge for the City related to drains is they are under the jurisdiction of Wayne County; therefore, maintenance and response to issues are not in Romulus's control and is not as quick as desired.

The City can control on-site systems through the site plan review process. The City of Romulus Department of Public Works has continued to apply Best Management Practices and other innovative efforts to ensure a healthy storm water management system. Refer to comments related to waterways and watershed for more details. As the City continues to develop and sites redevelop the City should promote a regional approach to water detention. This would help minimize the presence of smaller, isolated pods and create connected ponds that could serve as an amenity. The City will need to coordinate with the FAA to ensure the ponds are designed and placed to minimize the attraction of birdlife that may interfere with airport flight patterns.



Map Seven

Community Facilities

Master Plan
City of Romulus
Wayne County, MI

Community Facilities

- Municipal Facilities
- Schools
- Places of Worship
- Public Parks
- Private Recreation

September 2009

Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

City Services

Fire Department. The City recently benefited from the establishment of a full-time/on-call fire service. Full-time employees and part-time fire fighters now staff the Fire Department, which previously consists of volunteers. There are presently four fire stations that provide fire protection service within Romulus, which are:

- Station 1: Northline Road, east of Huron River Road
- Station 2: Middlebelt Road, south of Ecorse
- Station 3: Wayne Road, north of Ecorse
- Station 4: Eureka Road, east of Middlebelt

A recent study conducted by the Fire Department revealed new strategies for improving fire protection for Romulus residents. These plans include additional full time staff and a new central headquarters station to be located in the proximity of I-94, Ecorse Road, and Henry Ruff Road.

Police Department. The Romulus Police Department was formed in 1981 in response to the needs of a growing City. Centrally-located on Olive Street in the Central City, the department employs a staff of over 75 certified officers, eight dispatchers, and various civilian support personnel. The Police Department operates a number of public safety and community policing programs that assist in preserving the quality of life for residents.

Civic Center. Most of Romulus' government facilities are situated in the geographic heart of the community. The Civic Center contains the Romulus City Hall, Library, and District Court. Romulus City Hall was completed in the early 1970s, and underwent remodeling approximately 10 years ago. The building houses the offices of the Mayor, Assessor, Clerk, Finance, Personnel, Planning, and Water, Treasurer, and Cable. City Council, Planning Commission, and a variety of other Board and Commission meetings are also held in the facility.

The Romulus District Library is centrally-located on Wayne Road, next to City Hall and has been an important community resource since its opening in 1971. A branch of the Wayne County Library, the library primarily serves the City of Romulus and Huron Township. Currently, the library holds over 60,000 books, and provides computers for public use. The library offers many programs for users including pre-school story hours, craft programs, and a summer reading club.

Department of Public Works/Building Department. The Department of Public Works (DPW) and the Building Department operate from a new facility located about one mile south of City Hall on Wayne Road. DPW is responsible for maintenance of City streets, parks, water lines, and sewer lines. The DPW also maintains all City buildings and the City cemetery. They are an important element in the implementation strategies of this plan that relate to capital

improvements. The Building Department inspects buildings, issues building permits, and other enforcement tasks in association with both the DPW and with the Community Economic Development and Planning Departments.

Department of Recreation. The City provides numerous and diverse recreational opportunities in high quality recreational facilities throughout the community. There are several types of recreational areas/facilities including various neighborhood, community and regional parks and facilities offering passive and active recreation opportunities. Such amenities are a valuable resource contributing to the quality of life in Romulus. For more detail on Romulus recreation facilities, refer to the Romulus Recreation Plan.

- **Beverly Jean McAnally Park (formerly Cordell Park).** This park is a one-acre neighborhood park located at the end of Cordell Street in the northeast corner of the City. The park provides playground equipment, a picnic area, and open play areas.

- **Fernandez Park/Boise Parkway.** These two parks create a linear open space area in the northwest section of the City. Fernandez Park is approximately 3.8 acres and provides basketball, tennis, playground equipment, pathways and picnic facilities. Boise Parkway is a liner park with a pathway that connects Fernandez Park with a surrounding neighborhood. The linear park provides open space and pathway.

- **Jimmy Raspberry Park (formerly Cypress Park).** Jimmy Raspberry Park is located in the northwest area of the City and is less than one acre in size. The park includes playground equipment, picnic areas, and basketball.

- **Mary Ann Banks Memorial Park (formerly Kennedy Park).** This 1.4 acre park is located in the Five Points area. The park provides picnic facilities, playground equipment, and ice skating.

- **Senior Center.** The senior center provides a number of prgrams and events targeted for the City's senior population. Programs include social club meetings, a variety of classes, cards and other games, casino and luncheon outings, shopping trips, daily hot lunches, free legal advice, blood pressure checks and health screenings, and free transportation for local medical care. In addition a 4 acre park is located behind the senior center office and is part of the school complex including Beacon Education Center,

School Administration Offices, and bus garage. The park includes fitness facilities, picnic facilities, playground equipment, woodlands, and a soccer field.

- **Merriman Park.** This park adjoins Merriman Elementary School in the southeast area of the City. Merriman Park is 9.2 acres and includes a baseball diamond, playground equipment, walking path, and tennis court.

- **Henry Ruff Park.** Henry Ruff Park is 18.9 acres and is located at Beverly Road and Henry Ruff Road. The park includes parking, baseball, basketball, tennis, playground equipment, picnic areas, woodlands, and open space.

- **Elmer Johnson Park.** This 35 acre site is the largest and most extensively used City park. The park features baseball diamonds, parking, tennis, basketball, picnic facilities, playground equipment, archery range, horseshoes, and open space.

- **Historic Park.** Located in the heart of Downtown Romulus, this 1.8 acre site creates a valuable gathering space for community events. The park showcases some of Romulus's history including the City's museum and railroad car 'caboose.' A gazebo and seating areas are provided.

- **Romulus Athletic Center.** The Romulus Athletic Center is one of Southeastern Michigan's premier indoor water park, recreation and meeting facility. Containing a fitness center, climbing wall, teen center, five indoor pools including a splash pool, a hot tub, a lazy river and a 2-story water slide, the facility hosts many of the recreation programs and activities. Its meeting rooms and banquet facilities are available for private rental.

- **Beverly Road Tot Lot.** This is a small tot lot located on Beverly Road between Carnegie and 4th Street totaling approximately 0.3 acres. The park provides only playground equipment.

Given the fact that the City will continue to experience growth and development, it is recognized that positive and decisive action will be needed to set aside land for the preservation of open space and provision of recreation opportunities and to develop park and recreation facilities. Future plans for recreation include primarily improvements and upgrades to existing parks,

exploring new opportunities for additional neighborhood parks throughout the City, and studying the feasibility of a new indoor recreation center.

Community Gardens. A community garden is any piece of land gardened by a group of people, whether it be vegetables, fruits, flowers, or combination thereof. Often times the participants collect the harvest for use themselves, sell it at a local farmers market, or donate it to a local charity. The City should investigate the development of community gardens on property that is underutilized or where such use would complement current uses, such as near neighborhoods, schools and the senior population. The City should work with existing community-based organizations to build upon exiting efforts to provide opportunities for urban agriculture in the metro Detroit area.

The average food item in the U.S. travels 1,400 to the consumer. By promoting the development of local community gardens, the City will increase the diversity of locally produced foods to give residents greater access to a healthy, nutritionally adequate diet.

Benefits of Community Gardens

- Improve the quality of life for residents
- Provide a catalyst for neighborhood and community development
- Stimulate social interaction
- Encourage self-reliance
- Beautify neighborhoods
- Reduce food budgets
- Conserve resources
- Preserve green space
- Create income opportunities and economic development
- Reduce heat from streets and parking lots
- Provide opportunities for intergenerational and cross-cultural connections

www.communitygarden.org

Education

The Romulus Public School District. The Romulus Public School District encompasses the entire City of Romulus, with the exception of two small areas in the northwest and southeast corners of the City. The District operates:

- Barth Elementary
- Cory Elementary
- Hale Creek Elementary
- Merriman Elementary
- Romulus Elementary
- My Friends & Me Children's Center
- Romulus Middle School
- Romulus Senior High

The elementary schools have been located within residential areas with the intent of minimizing walking distances and long-range transportation needs. These elementary school sites also provide easy access to recreational areas for children during and after normal school hours. The junior and senior high schools are more centrally located offering a host of indoor cultural and recreational facilities. Extensive outdoor recreation areas are also provided at each facility. As with the elementary school recreation facilities, junior and senior high facilities play a major role in providing a wide range of recreational opportunities to the Romulus community.

Population estimates from the 2000 Census indicate that the proportion of the school age population to the total population has increased slightly since 1990. This is a reversal of the 1980–1990 trends, when the total school age population was declining. If recent trends continue, it may place an increased demand on educational facilities within Romulus.

Other Educational Facilities and Higher Education. In addition to the public schools noted above, there are a number of other charter, private and parochial schools at all levels in the area. There are also a number of other educational and secondary educational programs/facilities within Romulus and the surrounding region including Special Education and Vocational Education opportunities. Some key facilities include Headstart, LTR Enterprises Reading Clinic, Metro Charter Academy, Michigan Automotive Academy, and St. Aloysius School.

Wayne County Community College is the only post-high school educational institution in the area. The western campus, located on Haggerty Road in Van Buren Township, serves the western region of Wayne County and is scheduled for expansion. Many other educational opportunities exist within the region, with a number of colleges and universities located within a short driving distance. These include Eastern Michigan University, University of Michigan, Wayne State University, and the University of Detroit-Mercy.

Natural Resources

Although the City has seen a great deal of development through the years, maintaining the presence of a natural environment is important to the City's quality of life. The purpose of this section is to inventory existing natural features and identify opportunities for their future enhancement and protection. The natural features system can serve a variety of aesthetic and recreation functions and can protect the rural character of the community. Key areas are depicted on Map Eight Natural Resources.

Soils

The soils in Romulus vary, but can be put into general soil associations. These associations are general and are not for development approval purposes because slope, depth, drainage, and other characteristics are site specific and site surveys are needed for specific uses. Romulus is comprised of primarily two soil associations, the Pewamo-Selfridge-Tedrow and the Granby-Gilford-Thetford associations. Typically, these are poorly suited for development however development and engineering techniques may overcome these constraints. For undeveloped areas, future use should be more sensitive to soil conditions, such as less impervious surface and lower residential densities, in order to avoid negative impacts and high development costs.

Waterways and Watershed

Romulus has a handful of waterways that account for over 100 acres of the City's geographic area. Ecorse River, parts of the Huron River, and a number of small creeks, streams and drains run through the City. The City of Romulus is divided between five (5) watersheds: Rouge Watershed, Ecorse Creek Watershed, Blakely Watershed, Frank and Poet Watershed, and the Huron Watershed. This means that the natural drainage pattern of the City ultimately empties into these five waterways.

Increased regional awareness of watershed conditions and water quality has resulted in the emergence of watershed councils and advisory groups. These groups work together to develop management plans and strategies that seek to protect the water quality at a regional level, and encompass the entire watershed. The City is actively involved with these communities to address water quality issues and is a member of the Assembly of Rouge Communities, the Ecorse Creek Inter-Municipality Committee, Combined Downriver Inter-Municipality Committee, and the Lower Huron Inter-Municipality Committee.

The City's Department of Public Works supports the protection and restoration of water resources through various policies and activities. One example is the use of "Best Management Practices" to minimize, collect, and treat storm water. Best Management Practices reduce the amount of impervious surface and apply natural types of systems to help filter sedimentation to improve the quality of storm water runoff.

The City of Romulus applied for a National Pollutant Discharge Elimination System (NPDES) permit (MIG61900) for coverage of storm water discharges and received a Certificate of Coverage in December of 2003. The City of Romulus will fulfill requirements of this permit, including development of a public Participation Process plan (PPP), Illicit Discharge Elimination Plan (IDEP), Public Education Plan (PEP), Watershed Management Plan (WMP), and on-going implementation of these plans.

Wetlands

Wetlands are transitional areas between the aquatic ecosystems and the surrounding upland areas, and are vital to the maintenance of high quality surface and ground waters. This may include areas that are seasonably wet, by a surface or ground water influence, to areas that are more permanently saturated throughout the year. According to a state inventory of wetlands throughout Michigan, nearly 1,700 acres of wetlands exist within the City and are comprised of three different types of wetlands.

- Lowland Hardwood Wetlands. Consists of ash, elm, soft maple, cottonwood, balm of Gilead, and other lowland hardwoods.

- Aquatic Beds. Areas that generally have 30% or more vegetation cover of submerged, floating leaved, or floating plants and are less than 2 meters (6.7 feet) deep. Typical plant species include yellow water lily, duck weed, and pond weeds

- Shrub/Scrub Wetlands. Areas that are dominated by woody vegetation less than 20 feet tall.

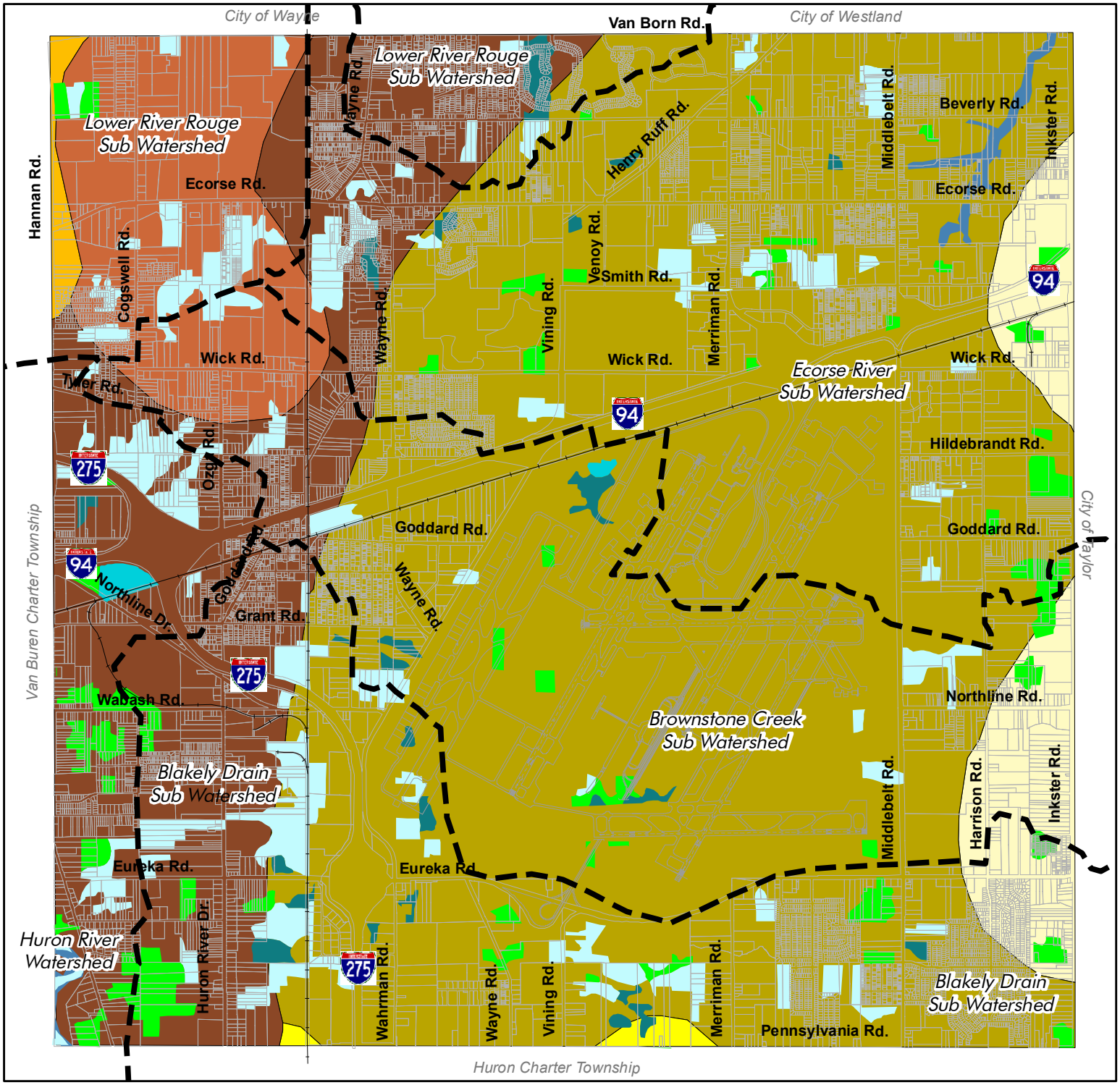
Wetlands contribute to the environmental quality of the City and serve a variety of important functions that benefit the community. These include mitigating flooding by detaining surface runoff, controlling soil erosion and sediment loading in rivers and lakes, providing links with groundwater and improving water quality, and providing important wildlife, flora, and fauna habitats. Although wetlands are found in smaller isolated pockets, it is important that future development respect the overall system.

Floodplains

A floodplain is any land area susceptible to being inundated by water from any source. Floodplains serve as water recharge and natural water retention areas during periods of heavy precipitation or snow thaws. The Natural Resource Map identifies the flood-prone areas of the City associated with the 100-year floodplain. Only agricultural, recreational, and limited accessory uses should be permitted in those areas. The flood-prone areas are identified by the Federal Emergency Management Agency (FEMA) Flood Hazard Boundary Maps; however, the City does not participate in FEMA.

Woodlands

While many of the woodland areas in the City were cleared over the years as the community developed, some significant areas of woodlands remain and are scattered throughout the City,



Central Hardwood Forest
Lowland Hardwood Wetland
Shrub/Scrub Wetland
Aquatic Bed Wetland
100-Year Floodplain
Watershed line2.shp
BELLEVILLE-PIPESTONE-WIXOM
GRANBY-GILFORD-THETFORD
PEWAMO-SELFRIDGE-TEDROW
URBANLAND-BLOUNT-LENAWEE
URBANLAND-TEDROW-GRANBY
WASEPI-GILFORD-BOYER

Map Eight

Natural Resources

Master Plan
City of Romulus
Wayne County, MI

NOTE: This map is intended to depict the general location of natural features and to serve as a guide for community-wide planning. This map does not create any legally enforceable presumptions regarding whether property that is or is not included on this map is in fact a regulated wetland or floodplain. There may be areas not shown on this map that are subject to regulation. This map should not be considered a substitute for on-site field inspections conducted by certified professionals which is necessary to delineate the precise boundaries of protected natural features.

September 2009
Data Sources: MCGI; LSL Planning; City of Romulus

LSL Planning, Inc.
Community Planning Consultants

making up over 650 acres of woodlands. Woodland areas in the City consist primarily of Central Hardwood Forests, which include beech/maple and oak/hickory forest lands with some sugar and red maple, beech, basswood, cherry, and ash trees. Like wetlands, woodlands contribute to the environmental quality of Romulus and serve a variety of important functions that benefit the community such as reducing air pollution and soil erosion, providing effective noise and wind screens, and providing important wildlife, flora, and fauna habitats.

Renewable Energy

In light of rising energy prices, many communities are looking for ways to reduce their energy consumption and their carbon footprint. As fossil fuel prices rise and climate change looms, interest in renewable energy sources is increasing. Use of energy sources such as waste heat utilization, heat pumps, co-generation of heat and power, wood-waste systems, solar and wind technologies, and alternative fuels should be investigated.

Wind is an abundant resource in many parts of Michigan, including Romulus. It is estimated that wind energy could reliably supply at least 20% of the nation's electricity. As a result, wind power development is expanding in the U.S., and technologies are being developed and improved, increasing the ability to harness wind in a variety of settings.

A U.S. household with average energy demand that uses the typical mix of U.S. utility energy emits 16,376 pounds of carbon per year. In 2000, the U.S. E.P.A estimated the annual carbon emissions of an average U.S. passenger car at 11,450 pounds per year. Thus, on average, each home that is powered 100% by wind, emits no carbon, and reduces emissions equivalent to taking 1.4 cars off the road. Wind power has other benefits, such as reducing dependence on foreign oil, providing dispersed back-up energy in the event of grid failures, and better air quality.

As citizens' interest in sustainability and energy alternatives increases, Romulus should develop well-written and reasonable standards to encourage installation of Wind Energy Conversion Systems (WECs). Standards should protect neighbors from potential nuisance impacts of WECs, create a predictable environment for those that invest in WECs, and should avoid overly

restrictive, unnecessary provisions – such as low height limitations – that substantially reduce the effectiveness of WECs, which discourages investment in them. The City should work with the airport and FAA to determine reasonable height restrictions that enable functional WECs without interference with airport operations.

Green Building

A prominent and recurring theme throughout the planning process, the incorporation of sustainable design and "green" building practices, should be promoted by the City. Standards for sustainable design should strive to:

- Reduce the energy required for lighting, heating and cooling of structures.
- Reduce the energy required for transportation.
- Reduce on-site water usage.
- Reduce the off-site runoff of stormwater.
- Encourage design that promotes walking and biking.
- Protect existing trees and vegetation.
- Promote higher density infill development where the infrastructure capacity exists

The United States Green Building Council's Leadership in Energy and Environmental Design (LEED) provides benchmarks for the design, construction and operation of high performance green buildings and site design. LEED promotes a whole-building approach to sustainability by recognizing five key areas of human and environmental health:

- sustainable site development,
- water savings,
- energy efficiency,
- materials selection and
- indoor environmental quality.

New and infill developments can be LEED-certified based on qualifying guidelines. It has been shown that LEED-certified buildings have lower operating costs, promote healthier neighborhoods and conserve energy and natural resources that lead to development that is sustainable over the long term.

The use of LEED-designed buildings should be encouraged in Romulus and incentives, such as density or height bonuses, could be granted in exchange for buildings that become LEED certified. To achieve the maximum benefits of environmental sustainability, the following should be considered:

- The use of LEED certification programs, including those for new construction, existing buildings (operations and maintenance), commercial interiors, core and shell, schools, retail, healthcare, homes and neighborhoods.

- Placing, orienting and configuring buildings on a site to minimize energy use by means of day light, solar heating, natural ventilation, green roofs, and shading from vegetation or other buildings.
- Using pervious pavers in surface parking lots along with appropriate sustainable design concepts that reflect urban development patterns like rain gardens for open spaces and landscaped areas to improve the quality and reduce the amount of storm water runoff.
- Implementing a streetscape enhancement program with a focus on use of shade trees and native vegetation.
- Working with downtown residents and business owners to implement "green" operating practices such as installing compact fluorescent light bulbs and/or lights with motion sensors, developing restrooms with low flow fixtures, promoting recycling, and adjusting thermostats to reduce usage, etc.
- Promoting the use of Energy Star.

Low Impact Development

Low Impact Development (LID) is an innovative stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source rather than distributing it to a larger stormwater system. LID's goal is to mimic a site's original hydrology through use of design techniques that infiltrate, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that stormwater management should not be seen as stormwater disposal. Instead of conveying and managing / treating stormwater in large, costly end-of-pipe facilities located at the bottom of drainage areas, LID addresses stormwater through small, cost-effective landscape features located at the lot level. These landscape features, known as Integrated Management Practices (IMPs), are the building blocks of LID. Almost all components of the urban environment have the potential to serve as an IMP. This includes not only open space, but also rooftops, streetscapes, parking lots, sidewalks, and medians. LID is a versatile approach that should be promoted by the City as part of new development and redevelopment projects.

Summary of Key Community Facility and Natural Resource Issues

In the City's long history, staff and officials have worked very hard to offer Romulus residents the most desirable community facilities to maintain their quality of life. In addition, natural resources have also been valued as part of the City's character. As the City plans for the future, the following key issues must be addressed related to community facilities and natural resources.

- The City has an aging infrastructure and is lacking any existing utility master plans for sanitary water and storm sewer line improvements. These should be developed to acknowledge system conditions, needs, and improvements.

- The City is located within five watersheds and requires special focus to ensure all decisions are compatible with the goal of maintaining the quality of these systems.

- Existing barriers such as the airport, rail lines, and expressways create barriers for emergency response vehicles.

- The existing park system needs updates, enhancements, and new, more diverse equipment.

- New neighborhoods and isolated existing neighborhoods, such as in the in southeast corner, are not offered convenient access to parks.

- The City needs to remain competitive with surrounding growing communities in order to remain attractive to potential residents and businesses through updated and diverse community facilities.

- Continued coordination and efforts to maintain the quality of schools is important to the quality of life for residents.

- While sensitive natural features are limited, those that exist are important part of the unique character of the City and need to be conserved.

- The desire for sustainability may impact how sites and buildings are designed, and the City should show its commitment and lead by example for community buildings and policies.

Facility and Resource Goals and Objectives

Romulus offers a variety of community facilities to serve residents. Over the years, the challenge has been ensuring facilities are up-to-date and that they are conveniently located for residents all over the City. The future vision for the City is to strive for a high quality of life for current and future residents by maintaining a diverse and unified system of community facilities and services. Included in this vision is to consider preservation and appreciation of natural features within the City.

The following goals and objectives established by the City need to be considered during important capital investment decisions, policy decisions, and changes to regulations. These elements must be interwoven into other decisions related to issues such as land use, transportation, neighborhoods, and economic development.

Goal #1 Continue to offer the highest quality, most efficient services and facilities for residents.

a. Evolve facilities to accommodate all residents such as increased website services and application processes.
b. Monitor the efficiency of the various City departments and offices to prevent duplication of work and miscommunication.
c. Develop a comprehensive geographic information system that links information regarding the City's facilities and public right-of-way and all lots and parcels within the City through mapping and data.
d. Increase coordination and cooperation between departments to streamline processes and ensure consistent application of policies.
e. Ensure facilities are conveniently located for residents.
f. Continue to coordinate services and facilities with surrounding communities and the County.
g. Continue on-going planning efforts and studies of infrastructure facilities to ensure it is meeting demands and adequate capacity is provided.
h. Streamline important City information such as water and sewer line data, tax assessments, parcel data, and right-of-way information into a geographical information system that links the data base to mapping.
i. Update facilities to accommodate improvements and changes in technology.
j. Re-evaluate capacity plans for sewer and water based on new future land use plan.
k. Plan additional emergency response facilities in underserved areas of the City and as recommended by the needs assessment completed for the Fire Department.

l. Promote the use of alternative energy sources including wind energy conservation systems (WECS).

Goal #2 Promote community services and facilities that integrate and unify the community.

a. Support timely expansion of recreational facilities to support anticipated growth such as the recreation center, the senior center, and additional parkland.
b. Promote the historical and cultural resources provided in the community.
c. Encourage public involvement with community, civic and school activities.
d. Promote the continued development of public facilities within the neighborhoods, promoting prevalent traditional neighborhood design elements.
e. Encourage the development of community gardens, especially near schools, neighborhoods, and the senior center.

Goal #3 Acquire, develop, maintain and preserve sufficient open space and recreation facilities.

a. Maintain and enhance existing recreational resources, ensuring all equipment and facilities meet current ADA standards and National Recreation and Park Association equipment standards.
b. Update and develop recreational programs that serve the needs of persons of all ages.
c. Implement the recommendations of the City of Romulus Recreation Plan and update the plan every five years.
d. Pursue all available funding sources to implement park development recommendations of City of Romulus Recreation Master Plan.
e. Initiate various efforts to acquire or preserve open space and parkland, concentrating on developing recreation space in underserved and new neighborhoods.
f. Explore the feasibility of developing a new indoor recreation center.
g. Pursue cooperative arrangements with other public and private groups for the maintenance of facilities.
h. Have residents assist in planning for and developing additional open space and parks.

Goal #4 Encourage integration of natural features into site development as aesthetic and functional features, while protecting the quality.

a. Promote the clean-up of contaminated sites with innovative incentives through zoning flexibility and with assistance from the Brownfield Redevelopment Authority.
b. Continue existing comprehensive and innovative efforts to promote sensitive and responsible storm water management practices and protection of the five watersheds in the City.
c. Regulate tree clearing through a tree preservation ordinance by preserving landmark trees and requiring effective tree preservation methods during construction.
d. Institute an urban reforesting program to recreate and enhance wooded areas along streets and in public spaces.
e. Require open space areas in new developments proportionate to the scale, character and type of project.
f. Incorporate access to natural features in the community into the City's non-motorized transportation system.
g. Consider the presence of natural features in road construction and improvements.
h. Promote the development of green buildings and low impact development (LID) on new and redeveloped sites.

Goal #5 Preserve significant natural features in Romulus.

a. Develop new and utilize existing partnership programs between public agencies and private citizens to monitor the City's air and water quality.
b. Continue existing comprehensive and innovative efforts to promote sensitive and responsible storm water management practices and protection of the five watersheds in the City.
c. Encourage developers to integrate existing natural features into new developments.
d. Develop ordinances which preserve the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for their enforcement.

Chapter 6
A Vision for Development Design and Appearance

Introduction

In the years following adoption of this master plan, the City will continue to experience the pressures of growth and development. Although much of the City has been developed, the purpose of this plan is to set forth a detailed framework for how and where new development will occur and how existing sites should be redeveloped.

This chapter offers sound decision making considerations for development proposals and site development that will ensure compatibility with this plan and the vision of its residents. These guidelines are intended to serve as a basis for zoning requirements that provide more specific and quantifiable requirements for development.

Key Design and Appearance Concepts

- Promote high quality, durable building construction and design
- Use site design features such as landscaping, lighting, and parking to improve circulation and appearance
- Screen undesirable views
- Limit the clutter of business signs
- Promote pedestrian oriented design where appropriate

Summary of Existing Conditions/Key Design and Appearance Issues

A tour of the City's commercial corridors reveals a number of important observations that must be considered in developing design guidelines for Romulus. These conditions and issues are as follows:

- The streetscape along most commercial corridors do not promote a consistent image, and is not inviting because of the cluttered appearance from business signs, outdoor storage and operations, extensive pavement in the front yard, and building setbacks.
- Several existing structures have not used durable, aesthetic building materials.
- Landscape enhancements are lacking in the front yards and parking areas of many business areas.
- Screening of outdoor storage and loading docks is needed in industrial areas.
- Site design in large commercial centers does not consider the circulation needs and safety of the pedestrian.
- Overall site appearances do not reflect a particular character or 'sense of arrival' that distinguish Romulus business areas from others within the County.

Development Design and Appearance Goals and Objectives

Goal #1 Improve the appearance and design quality of non-residential development in Romulus.

a. Promote the use of landscaping and landscape islands to enhance the appearance of sites and more functional purposes like screening, noise mitigation, and guiding circulation.

b. Eliminate cluttered views along major corridors caused by large business signs.

c. Improve the longevity and durability of new buildings through the use of high quality building materials.

d. Balance the circulation and parking needs of the vehicle with pedestrian facilities and accessibility.

Goal #2 Promote business development that is compatible with the character of Romulus.

a. Screen and buffer undesirable operations and more intense uses including industrial businesses, loading areas, storage, and parking from surrounding residential uses and public roadways.
b. Improve views to the City from I-275 and I-94 and the gateways from the freeway, understanding that they are often the first impressions of the City's overall character and quality.
c. Pursue stronger gateway image development for all corridors to the City.
d. Prevent spill-over exterior lighting to adjacent site and along roadways.
e. Manage traffic and driveway placement for each site to ensure new development supports a safe road network.
f. Promote enhancement of the outer perimeter of the airport.

Development Design and Appearance Guidelines

Residential Development

Romulus has a variety of existing neighborhood types and as indicated in the Future Land Use Map areas for new residential development are planned. Because different areas of the City lend itself to its own design character, it is more effective to address design guidelines for residential development based on their location in the City. Refer to Chapter 3 for specific residential development guidelines organized by neighborhood in the City.

Public Uses

There are a number of public and semi-public uses throughout the City. These include uses such as churches, schools, city buildings, and golf courses. It is important that the design and character of these sites are compatible with the surrounding area in which they are located. This surrounding character should be the guideline in which to follow when reviewing new proposals or redevelopment proposals for these uses. In assessing compatibility, the City should consider building mass, building materials, roof style, traffic, building orientation, screening, and other site elements.

Citywide Business Development Guidelines

For all business development in the City (commercial, office and industrial), a few fundamental elements must be consistently considered, as described below. Site design components specific to the type of use or particular area in the City are described in the section following the general guidelines. There are also supplemental guidelines that apply to the special sub-areas in the City including: Central City, Metro Center, and Southern Gateway. These additional standards are outlined in Chapter 2.

Site Lighting. Adequate site lighting needs to be provided along the roadways, within parking lots, and on buildings to ensure a safe environment. In addition, lighting within commercial and industrial areas needs to be designed to minimize impacts on adjacent residential areas and should promote aesthetically pleasing design.

All sites need to provide adequate lighting to ensure safety.

- Driveways, intersections, parking lots and major traffic routes need to be adequately illuminated to ensure traffic safety.
- Pedestrian pathways and in particular crosswalks need to be adequately illuminated to ensure pedestrian safety.
- Sites need to be adequately illuminated to ensure natural surveillance for crime prevention. Parking areas and building entrances need to be lighted to maximize visibility of people for safety and keeping intruders easily observable.

Poorly designed site lighting is disruptive to nearby residential neighborhoods and can alter the natural evening sky. To prevent these conflicts, the City needs reasonable and effective lighting requirements and approval procedures.

- Limit the intensity and type of bulb to a low wattage, lower foot-candle output and require only metal halide fixtures.
- Limit the height of poles to ensure lighting reflects the scale of the use and adjacent uses.
- All fixtures should be directed downward, away from adjacent sites, with full cut-off shields to reduce glare.
- Ornamental street lighting is recommended along the major business corridors to create a grander entrance and representation of the City. The City should establish a consistent fixture types that reflect the character of that particular area of the City.

Landscaping. Sites should consistently be developed to maximize the amount of green space. This may be accomplished by implementing the landscaping regulations in the new Zoning Ordinance. These landscaping standards allow for the design of planting areas that will enhance the site, create a view of the site from the road, and provide ample internal green space. In addition, plantings are provided to screen and buffer incompatible uses and activities.

- Site frontage should be consistently landscaped to create a pleasant appearance along the corridor. Necessary screening along the roadway is discussed later in this chapter. Consistent implementation of these regulations will produce well landscaped, canopy tree-lined business corridors. Shrubs and flowers should be encouraged in natural clusters that accent the entry to sites. The use of berms on large sites may be appropriate to create a 'natural' landscape treatment and/or to mitigate the potential impact of features such as parking, storage, loading and waste receptacle enclosures. In such cases, low-profile and undulating berms are to be used.
- Large canopy trees and planting islands should be required in proportion to the amount of paved surface (including parking, drive aisles, loading areas, etc). Parking lot landscaping should enhance green space within the site, assist with directing on-site circulation, and be coordinated with parking lot lighting.
- Parking areas should be screened when directly visible from a public or private roadway. Acceptable forms of screening may include hedgerows, seat walls, or berms depending on the character and size of the site. Landscape screening should be done in a manner that softens views of the parking lot but still allows for surveillance by law enforcement.
- Businesses should be required to provide landscape screening and buffering when located adjacent to less intense uses such as residential or office. Walls or fences should be used were necessary to prevent trespassing on adjacent residential properties and protect privacy.
- Landscaping and screening should be done in a manner that reinforces territorial control over sites and creates natural access control thereby discouraging unlawful activities.
- Landscaping should also function as interior site enhancement with building foundation plantings in the form of shrubs, ornamental trees, canopy trees and evergreen trees in an amount that is proportionate to the size of the building.
- Landscaping and the amount of open space should be greater for sites within the Office Research areas to create the campus style setting that is desired in the City.
- Detention and retention ponds should include plantings that are natural to its design and can tolerate the amount of water anticipated.

Signs. Signs have a major effect on the appearance of the streetscape. While adequate signs to advertise and draw customers is important for the viability of businesses, uncontrolled proliferation of large unattractive signs not only degrades the appearance of business areas, but also distracts motorists.

The City recently updated its sign regulations to accomplish this objective. Limitations have been be placed on the area and placement of business signage to minimize the clutter and negative appearance along the street. Low ground mounted signs in the front yard of businesses and at the entrances to business parks with framing materials to match the building and supplemental landscaping are encouraged. Removal and prohibition of taller, larger pole signs is also encouraged.

Utilities. Throughout the City, overhead utilities are an ever-present element that must be considered as the City evolves. Old utility poles and multiple wires spanning along the roadway in some areas do not present a desirable impression for community character. In addition, these exposed utilities create limitations on improvements such as pathways and landscape design. The reality, however, is that the business corridors began to develop many years ago, when overhead utilities were the only option. Furthermore, it is very costly to undertake burying the utilities. A realistic alternative for the City is to encourage developers to bury utilities as vacant lots develop or as sites are redeveloped. Where poles cannot be removed, developers should provide a human scale through landscaping to draw attention away from the views of the overhead wires and poles.

Parking. The City has updated parking requirements in the Zoning Ordinance to achieve the following goals:

- Parking requirements have been adjusted to reduce minimum parking requirements and set maximum parking limits. Excessively large parking lots impact community aesthetics, reduce the walkability of a community and impact the environment. Excessive areas of parking will impact the natural environment through woodland removal, increased stormwater runoff and microclimate changes that contribute to an "urban heat island" effect.
- Flexibility was added to the parking requirements in order to create and allow opportunities for shared parking, off-site parking, banked parking, and accessibility to public transportation.
- Parking landscaping is required to, delineate traffic routes for vehicular circulation, provide refuge or buffers for pedestrian routes. improve the site aesthetics and minimize the impact to the urban microclimate.
- Parking is encouraged in the side and rear yards, bringing buildings closer to street to reduce the dominance of parking lots along the public street, create a more human-scale environment along the sidewalk and a more walkable community.

Transit and Pedestrian-Oriented Design. The land use component of this plan recommends creation of business nodes along key corridors that will provide a concentration of activity, in place of commercial sprawl in some areas of the City. This creates an environment that could be conducive to public transit and increased pedestrian traffic. Additional site specific elements will facilitate public transportation and should be incorporated into the City's zoning ordinance.

- Develop transit and pedestrian oriented design standards that apply in key development areas, but not necessarily to every business site.
- Provide multi modal accessibility through sidewalks between sites and parking areas to mass transit stops and accommodate bike racks.
- Provide enhancements at mass transit stops to increase comfort and safety such as lighting, seating and shelters.
- Incorporate bus traffic and stops into street design either through a pull-off or pavement markings to alert motorists of mass transit stops.
- Coordinate shopping center development and redevelopment to accommodate on-site mass transit stops.
- Ensure that acceptable turning radii are available for bus maneuvering.
- Provide internal sidewalks between parking areas and building entrances.

Access Management. It is important to manage the flow of traffic in a manner that is safe for cars and people. In non-residential development areas, traffic is more intense than in the neighborhoods because of the different access points to the street and the variety of destinations for vehicles. To ensure safe management of traffic, regulation of driveway amounts, design, and location is important. Refer to Chapter 4 for access management recommendations.

Neighborhood Business Development

In Romulus, there are many nodes planned for Neighborhood Business on the Future Land Use Map including along Van Born, Ecorse, Wayne, Merriman, Middlebelt, and Eureka Roads. Some are located near residential areas and others are situated near business centers. Design standards for businesses in the Central City sub-area are addressed in Chapter 2

Neighborhood Businesses are intended to serve daily commercial and office service needs of residents and workers in the City. These areas are intentionally planned in small nodes in

order to limit the development to a local scale with limited types of businesses and limited building massing. These areas should be accessible and comfortable for the pedestrian and should create a sense of place along the roadway.

In most cases, Neighborhood Business areas are located near residential neighborhoods and should be compatible with the residential scale of the surrounding area. In these locations, the nodes can become a focal point, or gathering area for a neighborhood. In other cases, such as along Middlebelt Road, the residential character is less important due to the presence of surrounding industrial and airport uses.

- Building architecture should possess a timeless and traditional character that signifies the presence of the commercial area and reflects pedestrian-oriented design. The use of high quality building materials is strongly recommended to create a memorable character.

- All buildings should have exterior facades made of brick, glass, wood, and cut or simulated stone.

- All front facades should have windows and distinguishing architectural features commonly associated with the front of a building, such as awnings, cornice work, edge detailing, or other decorative finishes. Similar treatment is also needed on the side and rear depending on visibility from the roadway and surrounding property.

- Buildings are encouraged to be built closer to the street with most or all of the parking located to the side or rear. This will not only strengthen the streetscape but will ensure a district character of active and pedestrian-oriented areas that promote walking.

- Along Middlebelt Road, where Neighborhood Businesses are surrounded by industrial and airport uses, it is more important for the site to be designed for vehicular traffic and include visible parking areas, adequate on-site circulation and drive lanes.

- Streetscape treatment should be used to signify an entrance and sense of place. This provides a benefit for motorists and pedestrians to more easily identify these areas, and it is better for business owners because the streetscape can be used as a form of business recognition.

- The streetscape should include wide sidewalks, street trees, and street lighting. For additional enhancement along the streetscape, storefronts should allow for an area of planted flowers, plants, or benches.

- Parking abutting residential should be screened with a mixture of treatment such as landscaping and a wall or fence. Large canopy trees are also needed in parking lots to create shade, to break up the view of the built environment, and to enhance the overall site.

- Parking should be minimized to the greatest extent because pedestrian-orientation is promoted. The City should employ techniques such as shared parking, banked parking, and setting a maximum amount of parking to ensure the number of spaces is not excessive.

- In areas with less neighborhood appeal, at a minimum shared and connected parking is important to improve traffic flow between sites and avoid additional volumes onto the adjoining main road.

- Care should be taken to locate loading and unloading areas so that they are screened from view. Waste receptacle enclosures should also be sited so they are out of view and constructed of quality materials that are found in the building they serve.

Regional Business Development

Regional Business development includes businesses that serve the entire community and the region such as large scale retail, restaurants, and services. The focus of design guidelines for these areas is to ensure durable, high quality building design, place limitations on potential nuisances such as lighting and offer techniques to minimize the visual impacts of large building massing and parking. Regional Business development is located along Merriman, Smith, Vining, Eureka, and Wick Roads.

- Building materials should be durable and have an appearance of permanence and substance consistent with surrounding buildings. For instance, brick, split-faced block or similar materials are encouraged as the primary building material.

- Roof shape and materials should be architecturally compatible with adjacent buildings and should have a pitched roofline.

- All visible wall elevations from the street must be designed with design details and treatment consistent with the front elevation of the building.

- Building colors should be subtle and consistent with the businesses along the corridor or within the shopping center.

- New building construction and renovations should be consistent in massing with the desired scale and proportion of the business corridor or area.

- Building massing should be reduced by incorporating vertical and horizontal breaks, varied rooflines, archways and other treatments.

- Entrances to commercial buildings should use windows, canopies and awnings; provide unity of scale, texture, and color to adjacent buildings; and provide a sense of place.

- Building entrances should be prominent and accessible from the roadway when located near the front of the site and otherwise oriented towards parking areas with a high quality façade.

- Rooftop equipment should be completely screened to protect views from the roadway and adjacent uses.

- Newly constructed parking lots should provide a setback and landscape greenbelt.

- Parking lot landscaping is especially important in minimizing large parking lots.

- Loading facilities and overhead doors should be prohibited along any building side facing a public street or residential area.

- Rear elevations visible from the roadway and/or residential areas should have a finished quality consistent with the other elevations of the building.

Office Research Development

Areas planned for Office Research will be expected to be developed at a higher standard than typical industrial development. The intent is to encourage these sites to develop as unified office park with a unified road system, limited points of access to main roads, and consistent design theme. Some of the sites designated as Office Research are consistent with this intent and offer a unified design concept. All new development and redevelopment should possess the following development concepts in addition to general standards listed in the beginning of the Chapter.

- Building materials should be durable and have an appearance of permanence and substance consistent with surrounding buildings. For instance, brick, split-faced block or similar materials are encouraged. The roof shape and materials should be architecturally compatible with adjacent buildings with a pitched roofline.

- Building colors should be subtle and consistent with other businesses.

- Building massing should be minimized by incorporating vertical and horizontal breaks, varied rooflines, archways and other treatments.

- Building entrances should be prominent and accessible for employees and visitors, separate from service areas.

- All facades visible from the roadway must be of a finished appearance with similar design features and building materials, regardless of the front entrance location.

- Rooftop equipment should be completely screened to protect views from the roadway and adjacent uses.

- Large lots and deep setbacks should be applied to provide adequate open space and contribute to the campus environment while maintaining a prominent front orientation for the building.

- Newly constructed parking lots should provide a setback, landscape greenbelt, and interior plantings.

- Loading facilities and overhead doors should be prohibited along any building side facing a public street or residential area. Screening is also needed in the form of landscaping, berms, or an integrated screen wall extending from the building.

Industrial Development

This section includes design standards for Industrial Development. Although there is a range of industrial future land use categories and types, architecture and building design should generally follow similar guidelines.

Building Design. Buildings should be compatible with others in the area and consistently reflect a quality image that is attractive to employers and employees, by addressing the following design elements:

- The administrative/office segment of the building should utilize quality architecture with variable building lines, rooflines, architectural accents, and brick facades similar to community and regional scale commercial development.

- The administrative/office portion of the building should be located and oriented toward the front of the site and appropriately transitioned into the warehouse and manufacturing areas.

- The portion of industrial buildings devoted to warehousing and manufacturing should be located at the rear of the building.

- Techniques should be utilized to break up building massing such as vertical and horizontal breaks, windows, varying facades, and landscaping.

- The predominant material utilized on facades visible from a public right-of-way or parking lots should be brick, split face block or other high-quality decorative masonry material.

- Building materials should be durable and have an appearance of permanence and substance.

- Loading areas and overhead doors must be located where they are not visible from the roadway and residential areas and proper screening must be provided in the form of landscaping, and a berm where deep setbacks are provided. Screening may also be provided in the form of an integrated screen wall extending from the building. If a deep setback is not possible, a wall with plantings should be provided.

Outdoor Storage. Within the City there are a number of industrial uses that rely on outdoor storage for their operations. Because the City wishes to promote the economic viability of a variety of business types outdoor storage should be allowed, but strictly regulated in industrial areas. These standards should be considered in controlling outdoor storage:

- Outdoor storage areas should only be permitted within the rear yard of any site and meet the side and rear setback standards for a principal structure as a special land use.

- The size of the storage area should be limited by setback requirements and a maximum area should be allowed that is relative to the specific lot size.

- Designated outdoor storage areas should provide suitable containment in the form of opaque screening walls or opaque fences. In cases where it is necessary to use a chain link fence, the fencing shall be black vinyl coated and augmented with landscaping.

- To provide further screening and enhancement, plantings should be required along the outer perimeter of a screening wall or fence.

- Regulations should be flexible as to the types of materials stored outdoors, provided they do not cause hazardous contamination of soils and are contained in a manner that prevents the material from blowing away.

- Materials stored may be stacked or placed at a height that is at or below the level of the screening wall or fence to ensure effective screening and containment.

- Circulation for emergency vehicles must be maintained within the storage area.

- Large outdoor storage operators, such as asphalt/paving companies or compost or recycling businesses, should mitigate views onto the site through increased setbacks and landscaping.

Screening from Residential. The future land use plan attempts to create transitions and separation between industrial development and single family residential neighborhoods by planning other land uses in those areas such as Multiple Family Residential, Neighborhood Business, and Office Research. In many cases, however, past development decisions and land use policies have created numerous areas in the City where single family residential abuts industrial operations. Since redevelopment cannot always occur with the desired land use separation, there will be circumstances where industrial development will be adjacent to single family residential.

In these cases it is the priority of the City to ensure as they redevelop, are re-used, or expand that additional screening is provided to minimize impacts. Screening should be provided by the industrial user in the manner described below when residential abuts the site, or when residential is directly across the street. Since sites are different, flexibility is needed to adjust to site conditions while at the same time maintaining the important priority of protecting residential areas.

- Deep setbacks are needed to physically separate industrial buildings from residential areas and to allow adequate space for proper screening.

- Landscaping is needed to provide a natural, aesthetic screen. Plantings should include both evergreen trees and large canopy trees to provide year round screening and screening at varying heights. Planting spacing must be dense enough to prevent 'openings' in the landscape screen.

- Undulating berms should also be incorporated into the landscape screen to obtain a taller, opaque screen. Since plantings take time to grow and fill in, the berm will contribute to an immediate screening of taller structures. The width of the berm must be adequate to allow a natural slope to the berm that can be maintained and allows for plantings to thrive.

- In cases were a deep setback is not possible, an opaque screening wall is needed in addition to plantings.

- Although the entire length of the property line should be screened where it abuts or is across the street from residential, attention should be directed toward loading areas, outdoor storage areas, or other on-site operations that may be particularly displeasing to residents. Where possible, attempt should be made to orient these activities to the opposite side of the site.

Airport Enhancements

The City and the airport should work together to promote the success of this important transportation facility while at the same time protecting the image of Romulus. When the opportunity presents itself either through development review or a cooperative effort between the City and the airport the following exterior and entrance enhancements should be completed. The most visible elements are along the edge of the airport while traveling along roadways such as Goddard, Eureka, Vining, Wayne, and Middlebelt Roads. To ensure the airport becomes a more positive element to the streetscape, the following should be considered.

- Tall chain link fencing is required for security purposes however plantings should be installed to soften its stark appearance. Security and safety regulations may limit the type and location of landscaping however a feasible compromise can be reached. Ideally, a mixture of large canopy trees and evergreens along the fenceline should be provided however, plantings closer to the road, away from the fence, could also achieve the intent.

- Enhanced corner treatment should be provided in the form of flowering shrubs, planting beds, and other ornamental plantings to introduce color at main intersections. The airport could use planting areas to provide attractive wayfinding or site identification signage.

- Improvement is needed to the various entrances to the airport. Improved wayfinding for visitors to the proper entrances is needed. Service entrances should be well signed as such to prevent confusion for visitors. Most enter the airport from I-94 at Merriman Road and once onto the airport property, several enhancements have been implemented such as landscaped medians and landscaping along each side of the road. This treatment can start at I-94 and carry into the airport. Planned improvements to Merriman Road will assist this effort. The new entrance on Eureka Road should duplicate this treatment from the I-275 interchange.

- Work with the airport to encourage consistent lighting and signage for the facility to reduce clutter and improve wayfinding. This should include all on-site operations such as the terminals, rental car facilities, parking lots, storage and other uses.

- The airport is considering development of air cargo facilities along Vining and Wayne Roads. Any development on the west side of the airport needs to retain the noise berms, which protect the residents in the downtown area. The berms will also serve as screening for the air cargo facilities. While the berms could be shifted further west and retaining walls used on the airport side, the sound attenuating characteristics of the berms must be retained.

I-94 and I-275 Corridors

The I-94 and I-275 Interstate corridors traverse through the City creating a number of valuable opportunities for Romulus. This type of regional accessibility allows for prime development opportunities and is attractive to many businesses. These corridors also allow travelers a glimpse into the image and character of Romulus.

The view of the City from these interstates is for many, a first impression of Romulus whether they are passing by or plan to exit at one of the interchanges. It is extremely important to continue upgrades along these corridors in order to project a higher quality image of the City and to attract positive attention to the community. Generally, frontage along the expressway should be treated as a second front yard in terms of building orientation, building design, and screening of operations and storage. More detailed, design guidelines are offered in Chapter 4 that are important to follow to ensure enhancement of this first impression of Romulus.

Chapter 7
A Priority Action Plan for Romulus

Introduction

Each chapter contained in this document provides sufficient background information and analysis on the key issues facing the City of Romulus. Following the analysis of each subject, goals and objectives were established as a foundation to guide the resolution of issues and establish policies for decision-making. An important part in the development of these goals and objectives is that they all support each other, are inter-related and most of all work together to achieve the needs and demands of the City.

This final plan chapter should be utilized as a resource to the City when they begin the implementation of the goals and objectives of this plan. Over time, the City may discover new approaches and opportunities that may alter this implementation plan. Changes to the specific strategies are to be expected, however, the City must remain committed to upholding the integrity of the goals and objectives of the document.

Key Action Plan Tools

- Amend the Zoning Ordinance
- Initiate Zoning Map changes
- Create design requirements
- Employ economic development resources
- Coordinate with agencies on transportation improvements
- Explore funding opportunities
- Communicate between City departments

Prioritized Actions

Based on the various goals and objectives, a set list of prioritized action statements have been developed to assist in plan implementation. For ease of use it is organized in a table format. Each section of the table is divided into three categories: Top Priorities, On-Going Efforts, and Future Priorities to help focus attention on the most important and most effective strategies. In addition, a Completed Projects table is included to recognize the many efforts that have been completed as recommended in the Master Plan. Although successful implementation will involve effort from the entire community, the second column identifies key responsibility.

Top Priorities and Responsibility	
▪ Adopt a complete set of design guidelines and requirements to apply to each sub-area plan to ensure accurate implementation of its vision	Planning Department Planning Commission City Council
▪ Use economic development resources to recruit land use types that are important to each district and implement the land use plan and sub area plans	Community Development Dept. City Council Tax Increment Financing Authority Downtown Development Authority
▪ Seek opportunities to acquire land for public, recreation, and preservation uses	City Council Park and Recreation Department Park and Recreation Commission
▪ Promote the establishment of neighborhood associations and support the creation of a lead committee that is charged with maintaining communication between associations	Community Development Dept. City Council
▪ Continue to coordinate with Wayne County, SEMCOG, adjoining communities, and other jurisdictions for improvements to roads	Community Development Dept. City Council Building Department
▪ Ensure all transportation projects, including expressways and City streets, are designed in consideration of aesthetics and image along with traffic and safety factors	Community Development Dept. City Council Building Department
▪ Support infrastructure upgrades and maintenance compatible with the planned land use pattern	Community Development Dept. Planning Department City Council
▪ Implement a citywide GIS system	Community Development Dept. Planning Department City Council Department of Public Works Accessing Department

On-Going Efforts and Responsibility	
▪ Reference the land use plan and sub-area plans for rezoning reviews, and other application procedures	Planning Department Planning Commission City Council
▪ Consistently and regularly enforce property maintenance codes	Building Department City Council
▪ Provide information to homeowners related to home improvements and funding sources for home improvements such as tax credits and low-interest financing	Community Development Dept. Building Department City Council
▪ Continue a regular street and sidewalk maintenance program	City Council Department of Public Works
▪ Coordinate emergency management efforts with higher risk neighborhoods as noted in the plan.	Emergency Management City Council Community Development Dept.
▪ Continue to annually update the Capital Improvement Program to reflect the current and future community facility and infrastructure needs of the community	Community Development Dept. Department of Public Works Planning Department City Council
▪ Explore opportunities for new and diversified community facilities and services as described in Chapter 5 and continue current efforts for improving the City's infrastructure	Community Development Dept. Department of Public Works Planning Department City Council
▪ Increase public involvement in all aspects of community development	Planning Department Planning Commission City Council
▪ Capitalize on natural and historic resources in a manner consistent with the objectives of Chapter 5	Planning Department Planning Commission City Council
▪ Annually review applicability of road improvements projects and incorporate, as needed into the City's CIP and seek necessary changes to the County's project list	Planning Department City Council
▪ Conduct a study of transportation conditions in Romulus including existing and planned level of service, anticipate road and intersection improvements, and update traffic volume projections based on the new future land use plan	Planning Department City Council
▪ Pursue local and state funding to complete the planned sidewalk and road improvement projects	Planning Department Community Development Dept. City Council
▪ Continue to work with MDOT to improve interchange design and enhancements at I-94 and I-275	Community Development Dept. Planning Department City Council
▪ Coordinate with the Federal Aviation Administration and the Airport Authority on new developments to ensure compliance with regulations pertaining to development near airports	Community Development Dept. Planning Department Planning Commission
▪ Adopt Crime Prevention Through Environmental Design (CPTED) standards	Community Development Dept. Planning Department Department of Public Works Police and Fire Departments Planning Commission City Council

Future Priorities and Responsibility	
▪ Install consistent gateway signage and streetscape treatment within each sub-area to incorporate a sense of place that reflects the character of that area	Community Development Dept. Tax Increment Financing Authority Downtown Development Authority City Council
▪ Implement a citywide way-finding program	Community Development Dept. Tax Increment Financing Authority Downtown Development Authority City Council
▪ Create a neighborhood development committee that will assist in guiding the implementation of the neighborhood improvement strategies set forth in this plan	Community Development Dept. City Council
▪ Pursue stronger gateway image development for all corridors to the City	Community Development Dept. Tax Increment Financing Authority Downtown Development Authority City Council
▪ Improve views to the City from I-275 and I-94 and the gateways from the freeway, understanding that they are often the first impressions of the City's overall character and quality	Community Development Dept. Tax Increment Financing Authority Downtown Development Authority City Council
▪ Promote enhancement of the outer perimeter of the Airport – work with the Airport Authority and the Romulus TIFA	Community Development Dept. Tax Increment Financing Authority Downtown Development Authority City Council
Completed Projects from 2004 Master Plan	
▪ Update the zoning ordinance to more strongly influence the city's land use pattern and development character in accordance with the recommendations of this plan	Planning Department Planning Commission City Council
▪ Complete a comparative analysis of the zoning map and the future land use map and determine which zoning changes should be pursued by the City in order to implement the plan	Planning Department Planning Commission City Council
▪ Update subdivision, site condominium, condominium, and land division regulations to reflect neighborhood strategies	Planning Department Planning Commission City Council
▪ Refine accessory structure regulations to allow the convenience of these structures to residents but ensures their size and location is compatible with the character of the neighborhood.	Planning Department Planning Commission City Council

Implementation Tools

This Master Plan is only valuable if used consistently. This chapter has been prepared to summarize the various recommendations into a checklist to outline actions and responsibilities for implementation. Tools to implement the Master Plan generally fall into these categories:

- Land use regulations derived from police powers
- Capital improvement programs derived from budgetary powers
- Programs or additional studies derived from the city charter and approvals by the city council or administration

Each tool has a different purpose toward Plan implementation. Some suggest specific short term priorities, some are medium term policies and others involve on-going activities. The key tools are described below.

Land Use Regulations

The purpose of the primary tools for Plan implementation, such as the Zoning Ordinance and other land use regulations, are summarized below. The City also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances, and to control impacts on the environment and infrastructure.

Zoning Map. The intent is that changes to the zoning map over time will gradually result in better implementation of the objectives encouraged in the Future Land Use Map. In some cases, the City may wish to initiate certain zoning changes as part of an overall zoning map amendment. Other changes to the zoning map will be made in response to requests by landowners or developers. In those cases, City officials will need to determine if the time is proper for a change. A key point to remember is that the future land use plan is a long range blueprint: Implementation is expected, but gradually in response to needs, conditions and availability of infrastructure. Additional guidance on the relationship of the Future Land Use Map and Zoning Map are included in Chapter 2.

Zoning Regulations. Zoning regulations control the intensity and arrangement of development through standards on lot size or units per acre, setbacks from property lines, building dimensions and similar minimum requirements. Various site design elements discussed in this Plan are also regulated through site plan review, which addresses landscaping, lighting, driveways, parking and circulation, access management, pedestrian systems and signs. The City recently updated its Zoning Ordinance to implement these recommendations. Zoning can also be

used to help assure performance in the protection of environmentally sensitive areas such as floodplains, state regulated wetlands and woodlands.

Subdivision, Land Division and Condominium Regulations. Subdivision, land division and condominium regulations control the manner in which property is subdivided in the City and the public improvements required to support the development. The distinctions are not always apparent once a project is built, but the approval procedures are different due to separate state statutes that govern the three types of land development/division in Michigan. The City recently updated its Subdivision Ordinance to ensure proper division of land and provision of streets, recreational space and other infrastructure to support new residents.

Development Review and Approval Process. Most land development regulations are applied when new construction is proposed. The City of Romulus has a comprehensive development review process from development conceptualization to building occupancy. Once proper zoning is in place, a site plan must be approved followed by approval of building and site engineering construction plans and then permits for construction. Buildings and sites are inspected and then occupancy permits are issued. Regulations are enforced through a combination of monitoring by city staff and in response to complaints.

Capital Improvement Plan (CIP)

A CIP is a multi-year program that lists recommended improvements, timing, estimated costs and funding for infrastructure (streets, bikeways, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects should be identified and constructed in a manner that helps support and promote desired development, and to meet the needs of residents and businesses already in the City. The number of projects and their timing is influenced by several factors, in particular the cost, need for environmental clearance or approval by other agencies, and funds available. For example, the amount of funding available from outside sources varies as new programs become available. Funding is also influenced by the timing of development (i.e. tax revenue), tax abatements, and other changes to the anticipated tax base. The City has drafted a CIP and anticipates adoption in early 2010.

Additional Studies and Programs

A variety of housing, economic development, informational and other programs are used by the City to assist with implementation of recommendations in this Plan. Programs targeted toward various neighborhoods could also be created to respond to specific situations such as traffic calming where traffic speeds or volumes are a concern.

Appendix A
Population, Housing and Economic Characteristics of Romulus

Introduction

The following is a snap shot of the City of Romulus today. This serves as a starting point for understanding the City and aptly determining goals and recommendations. Included are discussions of key demographics such as population trends and projections; a review of the age, race, and income characteristics of residents; a breakdown of key housing characteristics; and a description of the labor force. The natural features, traffic and circulation, land use, community facilities of the City are also examined.

Population Characteristics

Evaluation of population characteristics provides a more comprehensive understanding of the people that live in the City of Romulus. In turn, this information contributes to determining the needs and desires of residents and helps to formulate goals for the future of the City.

Characteristics that are important in this process include trends and projects, ethnicity, age, education, employment, and income. The following discussion profiles, and in some cases compares, the population characteristics of Romulus and establishes a few key findings about its residents.

Population Trends and Projections

- The population for City of Romulus at the time of the 2000 Census was 22,979 people. As of September 2008, the Southeast Michigan Council of Governments (SEMCOG) estimates Romulus's population to be 24,409, a growth of 6.2% since 2000.

- The City of Romulus, Huron Township, Van Buren Township, and Westland have each recorded population increases since 1990.

- During this period, the population for townships tended to grow at a significantly faster rate than cities in the area.

- Some of the cities, such as Taylor and Wayne, have experienced an overall decrease in population. Some of the population loss can be attributed to suburbanization toward outlying communities while a portion can be tied to an overall decrease in household size.

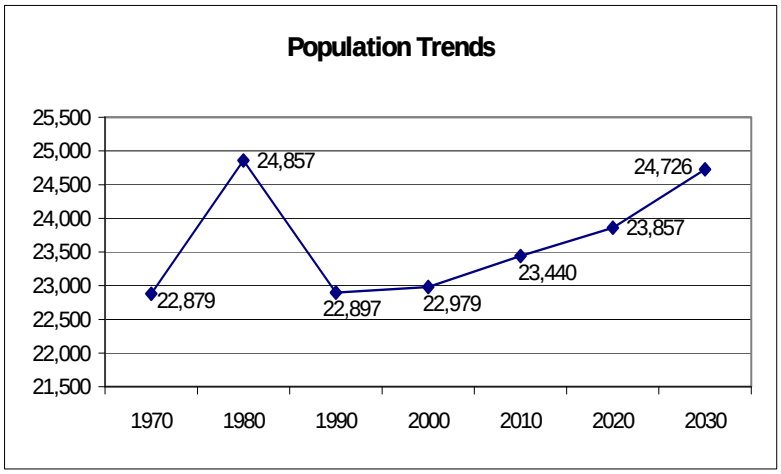
Table A-1: Population Trends
Comparison Communities

	1980	1990	2000	% Change 90-00
City of Romulus	**24,857**	**22,897**	**22,979**	**0.4%**
Huron Township	9,849	10,447	13,737	31.5%
City of Taylor	77,568	70,811	65,868	-7.0%
Van Buren Township	18,940	21,010	23,559	12.1%
City of Wayne	21,159	19,899	19,051	-4.3%
City of Westland	84,603	84,724	86,602	2.2%
Wayne County	2,337,891	2,111,687	2,061,162	-2.4%

Source: 1980-2000 U.S. Census Bureau

- Romulus' population peaked in 1980 at nearly 25,000 people, but is expected to exceed that number in the near future.

- After a large population drop between 1980 and 1990, the population has steadily increased by 0.4% to 22,979 in 2000. This growth is projected to continue during the next 30 years.



Ethnic Breakdown

- The City is comprised of a diverse ethnic population.
- The largest portion of the population, nearly two-thirds, is part of the 'White' ethnicity category with the second largest category being 'Black or African American,' almost one-third.

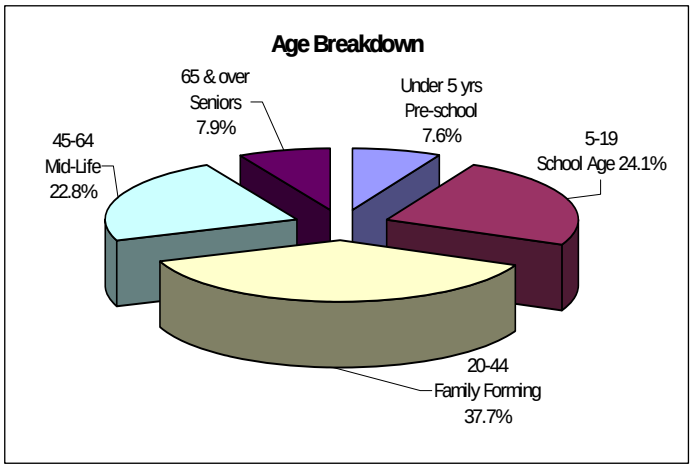
Table A-2: Ethnic Breakdown City of Romulus

Race	Number	Percentage
White	15,019	65.4%
Black or African American	6,891	30.0%
American Indian & Alaskan Native	124	0.5%
Asian	135	0.6%
Native Hawaiian & Other Pacific Islander	20	0.1%
Other	790	3.4%

Source: 2000 U.S. Census Bureau

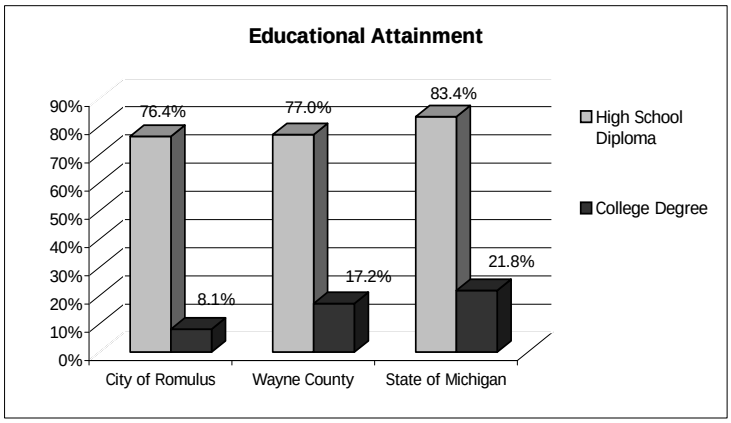
Age Breakdown

- The largest single category, representing nearly 38% of the population of Romulus, is those between the ages of 20 and 44 years, also known as the 'family forming' group. This explains why children under the age of 19 years represent over 30% of the total population.
- Only 7.9% of the population consists of senior citizens, but this age group is expected to grow in size as the baby boom generation matures and improvements in medical technology help people live longer.



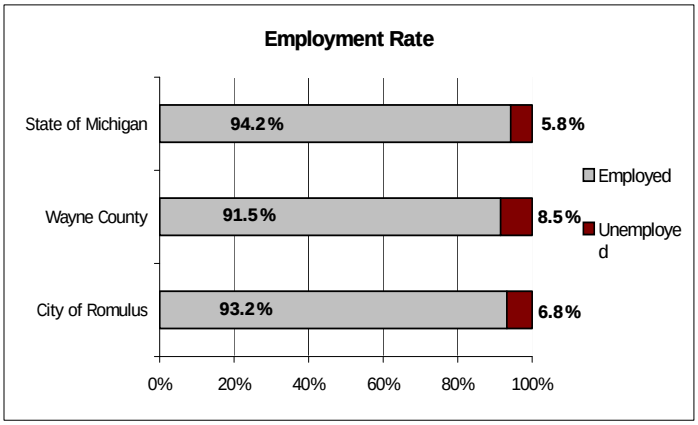
Educational Attainment

- Educational attainment in the City is slightly lower than that for Wayne County and the State of Michigan as a whole.
- Almost 85% of the City's adult population (25 years and older) are high school graduates and over 8% have acquired a bachelor's degree or higher. The City's overall educational attainment has consistently increased since 1990, when only 69.1% had a high school diploma and only 5.9% had college degrees.



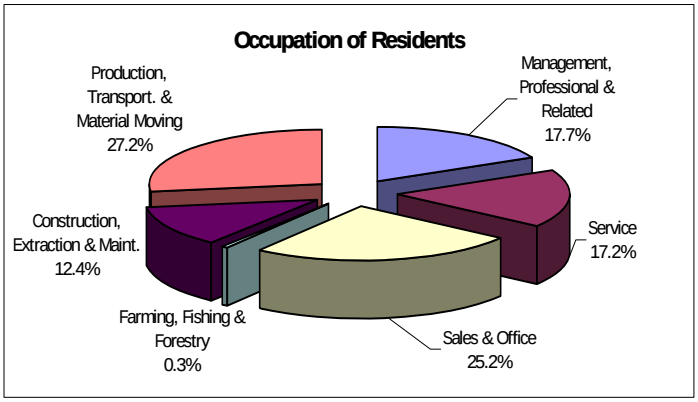
Employment Rate

- Just over 11,000 people in Romulus are in the work force. Of that, 768 (6.8%) are unemployed.
- The City of Romulus' unemployment rate is slightly higher than State averages, but less than the County average.



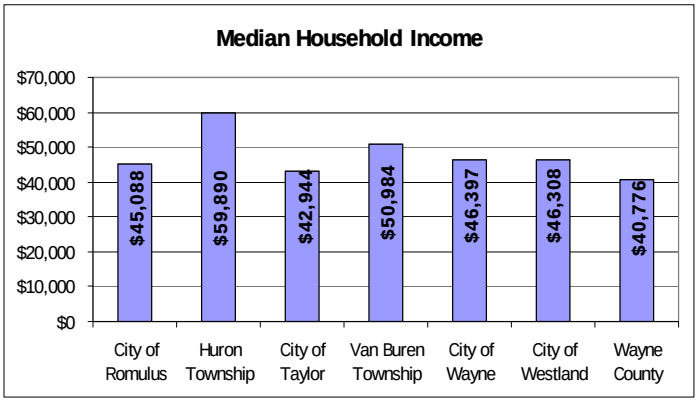
Occupation

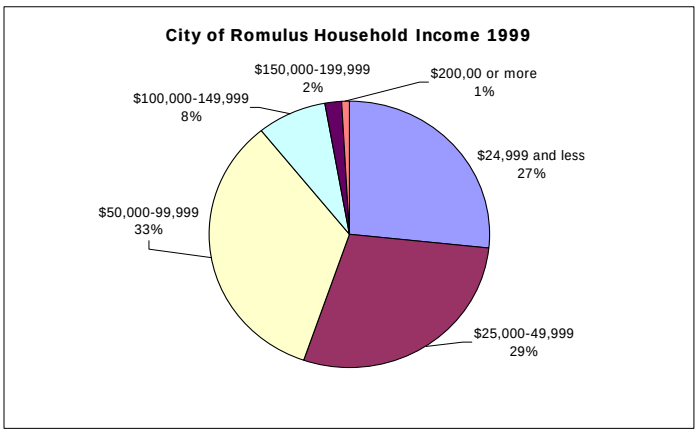
- Over half of Romulus residents are employed in production, transportation & material moving and sales & office industries. This can be largely accounted for by the Detroit Wayne County Metropolitan Airport and associated businesses.
- Romulus has a balance of residents in both professional 'white collar' and skilled labor 'blue collar' residents.



Income

- Residents of the City of Romulus earn more than County residents overall. The median household income in the City is almost $5,000 more than the County's median household income.
- The median household income level in the City of Romulus has increased since 1990 by over 42% from $31,723 to $45,000.
- Almost 50% of households earn over $50,000; however, over a quarter earn less than $25,000 per year.





Housing Characteristics

The City of Romulus housing stock has been analyzed in order to establish more specific information about residential land uses and the neighborhoods in the City. It is important that goals and objectives in this plan focus on effective strategies related to these elements. Housing characteristics include total households, average household size, housing unit type, owner occupancy and housing value. In addition, some of this same information has been organized by geographic area for a more accurate evaluation of different neighborhoods.

Housing Trends

- As of the 2000 Census, there were 8,439 households in the City of Romulus and the average household size was 2.70 people.
- The number of households in Romulus has steadily increased, by approximately 8%, over the past twenty years.
- Conversely, Wayne County has steadily lost households throughout the second half of the decade.
- The average household size has declined in the past 20 years and is projected to continue to decline as people have fewer children and 'empty nesters' are becoming more prevalent.

Table A-3: Housing Trends
City of Romulus & Wayne County

	Total Households					Average Household Size				
	1980	1990	2000	% Change 80-00	% Change 90-00	1980	1990	2000	% Change 80-00	% Change 90-00
City of Romulus	**7,836**	**7,844**	**8,439**	**7.7%**	**7.6%**	**3.17**	**2.90**	**2.70**	**-14.8%**	**-6.9%**
Wayne County	824,169	780,535	768,440	-6.8%	-1.5%	2.84	2.67	2.64	-7.0%	-1.1%

Source: 1980-2000 U.S. Census Bureau

Housing Unit Type

- The breakdown of housing types reveals that Romulus, like other comparable communities, consists predominantly of single family detached homes.
- There appears to be a healthy mix of single and multiple family units within the community, providing a variety of housing options to residents.

Table A-4: Housing Unit Type
Comparison Communities

	Single Family Detached		Single Family Attached		Multiple Family (2-9 units)		Multiple Family (10+ units)		Mobile Home	
	#	%	#	%	#	%	#	%	#	%
City of Romulus	**5,840**	**65.3%**	**311**	**3.5%**	**1,006**	**11.3%**	**783**	**8.7%**	**1,003**	**11.2%**
Huron Township	3,272	66.9%	44	0.9%	73	1.5%	10	0.2%	1,489	30.5%
City of Taylor	18,510	71.5%	1,404	5.4%	2,528	9.7%	2,564	9.9%	895	3.5%
Van Buren Township	4,636	44.5%	385	3.7%	1,141	10.9%	2,749	26.3%	1,504	14.4%
City of Wayne	5,044	65.9%	439	5.7%	1,033	13.4%	1,125	14.7%	15	0.2%
City of Westland	21,345	56.1%	2,788	7.3%	4,976	13.0%	7,844	20.6%	1,101	2.9%
Wayne County	560,279	67.8%	45,717	5.5%	111,074	13.4%	92,473	11.2%	16,294	2.0%

Source: 2000 U.S. Census Bureau

Housing Tenure

- Over a quarter of all housing units in the City of Romulus are renter occupied while just over two-thirds are owner occupied.

- 5.6% of the units are vacant, which is smaller than the County average, but higher than all other comparable communities.

Table A-5: Housing Tenure Comparison Communities

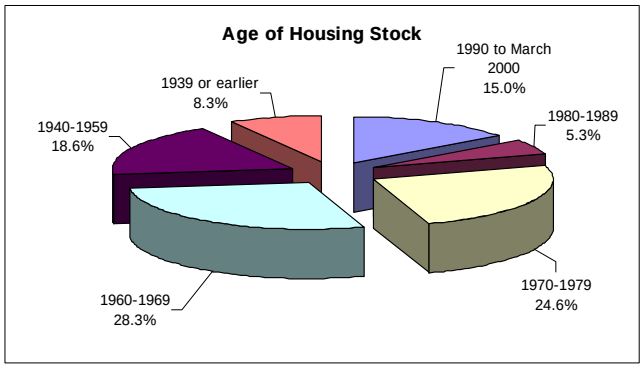
	Occupied Units		
	Owner-Occupied	Renter-Occupied	Vacant Units
City of Romulus	**66.5%**	**27.9%**	**5.6%**
Huron Township	90.7%	6.3%	2.9%
City of Taylor	67.7%	27.9%	4.4%
Van Buren Township	57.4%	37.3%	5.3%
City of Wayne	62.8%	33.6%	3.6%
City of Westland	60.1%	35.8%	4.1%
Wayne County	62.0%	31.1%	7.0%

Source: 2000 U.S. Census Bureau

Age of Housing

- Housing construction in Romulus was most intense between 1960-1979, when over half of all existing housing units were built.

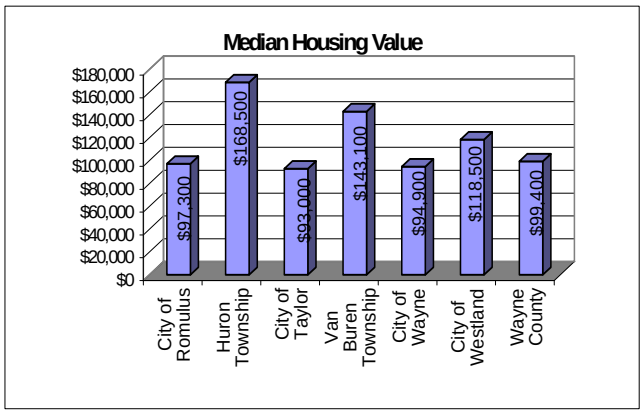
- 15% of housing units have been built since 1990, almost three times the amount that was constructed during the 1980's.



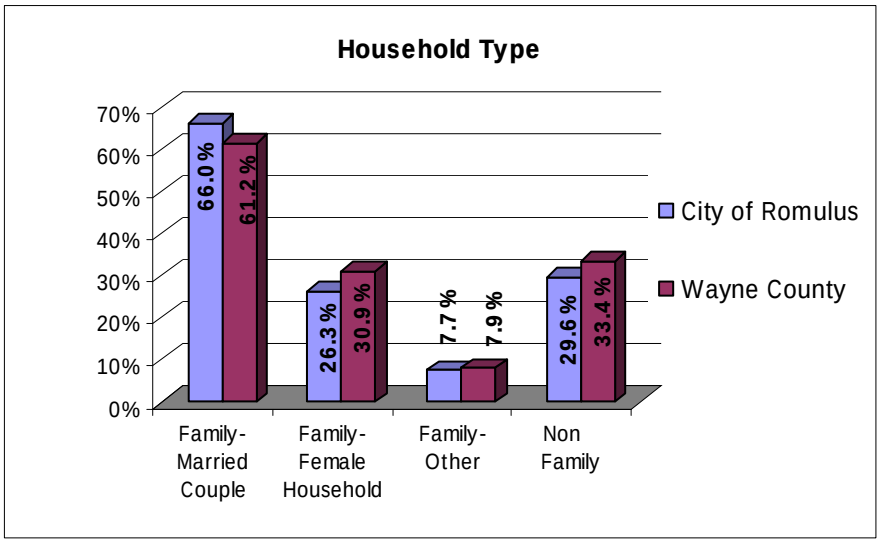
Median Housing Value

- The median housing value has almost doubled from $49,200 in 1990 to $97,300 in 2000.

- The median housing value is slightly below most townships in the area and the County average, but is comparable to surrounding cities.



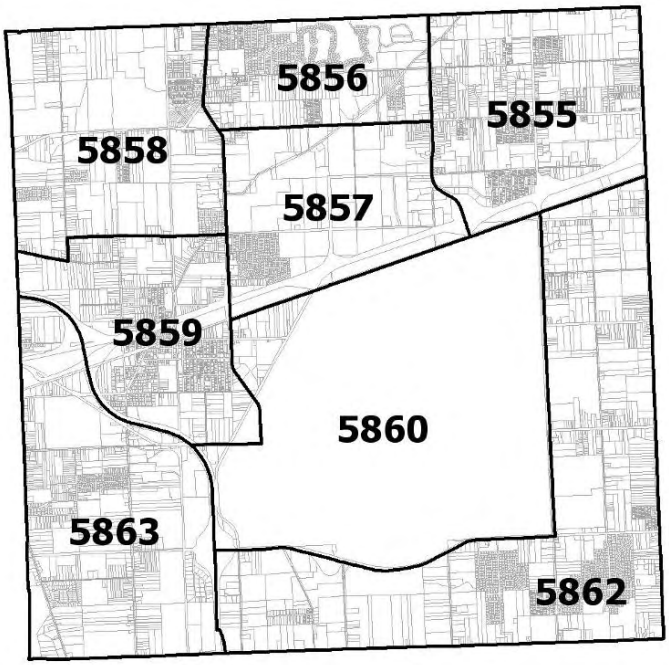
Household Type



- Almost half of all households consist of married-couple families, which is higher than the County average.

- Almost another 30% of the community is made up of non-family households which consist of a single inhabitant or a group or unrelated persons sharing a household.

Census Track Analysis



- The median age of housing does not vary greatly between census tracts, with a range of 49 years and 26 years, which means that all areas of the community were experiencing new neighborhood development and consistent housing styles during the same time period.

- The greatest concentration of single family homes is found in census tract 5863 on the southwest side of the City, which also has the highest percentage of owner-occupied housing.

- The greatest concentration of multiple family housing is found in census tracts 5856 and 5859, in the northwest side of the City.

Table A-6: Census Tract Characteristics
City of Romulus

	5855	5856	5857	5858	5859	5860	5862	5863
Population	2,443	2,364	2,078	3,999	3,372	18	6,609	2,096
Median Household Income	$37,429	$35,750	$51,250	$44,904	$39,457	$6,250	$52,005	$60,000
Housing Unit Type								
Single Family Detached	59.9%	56.2%	83.7%	26.7%	62.8%	0.0%	82.3%	95.6%
Single Family Attached	0.0%	4.9%	0.0%	12.2%	0.8%	0.0%	2.5%	0.8%
Multiple Family (2-9 units)	3.6%	16.7%	11.3%	19.7%	7.5%	100.0%	12.0%	2.9%
Multiple Family (10+ units)	0.5%	21.6%	5.0%	1.7%	28.8%	0.0%	2.2%	0.0%
Mobile Home	36.1%	0.6%	0.0%	39.8%	0.0%	0.0%	0.4%	0.8%
Housing Tenure								
Owner-Occupied	72.4%	45.1%	79.2%	61.8%	50.6%	44.4%	74.5%	90.6%
Renter-Occupied	18.5%	46.1%	17.3%	35.0%	43.9%	22.2%	19.3%	7.0%
Vacant	9.1%	8.8%	3.5%	3.2%	5.5%	33.3%	6.2%	2.4%
Median Value of Specified Owner-Occupied Housing Units	$80,100	$101,900	$92,400	$90,500	$126,100	$0	$94,500	$114,200
Median Age of Housing Stock	1962	1968	1966	1978	1965	1955	1971	1963

Source: 2000 U.S. Census Bureau

Economic Characteristics

The Future Land Use plan provides significant areas for industrial and commercial development In Romulus. The Detroit Metropolitan Wayne County International Airport, Interstates I-96 and I-275, railroads and the proximity to major industrial areas in southeastern Michigan provide for a strong industrial base in the City of Romulus. Understanding how the City fits into the regional and state market is important to ensure the proper allocation of land for industry and ensuring a proper balance of business types to ensure the long term economic sustainability of the City.

Business Patterns

Table A-7 lists the number of businesses in Romulus by major industry groups and compares the distribution of industry types to Wayne County, Metropolitan Detroit and the State overall. This helps in identifying industries that are strong in the county and region, but underrepresented in Romulus as well as types of industries that are concentrated in Romulus.

Table A-7: Number of Business in Romulus Compared to Region 2006

Industrial Classification	Number of Businesses in Romulus	Percent of Total Businesses			
		Romulus	Wayne County	Metro Detroit	Michigan
Forestry, Fishing, Hunting & Agriculture	1	≤1%	≤1%	≤1%	≤1%
Mining	0	0%	≤1%	≤1%	≤1%
Utilities	0	0%	≤1%	≤1%	≤1%
Construction	61	8%	7%	9%	11%
Manufacturing	75	9%	5%	6%	6%
Wholesale Trade	69	9%	5%	6%	5%
Retail Trade	78	10%	19%	15%	16%
Transportation & Warehousing	170	21%	3%	2%	2%
Information	8	1%	1%	2%	2%
Finance & Insurance	14	2%	5%	6%	6%
Real Estate & Rental & Leasing	25	3%	4%	4%	4%
Professional, Scientific & Technical Services	23	3%	8%	11%	10%
Management of Companies & Enterprises	6	1%	1%	1%	1%
Administrative, Support & Waste Management	55	7%	6%	6%	5%
Educational Services	3	0%	1%	1%	1%
Healthcare & Social Assistance	61	8%	12%	11%	11%

Arts, Entertainment & Recreation	5	1%	1%	1%	2%
Accommodation & Food Services	69	9%	9%	8%	8%
Other Services	62	8%	11%	10%	10%
Unclassified Establishments	7	1%	1%	1%	1%
Total	**792**				
Source: U.S. Census Bureau					

- With the Airport, rail and interstate highway access, Romulus has a substantially larger proportion of its businesses in transportation and warehousing. Wholesale trade is also higher than the county, region and state. Recognizing this strong market for the City, the Future Land Use Plan provides significant areas of the City for industry and transportation.

- Manufacturing is higher than the county, region and state; however, the largest decline in employment for both the City and the region has been in this sector and is projected to continue to decline. While the City should still support development and expansion of manufacturing, efforts should be made to diversify the industrial base of the City to other areas outside of manufacturing.

- Retail trade and services are significantly lower than the county, region and state. Residents may be underserved locally and obtain goods and services from other surrounding communities. This may be a gap in the local market that could be focused on for additional economic development. Locations for additional retail and service businesses are being planned for through the commercial designations on the Future Land Use Plan.

- Businesses involved in professional, scientific and technical services are significantly lower in Romulus than the county, region and state. These types of business could be attracted to the City by convenient access to the Airport and the Aerotropolis. To support the goal of diversifying the City's industry base, locations should be reserved for office and research and development.

- Businesses involved in healthcare and social assistance are significantly lower in Romulus than the county, region and state. There is not a hospital in Romulus, and many residents may be going to adjacent communities for health care services. It may be desirable to try to attract a health care center to the City to further diversify the employment base. Also, with the increase in retirement and elderly population, healthcare and social assistance is projected to be a growing industry.

Employment by Industry

Tables A-8 and A-9 show the trends in employment by major industry group between 2002 and 2005. The first table lists the number of employees that work in Romulus by major industry group (may include workers from outside of Romulus). The second table compares the 2002-2005 employment change by industry to the county and region.

- Manufacturing has seen the largest decline. Romulus has seen a greater decline than the county or region. Based upon SEMCOG projections, manufacturing will continue to decline with the largest loss of jobs in this sector. As noted above, the City should seek to diversify the employment base to industries other than manufacturing.

- The largest increase has been in leisure and hospitality. This is likely related to hotel and related development around the Airport. With development of the Regional Center district, there is opportunity to further expand in both commercial uses related to the Airport, as well as creating more of a destination entertainment center.

Table A-8: Current Romulus Job Estimates by Industry for Persons that Work in Romulus

Industry	2002		2005		02-05 Change	
	Jobs	%	Jobs	%	Jobs	%
Natural Resources & Mining	119	0%	78	0%	-41	-34%
Manufacturing	6,609	18%	5,191	14%	-1,418	-21%
Wholesale Trade	1,147	3%	1,245	3%	98	9%
Retail Trade	612	2%	665	2%	53	9%
Transportation & Warehousing	17,556	49%	17,890	48%	334	2%
Utilities	0	0%	0	0%	0	0%
Information	119	0%	79	0%	-40	-34%
Financial Activities	1,388	4%	1,498	4%	110	8%
Professional, Scientific, & Technical Services	535	1%	577	2%	42	8%
Management of Companies & Enterprises	351	1%	425	1%	74	21%
Administrative, Support, & Waste Services	2,225	6%	2,693	7%	468	21%
Education Services	693	2%	711	2%	18	3%
Healthcare & Social Assistance	452	1%	369	1%	-83	-18%
Leisure & Hospitality	2,368	7%	3,111	8%	743	31%
Other Services	918	3%	539	1%	-379	-41%
Public Administration	1,088	3%	2,176	6%	1,088	100%
Total	**36,180**	**100%**	**37,247**	**100%**	**1,067**	**3%**

Source: SEMCOG

- Romulus had a slight increase in wholesale trade, transportation and warehousing, while the region saw a slight decline in these industries. According to SEMCOG projections, transportation and warehousing will be the largest industry growth sector for the City.

- Retail trade in Romulus has also grown despite a slight decline for the region. As noted above, Romulus is underserved by retail and service businesses and there may be opportunity for growth in this area.

Table A-9: 2002-2005 Percent Employment Change by Industry for Romulus and the Region

Industry	Romulus	Wayne County	SEMCOG
Natural Resources & Mining	-34%	10%	-6%
Manufacturing	-21%	-14%	-16%
Wholesale Trade	9%	-13%	-8%
Retail Trade	9%	-10%	-5%
Transportation & Warehousing	2%	-8%	-4%
Utilities	0%	-7%	-1%
Information	-34%	18%	-11%
Financial Activities	8%	3%	1%
Professional, Scientific, & Technical Services	8%	9%	-1%
Management of Companies & Enterprises	21%	5%	4%
Administrative, Support, & Waste Services	21%	-1%	2%
Education Services	3%	3%	3%
Health Care & Social Assistance	-18%	-1%	4%
Leisure & Hospitality	31%	2%	4%
Other Services	-41%	-8%	-3%
Public Administration	100%	-1%	3%

Source: SEMCOG

Resident Employment

A comparison of the above job and industry data to the employment types of Romulus residents illustrates certain parallels. Table A-10 lists resident employment by industry for Romulus residents based upon the 2000 Census.

- The largest employment sector for Romulus residents was manufacturing. With the projected decline in manufacturing jobs, other employment opportunities need to be planned for these residents.

- The second largest employment sector for Romulus residents was educational, health and social services. There are relatively few jobs for this sector in Romulus when compared to the surrounding region, which may imply that many residents are commuting elsewhere to work. This healthcare is projected to be a large growth industry for the region and may present an opportunity for the City to attract new medical facilities or facilities for care of the elderly.

Table A-10: Romulus Residents Employment by Industry

Industry	Employees	Percent
Agriculture, Forestry, Fishing, Hunting & Mining	26	0%
Construction	602	6%
Manufacturing	2,793	27%
Wholesale Trade	261	3%
Retail Trade	935	9%
Transportation & Warehousing, & Utilities	1,092	10%
Information	188	2%
Finance, Insurance, Real Estate, Rental & Leasing	545	5%
Professional, Scientific, Management, Administrative, & Waste Management Services	727	7%
Educational, Health & Social Services	1,622	15%
Arts, Entertainment, Recreation, Accommodation & Food Services	836	8%
Other Services (Except Public Administration)	536	5%
Public Administration	350	3%
Employed Civilian Population 16 Years & Over	10513	100%

Source: 2000 U.S. Census Bureau

Employment Commuting

Tables A-11 provides a comparison of the where people who work in Romulus reside and where Romulus residents work, based upon the 2000 Census.

- The greatest number of workers employed in Romulus are from Detroit. In fact, more Detroit residents are employed in Romulus than Romulus residents. This could partially be explained by the Airport, which may employ a large number of people from Detroit.

- Nearly as many Taylor residents are employed in Romulus as Romulus residents.

- Most Romulus resident (72%) work outside of the City. An economic development objective should seek to provide more employment opportunities for residents within the City. This can be aided through diversifying the local employment base. The Aerotropolis concept for a mixed-use community surrounding the Airport may also be helpful in promoting Romulus as a place to live and work.

Table A-11: Employment Commuting

Where Workers Employed in Romulus Commute From	Workers	Percent
Detroit	5,184	14%
Romulus	2,838	7%
Taylor	2,303	6%
Westland	1,847	5%
Canton Township	1,233	3%
Dearborn Heights	1,233	3%
Van Buren Township	1,092	3%
Inkster	1,017	3%
Dearborn	940	3%
Livonia	906	2%
Elsewhere	19,576	51%
Workers, age 16 & over, employed in Romulus	**38,169**	**100%**
Where Romulus Residents Work	**Workers**	**Percent**
Romulus	2,838	28%
Detroit	977	10%
Taylor	577	6%
Wayne	556	5%
Dearborn	499	5%
Livonia	489	5%
Westland	443	4%
Van Buren Township	351	3%
Canton Township	251	3%
Ann Arbor	221	2%
Elsewhere	3,004	29%
Workers, age 16 and over, residing in Romulus	**10,206**	**100%**

Source: 2000 U.S. Census Bureau