CITY OF WOODHAVEN
MASTER PLAN

July 2024

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Introduction

Purpose of the Master Plan

Planning is a process that involves the conscious selection of policy choices relating to land use, growth, and physical development of the community. The purpose of the City of Woodhaven Master Plan is to state the goals and identify the objectives and strategies regarding land use and development that the City will pursue to attain those goals.

How is the Plan to be Used?

The Master Plan is used in a variety of ways:

1. Most important, the Plan is a general statement of the City's goals and policies and provides a single, comprehensive view of the community's desires for the future.

2. The Plan serves as an aid in daily decision-making. The goals and policies outlined in the Plan guide the Planning Commission, City Council and other City bodies in their deliberations on zoning, subdivision, capital improvements and other matters related to land use and development. The Plan provides a stable, long-term basis for decision-making providing for a balance of land uses specific to the character of the City of Woodhaven.

3. The Plan provides the statutory basis upon which zoning decisions are made. The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires that the zoning ordinance be based upon a plan designed to promote the public health, safety, and general welfare. It is important to note that the Master Plan and accompanying maps do not replace other City Ordinances, specifically the Zoning Ordinance and Map.

4. The Plan attempts to coordinate public improvements and private developments supported by the Capital Improvements Plan. For example, public investments such as road or sewer and water improvements should be located in areas identified in the Plan as resulting in the greatest benefit to the City and its residents.

5. Finally, the Plan serves as an educational tool and gives citizens, property owners, developers, and adjacent communities a clear indication of the City's direction for the future.

In summation, the City of Woodhaven Master Plan is the primary officially adopted document that sets forth an agenda for the achievement of goals and policies. It is a long-range statement of general goals and policies aimed at the unified and coordinated development of the City that complements the goals of

nearby governmental units, wherever possible. It helps develop a balance of orderly change in a deliberate and controlled manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

Historic Context

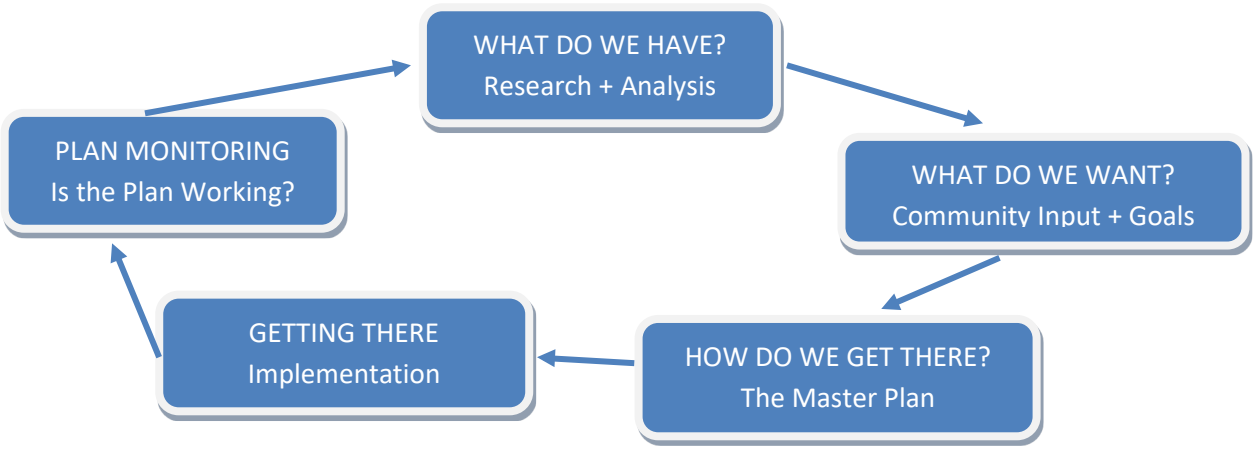
This document represents a full amendment to the City of Woodhaven Master Plan adopted by the City in 2006 and amended in 2012, 2017, and 2024. Because communities are constantly changing, the information contained in a plan becomes outdated in time. As conditions change, so do opportunities and expectations for the future. It is therefore essential to periodically update the information contained in the Master Plan as well as re-evaluate its basic vision and implementation programs. Current State Legislation regarding City Planning Requires five (5) year reviews of the Master Plan. The review process will be discussed in more detail in the implementation section of the Plan.

The Planning Process

The process to update the plan consisted of four (4) phases: background studies; evaluation of City character and development capability; identification of goals, and policies; and plan development.

Background studies involving data inventory and analysis from Census data, existing reports, and field survey were gathered. Sound community planning cannot take place in a vacuum. Many factors that exist must be taken into account when formulating plans for the future. This process in illustrated in the diagram on the below.

Figure 1. – *Planning Process*



Regional Setting

Woodhaven has a strong presence among other communities in Wayne County and in the wider region. Downtown Woodhaven is home to more than one million square feet of retail development, attracting residents of other municipalities to take advantage of shopping and employment opportunities. Industrial uses such as the Ford Woodhaven Stamping Plant also bring residents of other communities to Woodhaven. In turn, Woodhaven residents work and shop in other municipalities within the region, such as Detroit and Dearborn. The interaction between communities within the region gives each the opportunity to grow and develop.

While the majority of the Master Plan focuses on local influences, factors outside Woodhaven's borders must also be considered in the planning process.

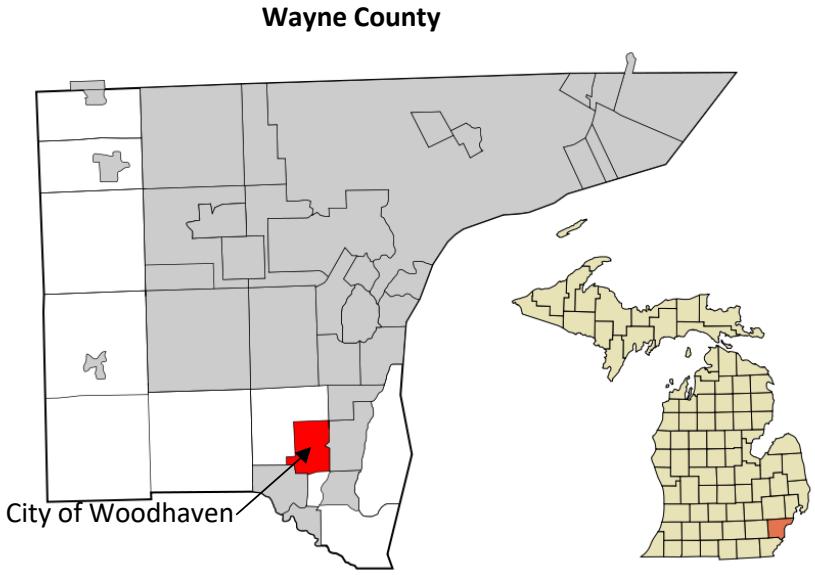
Regional Location

The City of Woodhaven is located in southeast Wayne County. Due to its shared border with Canada and two international airports, Willow Run and Detroit Metropolitan, Wayne County is significant for its role as "southeast Michigan's transportation link." Via the Detroit River along its eastern boundary, Wayne County also has access to the Great Lakes and ultimately the St. Lawrence Seaway, a major international waterway.

The City of Woodhaven is located in the Downriver area, which is comprised of Detroit suburbs located southwest of the City. Downriver is roughly bounded by Dearborn to the north; the Detroit River to the east; Wayne County's southern border to the south; and the City of Romulus and Huron Township to the west.

Interstate 75 runs north-south through the center of the City of Woodhaven, connecting Woodhaven with the wider region. I-75 links Woodhaven to major cities to the north and south: Toledo is approximately forty (40) miles south of Woodhaven while Detroit is approximately twenty (20) miles northeast of Woodhaven. I-75 also provides a link to other highways such as I-94 and I-275.

Figure 2. – *Regional Location*



County and Regional Planning

Woodhaven is located in the Southeast Michigan Council of Governments (SEMCOG) region, which encompasses the following seven counties: Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne. SEMCOG provides regional planning services and supports local government planning in the areas of environment, education, community and economic development, and transportation. SEMCOG is also a key resource for data about southeast Michigan, on topics ranging from manufactured housing and building permits to nonresidential development and existing land use. Community profiles and population and employment estimates can also be obtained through SEMCOG.

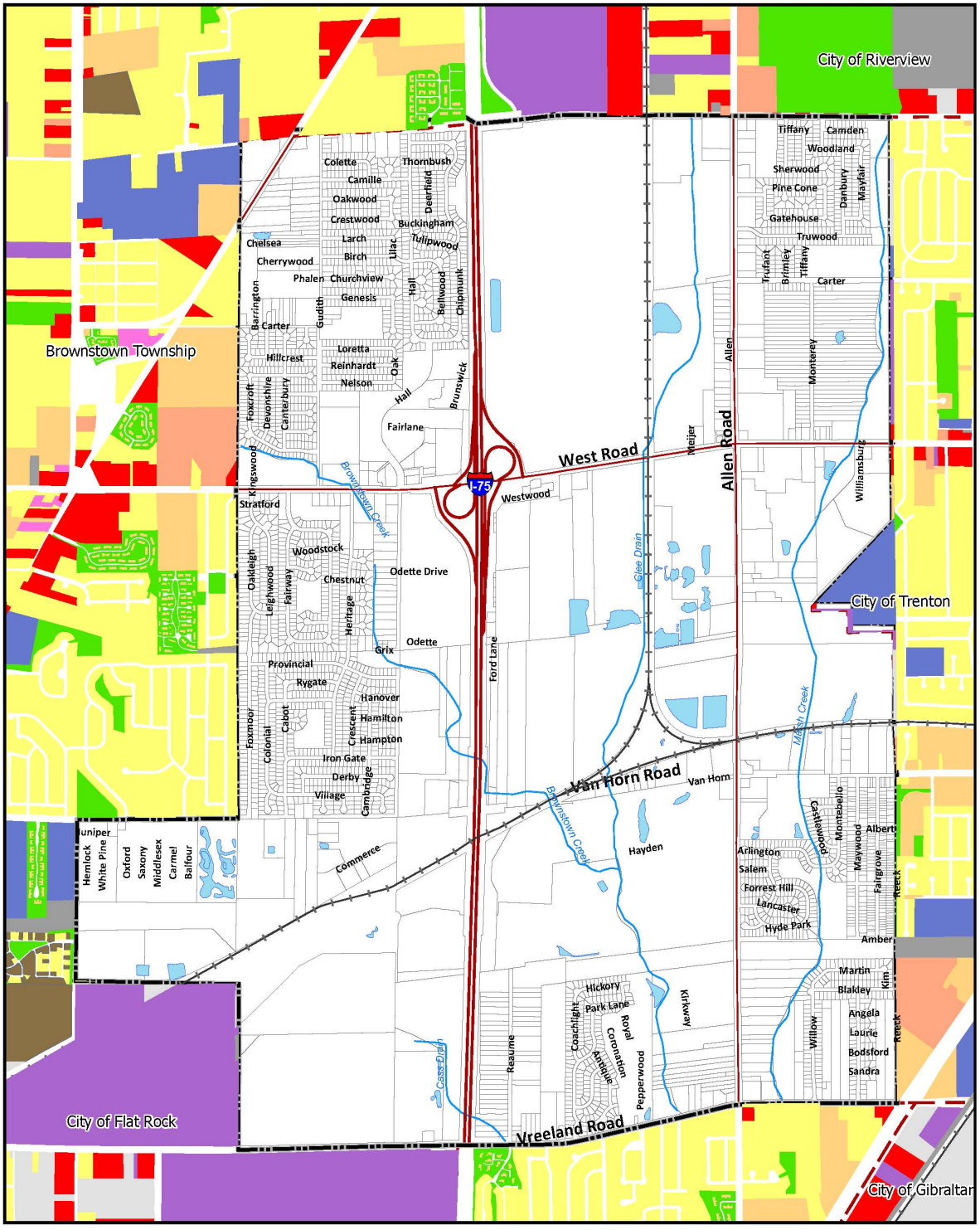
Wayne County's Economic and Neighborhood Development department provides countywide land use planning services, including the advisory review of local zoning and planning activities. The County's comprehensive plan for land use and development has not been updated in a few decades and is no longer used to guide planning efforts in the County; however, the Economic and Neighborhood Development department does maintain informal policies as a guide for County planning activities. Principal responsibilities of the department include business attraction and retention; administering loan programs in support of economic development efforts; international outreach; and housing and neighborhood redevelopment. Another Wayne County department, Technology, coordinates a county-wide Geographical Information System (GIS) and offers mapping services that can be utilized in the planning processes of local governments.

Adjacent Communities

The City of Woodhaven adjoins Brownstown Township to the southeast and northwest; the City of Flat Rock to the southwest; and the City of Trenton to the east. Woodhaven's northeast corner is contiguous to the southwest corner of the City of Riverview, while Woodhaven's southeast corner is close to the northwest corner of the City of Gibraltar.

Figure 3 on the following page illustrates the generalized future land use plans of communities adjacent to Woodhaven. It is critical for a community to be aware of its neighbors' long-range goals and their potential impact. In the determination of an appropriate future land use arrangement for Woodhaven, adjacent communities' plans must be considered in order to ensure that adjacent uses of land are compatible.

Figure 3 – *Neighboring Future Land Use*



Single Family Residential
Multiple Family Residential
Manufactured Home
General Commercial
Mixed Use
General Industrial
Medical
Public
Parks and Recreation
Transit, Communications, and Utilities
Vacant
Water
City Boundary
Outlying Townships
Railroads

NEIGHBORING COMMUNITIES
GENERALIZED FUTURE LAND USE
Figure 3 **City of Woodhaven**
Wayne County

N
0 1,000 2,000 4,000
Feet

December 21, 2023
Data: Southeast Michigan Council of Governments (SEMCOG)

Carlisle Wortman

Brownstown Township



The Township's current Master Plan was adopted in 2008. As shown in Figure 3, a variety of uses are planned within Brownstown Township along its shared boundary with Woodhaven. Commercial uses are proposed within Brownstown along a number of roads, including Allen (both north and south of the City of Woodhaven), Fort, Dix-Toledo, King, and West. Industrial uses are planned to the north of King between I-75 and Allen. Other land classified within the Park/School/Governmental category does not directly abut Woodhaven, but is located within areas planned for single family residential use. Areas designated for Multiple Family Residential use abut Woodhaven to the north of King and west of I-75; to the east of Dix-Toledo between West and King; and in two areas to the south of Vreeland west of Allen. Woodhaven also adjoins land planned for Single Family Residential use in multiple areas along its common border with Brownstown, including to the north of King in two locations, one to the east of Allen and the other to the east of Dix-Toledo; both north and south of Van Horn; and on the south side of Vreeland both east and west of Allen.

City of Flat Rock



Flat Rock's Master Plan was adopted in 2017. The majority of land within Flat Rock along Woodhaven's border is planned for Heavy Industrial use, with the exception of a triangular area planned for Recreational use located just north of the CNN railroad. As shown on Figure 3, Flat Rock has also designated land within the following three categories in close proximity to Woodhaven: Low Density Residential; Mobile Home Park; and Light Industrial.

City of Trenton

Trenton adopted its Master Plan in 2022. As illustrated in Figure 3, the majority of the property along Trenton's western border is designated for future Single Family Residential use. An area planned for future School/Education use, accommodating an existing school, juts into Woodhaven between West and Van Horn. To the south of Van Horn, land is planned for Office and Multiple Family Residential uses. At Trenton's southwest corner, along Fort to the north of Vreeland, land is planned for Multiple Family and Quasi-Public uses (at the location of an existing hospital). Other property in the vicinity of Woodhaven is also classified for future Park and Commercial uses (including Neighborhood Business, Comparison Business, and General Business).



City of Gibraltar

Gibraltar's Master Plan was adopted in 2023. The City's future land use map designates Gibraltar's northwest corner for Industrial use. To the southeast of the Industrial area, the future land use map categorizes land within the Office-Research-Technology and Thoroughfare Commercial categories.

City of Riverview

The City of Riverview's Master Plan was adopted in 2023. As shown in Figure 3, the southwest corner of Riverview is planned for Local Business, the lowest intensity of Riverview's commercial future land use categories. North of the Local Business area is a large tract planned for Public/Semi-Public uses, and to the northeast a large area is designated for Parks.



Existing Land Use

The existing land use map and associated text indicates land use patterns and associations as they exist currently within the City of Woodhaven. While change is inevitable and growth will occur, the City of Woodhaven is committed to managing growth to enhance economic benefit, recreation activities and overall quality of life for all residents.

Existing Land Use

As illustrated on the Existing Land Use Map (Figure 5), the following land uses currently exist in the City. They are demonstrated by acreage and percentage of land area in Table 1 below.

Table 1. *– City of Woodhaven Existing Land Use*

	Woodhaven	
Existing Land Use	**Acres**	**%**
Vacant	650.89	18.58%
Single-Family Residential	932.90	26.63%
Multiple-Family Residential	171.07	4.88%
Manufactured Housing	28.13	0.80%
Commercial / Office	365.31	10.43%
Industrial	700.23	19.99%
Institutional	188.53	5.38%
Parks	217.42	6.21%
Transportation, Communication + Utilities	288.66	7.10%
Total	**3,498.7**	**100%**

Source: Carlisle|Wortman Associates, Inc.

Land Use Classifications

Single-Family Residential

This category includes detached single family dwelling units and accessory structures. Woodhaven has several different types of neighborhoods. Some neighborhoods contain smaller houses, while other neighborhoods contain newer and larger homes and/or are a part of new subdivisions. Single family homes comprise approximately 26 percent of the total land area of the City.



Multiple-Family Residential

This category includes all apartments, condominiums or multi-plex units where two or more separate dwelling units occupy one or more buildings on a lot. Multiple family residential uses make up approximately five percent of the City's total acreage. This category represents rental apartments as well as owner-occupied, attached condominiums.



Manufactured Homes

This category includes mobile home parks and their related accessory buildings and recreational areas. There is one mobile home park in the City of Woodhaven, Woodhaven Place. It occupies approximately one percent of the total land area of the City.

Commercial

This category contains neighborhood, general, and automotive commercial uses, as well as office-type uses. Neighborhood commercial includes retail sales and service establishments that are not located within the Downtown, and that typically serve the immediate neighborhood in which they are located. General commercial uses are those that are intended to serve the needs of a wider population, such as big box stores, larger restaurants, and larger shopping centers. Automotive commercial includes auto service businesses such as gas stations; quick oil change facilities; brakes, muffler, and tire shops; and auto body repair and collision shops. Commercial use occupies nearly eleven percent of the City's total acreage. The Downtown Development Authority District is demonstrated in Figure 4 on page 11.



Industrial

This category includes both light and general industrial uses. Light industrial uses include light assembly and warehouse uses with little or no outdoor storage. General industrial uses include manufacturing plants and industrial uses with outdoor storage. Twenty percent of the City's land area is devoted to industrial uses.



Institutional

This category includes public and quasi-public entities such as government buildings and public schools; uses owned by private, non-profit, or religious entities that provide public services, such as Applewood Nursing Center, a nursing home. Institutional uses occupy approximately five percent of the City's total acreage.

Parks

Recreational uses, which make up more than six percent of the City's land area, include public and private outdoor recreation areas such as playgrounds, picnic areas, sports fields, and the like. Civic Center Park and Deerfield Park are two examples of recreation areas within this category. Woodhaven Woods, a passive recreation area in northeast Woodhaven, is also classified within this category.

Transportation, Communication + Utilities

This category includes all lines and facilities related to the provision, distribution, collection, transmission or disposal of water, storm and sanitary sewage, oil, gas, electricity, or telecommunication. It also includes road and railroad rights-of-way. Examples of uses in this category include hi-tension power lines. Transportation, Communication and Utilities uses comprise over seven percent of the City's total land area.

Vacant

Included in this category are woodlands, permanent open space, and vacant land. Approximately 19 percent of the City of Woodhaven's land is categorized as vacant.

Figure 4 – *Downtown Development Authority Boundary*

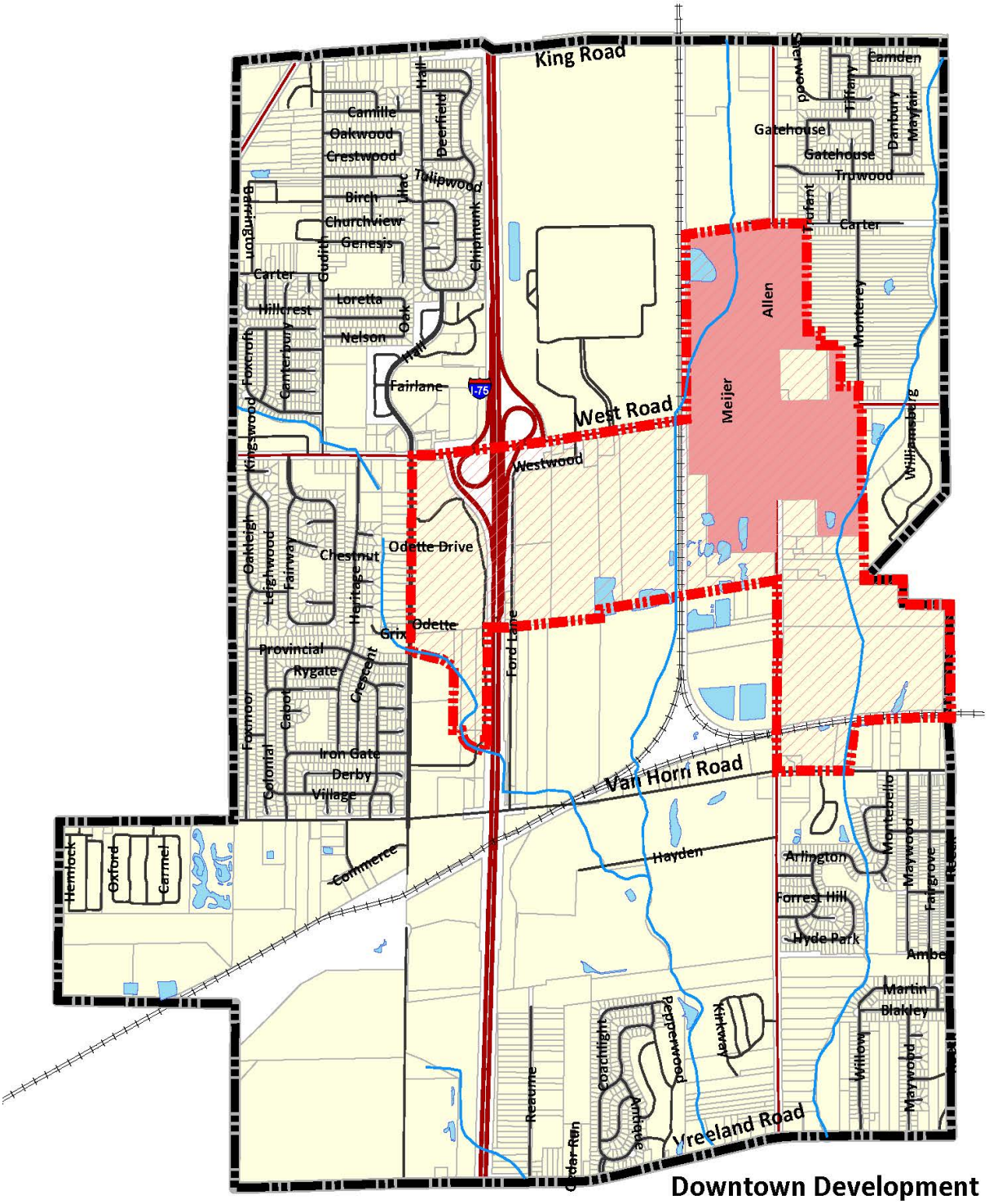
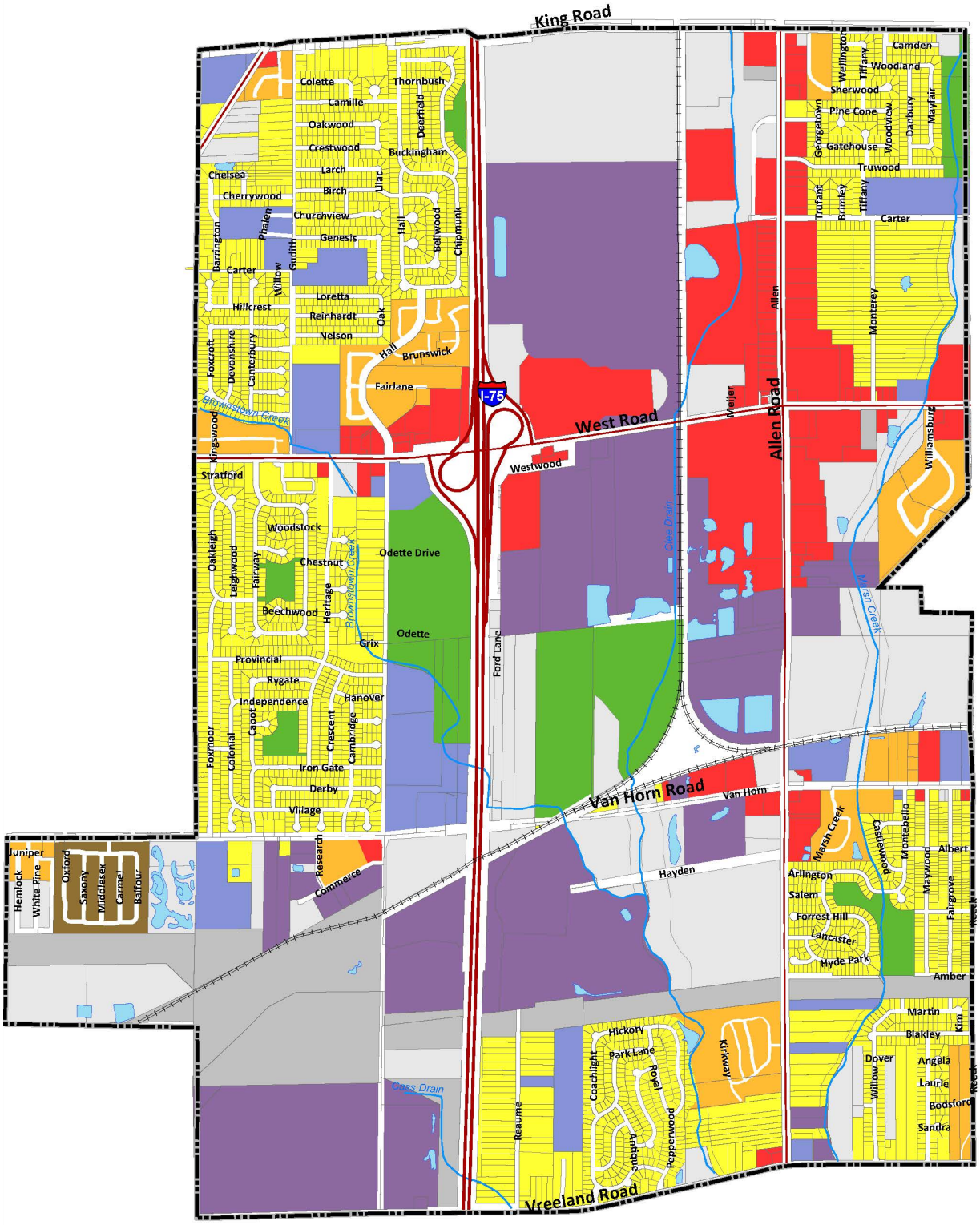


Figure 5 – *Existing Land Use*



EXISTING LAND USE

City of Woodhaven
Wayne County

- Single-Family Housing
- Multi-Family
- Commercial
- Industrial
- Institutional
- Mobile Home Park
- Parks and Recreation
- Transportation, Communications, Utilities
- Vacant
- Railroads

N

0 500 1,000 1,500 2,000 Feet

February 16, 2024
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan

Goals + Objectives

A community's Master Plan guides future development, setting public policies regarding growth, development, and redevelopment that will be followed over a period of 10 to 20 years. To ensure that a Master Plan's vision for the future is reflective of community members' vision, public input to a Master Plan is essential. Public input is a key contributor to the policy basis from which long-range land use decisions will be made.

Public Participation

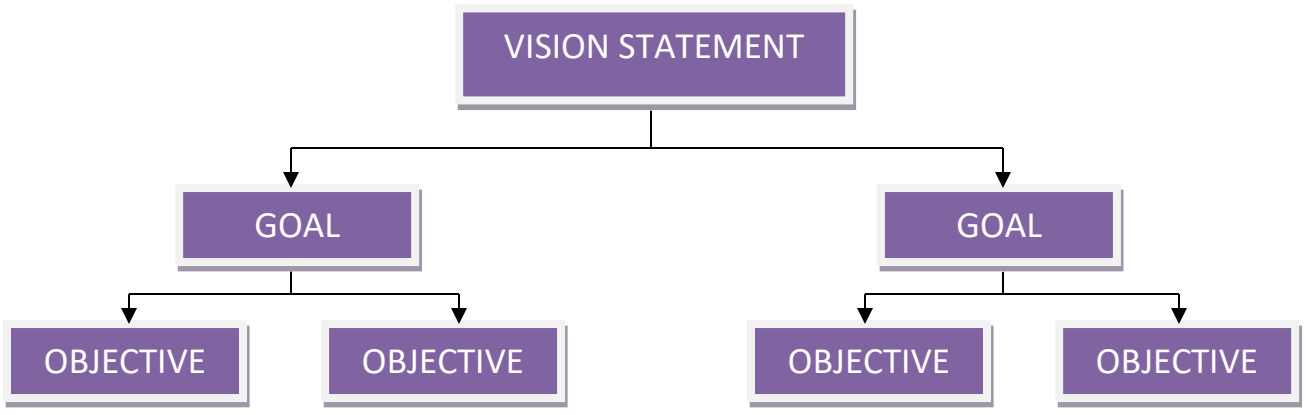
To receive input to the Woodhaven Master Plan from residents, property owners, businesspeople, and other stakeholders, the Planning Commission made a public participation survey available on October 16, 2023. That survey formed the basis for the vision statement, goals and objectives which aided in the development of the 2024 Master Plan. The goals and objectives have been updated to reflect current conditions.

The Vision Statement broadly envisions the community's desired future, guiding the Planning Commission in formulation of the Master Plan's goals and objectives.

Goals are typically very general statements about the quality and character of the community. Goals are not very easily quantified, and must therefore be translated into objectives, which are more readily measured and can be prioritized and pursued. Implementation of the goals and objectives is intended to result in a specific quality and character for the community, as envisioned by the Vision Statement.

The following illustration of figure 6 below depicts the relationship between the Vision Statement, goals, and objectives:

Figure 6 – *Vision Statement, Goals + Objectives*



Public Hearing

A public hearing was conducted by the Planning Commission on June 11, 2024, to seek comments from residents, adjacent communities, SEMCOG and Wayne County Planning, and affected utilities and railroads.

Vision Statement

Woodhaven should remain a close-knit community with a strong sense of family, yet Woodhaven's "big city" amenities are also highly valued. Keeping and improving the amenities that make Woodhaven a regional destination, while preserving the City's small-town character, are top priorities.

The following statements serve as a foundation for the goals and objectives, and are intended to provide direction to the Planning Commission as they draft a new Master Plan for the City of Woodhaven:

Residential Development

The City's numerous family-friendly neighborhoods, with attractive, well-maintained homes and neighborhood parks, should be preserved. New homes should complement their neighborhood's existing character. Locations of new multiple family development should be carefully selected. Housing should accommodate the needs of the City's aging population, without altering and/or detracting from the family-friendly character of the City's residential areas.

Downtown, Retail and Office Development

Woodhaven's Downtown should continue to be a destination. While Downtown's existing retail base should be maintained, additional amenities would enhance Downtown's appeal. Negative byproducts of the area's success, such as traffic congestion, should be mitigated. Older commercial areas should be revitalized, and new retail and service uses should be permitted in appropriate locations outside of Downtown.

Industrial Development

Existing industrial development should be maintained or enhanced, and the City should work to attract new high-tech, research and development uses. While some new industrial development is desirable, promoting alternative land uses for vacant industrial property is a higher priority. Reuse of industrial sites is also encouraged, including redevelopment with non-industrial uses.

Traffic and Circulation

Woodhaven should maintain a transportation network that facilitates safe and efficient circulation within and through the community. The impact of development on roads should be minimized, and the road network should be improved where necessary, such as at congested, unsafe intersections. Alternative modes of transportation, particularly walking and biking, should be promoted. Traffic calming measures

should be considered as part of all new developments. Crosswalks and cross-connection for pedestrians is also a priority.

Community Facilities and Recreation

As the needs of the community change over time, City services should continue to meet these needs. Improvements to the City's parks system and recreational facilities should be ongoing. The City should explore opportunities for provision of additional parkland in areas of the City that are underserved, such as Woodhaven Woods. Woodhaven should embrace opportunities to partner with other communities in the region to provide recreational amenities. When appropriate, the City should seek to expand and improve upon existing bike and walking paths to provide greater accessibility to City amenities for walkers and bikers.

Natural Resources and Natural Features

Natural resources and natural features are viewed as a significant community asset, and Woodhaven should protect its remaining natural areas.



Goals + Objectives

Residential Development

Goal: Promote the long-term stability and quality of Woodhaven's existing residential neighborhoods.

Objective: Define the unique characteristics of various neighborhoods in the City and identify strategies to ensure long-term preservation of their quality and character.

Objective: Enforce Ordinances to ensure maintenance of vacant lots and neglected properties.

Objective: Encourage quality infill development that reflects the character of existing homes and complements the neighborhood, thereby strengthening older neighborhoods.

Objective: Continue to protect residential neighborhoods from encroachment by nonresidential uses. Maintain, enforce, and improve zoning ordinance requirements such as performance standards and screening requirements.

Objective: Fill in gaps in the sidewalk network to ensure that adequate pedestrian connections exist between residential neighborhoods, shopping areas, and public uses, including schools, parks, civic uses, and along major thoroughfares.

Goal: Encourage new residential development in appropriate areas.

Objective: Permit carefully planned and located multiple family housing to allow for a transition between single family uses and higher intensity non-residential uses.



Objective: Encourage the redevelopment of vacant underutilized sites, particularly near Downtown.

Objective: Explore opportunities for age-progressive and other senior housing options in the community, and encourage senior housing to be designed and located so as to prevent isolation and marginalization of the elderly.

Objective: Promote use of development techniques that preserve open space and incorporate environmental features into residential site plans, such as cluster housing and Planned Unit Developments.

Downtown and Retail Development



Goal: Promote high quality architecture, building materials, and site design in the City's commercial areas, and minimize negative impacts of commercial development on roads, adjacent land uses, and the environment.

Objective: Promote revitalization and improvement of commercial areas, including business start-ups, cultural resources such as local art, farmers markets, etc.

Objective: Ensure that effective buffers and landscaping are provided where commercial uses abut residential development.

Objective: Promote quality office development as a transition between more intense retail uses and residential neighborhoods.

Objective: Increase the use of pre-application conferences with developers to ensure that City ordinances and policies are considered at the beginning of commercial site design.

Goal: Continue to improve and strengthen Woodhaven's Downtown.

Objective: Strengthen Downtown's existing retail base, while encouraging the development of commercial uses that are underrepresented or not currently located in Woodhaven, such as entertainment venues, fine dining restaurants, and fashion clothiers.

Objective: Encourage mixed use development patterns in Downtown Woodhaven, including office, retail, entertainment, residential, recreational, and public uses.

Objective: Promote the development of vacant and/or underutilized parcels to create an urban streetscape.



Objective: Improve circulation at the Allen and West Road intersection and promote pedestrian and traffic safety in the Downtown.

Objective: Work with the DDA to make Downtown more readily identifiable, through measures such as "branding."

Objective: Continue to support implementation of Woodhaven's Downtown Development and Tax Increment Financing Plan.

Goal: Encourage retail and office development in selected areas outside of Downtown.

Objective: Encourage land-intensive commercial uses in planned areas along I-75.

Objective: Encourage the development of vacant industrially zoned sites with less intense commercial and industrial uses, in planned locations.

Objective: Enhance zoning ordinance standards for commercial uses to ensure that they are supportive of a pedestrian and neighborhood-oriented atmosphere and prohibit typical big box retail uses and design.

Industrial Development

Goal: Maintain and enhance existing industrial development, and minimize negative impacts of industrial development on roads, adjacent land uses, and the environment.

Objective: Develop strategies and incentives to retain existing industrial users.

Objective: Improve the appearance of existing industrial areas.

Objective: Continue to concentrate industrial development in the areas of the City that have access to transportation corridors designed to handle shipping and receiving traffic.

Objective: Support proper screening for residential development adjacent to industrial zones and uses, to support industrial uses while minimizing conflicts between incompatible uses.

Objective: Encourage transitional uses or open space between industrial areas and residential neighborhoods.

Objective: Review and enhance zoning ordinance requirements relating to hazardous materials and other negative environmental impacts of industrial uses.

Objective: Review existing code enforcement efforts to ensure adequacy of violation response.

Objective: Increase the use of pre-application conferences to ensure that City ordinances and policies are considered at the beginning of industrial site design.

Goal: Promote alternative land uses for vacant industrially zoned property and encourage redevelopment of former industrial sites.

Objective: Reevaluate the types of land uses that will occupy industrial areas in the future, and evaluate City infrastructure investments that would be appropriate in these districts.

Objective: Encourage redevelopment of brownfield sites.

Objective: Adapt new uses to available industrial buildings and properties.

Goal: Encourage the development of high value research and development / industrial and technology uses that provide employment opportunities and positive tax revenue for municipal services.

Objective: Improve marketing efforts to attract new high-tech, research and development uses to the City.

Objective: Promote light industrial parks and/or a corporate campus setting to attract high-tech and research-oriented firms to Woodhaven.

Objective: Promote partnerships with local universities and colleges, the Michigan Economic Development Corporation (MEDC), and other agencies to attract technology firms to Woodhaven.

Objective: Evaluate possibilities for expansion of fiberoptic, broadband and new internet technologies throughout the community.

Traffic and Circulation

Goal: Minimize the impact of development on roads.

Objective: Encourage public-private partnerships that result in development paying its fair share of major roadway improvements.

Objective: Work with Wayne County to reduce the number of driveways for individual sites.

Objective: Increase the use of pre-application conferences with developers to ensure that City ordinances and policies are considered at the beginning of site design.

Goal: Maintain and improve the current road network.

Objective: Keep an appropriate balance between accessibility and mobility.

Objective: Invest in maintaining existing roads in a good state of repair. Coordinate improvements with Wayne County where applicable.

Objective: Identify and prioritize road areas and intersections in need of improvements — such as West and Allen, Vreeland and Allen, King and Allen, West and Hall, and Van Horn east of Allen — and determine appropriate improvement techniques.

Objective: Work to eliminate the railroad grade crossings in Woodhaven.

Objective: Evaluate options to minimize inconvenience at the Van Horn crossing.

Objective: When roadway improvements are designed, consider the relationship between the roadway and an area's character, in terms of design speed, traffic calming techniques, and streetscape elements.



Goal: Promote the use of non-motorized facilities throughout Woodhaven.

Objective: Ensure that maintenance of existing sidewalks is adequate and fill in gaps in the sidewalk network.

Objective: Identify and prioritize road areas where additional pedestrian and bicycle safety measures are needed and determine appropriate improvement techniques.

Objective: Promote construction of a network of bicycle paths connecting residential areas with

destinations such as Downtown, neighborhood shopping areas, schools, and parks, including a bridge over Marsh Creek at east end of Carter.

Objective: Develop and/or refine standards that require non-motorized facilities as a part of all new development.

Objective: Encourage non-motorized linkages with neighboring communities through participation in the Downriver Linked Greenways Initiative and similar programs.

Community Facilities and Recreation

Goal: Maintain existing City services and public facilities and promote the growth of public services consistent with the needs of the future population.

Objective: Continue and expand current police and fire protection, and provide police, fire protection, and emergency medical services adequate to meet Woodhaven's future needs.



Objective: Follow the most cost-effective paths when providing facilities and services. Evaluate opportunities for partnering with neighboring communities and school districts, to provide services and facilities, such as recreational opportunities, where feasible and desirable. Maintain existing shared facilities such as the Woodhaven/Trenton Animal Shelter and the Trenton Veterans Memorial Library.

Objective: Develop additional specific programs to accommodate special populations, such as the handicapped and the growing number of elderly; farmers markets and other community support services.

Objective: Require developments to bear their fair share of system costs.



Goal: Continue to improve the City's parks system and recreational facilities.

Objective: Support the goals and objectives of the City of Woodhaven Parks and Recreation Master Plan.

Natural Resources and Natural Features

Goal: Protect the City's remaining woodlands, mature trees, wetlands, water bodies, floodplains, wildlife habitat, open space, and other natural areas.

Objective: Direct intense development away from environmentally sensitive areas.

Objective: Promote safe green/clean energy development techniques, including EV charging stations, rain gardens,

Objective: Encourage infill development and redevelopment of existing developed areas / brownfield sites over the development of greenfield sites.

Objective: Incorporate provisions in City ordinances to minimize impacts of new development on woodlands, wetlands, open areas, and other natural features.

Objective: Encourage the incorporation of natural features and resources into site design; promote use of flexible development techniques that incorporate environmental features into site plans, such as cluster housing and Planned Unit Developments.

Objective: Establish setbacks or buffer zones around wetlands.

Objective: Promote tree preservation and require tree replacement when existing woodland resources are impacted by development. Require new tree plantings where appropriate and develop and/or reevaluate greenbelt planting standards.

Objective: Review and enhance the zoning ordinance's minimum landscaping standards.

Objective: Promote development that minimizes disruption of natural site topography and drainage.

Objective: Improve stormwater management using best management practices.

Objective: Enhance and preserve viewsheds of woodlands, wetlands, and open space.

Objective: Consider preserving wetlands, woodlands, and open space and natural features through a land conservancy or other non-profit organization.



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Future Land Use

The City of Woodhaven's Land Use Plan is a representation of the preferred land use arrangement for the community. It identifies the approximate locations for various uses envisioned by the Planning Commission and defines future land use categories.

The boundaries reflected on Figure 7, Future Land Use are not intended to indicate precise size, shape, or dimension; rather, they portray a general land use arrangement, which may be refined as the community develops and redevelops. In addition, the recommendations of the Land Use Plan have a long-range planning horizon and do not necessarily imply that short-range rezoning is appropriate.

Future Land Use Categories

Specific land use categories are identified and illustrated on the future land use map. The following identifies the intent of each category, describes the desirable land uses and elements, the land use relationship with physical and natural features, and lists the corresponding zoning districts.

Residential Land Use Categories

Single-Family Residential Detached

Intent: The intent of the Single-Family Residential Detached designation is to continue the promotion of the long-term stablility and quality of the City's existing residential neighborhoods, while encouraging new residential development in appropriate areas. Virtually all of the City's subdivision-style development is classified for future detached single family residential use. A number of these existing residential neighborhoods have their own network of local streets and are centered around neighborhood parks and elementary schools.

Description: Neighborhoods in the following locations are planned for future detached single family residential use: west of Hall between West and Van Horn, east and west of Gudith between West and King, north of Vreeland between I-75 and Allen, east of Allen between Vreeland and Van Horn, and east of Allen between Carter and King. In areas where new detached single family residential uses are planned, use of development techniques that enable preservation of open space, such as cluster housing or planned unit developments, is highly encouraged. Planned densities range from one (1) to four and one-half (4.5) units per acre.



Compatible Uses: Desirable land uses and elements of the Single-Family Residential Detached designation include:

- Detached single-family residences in either clustered or conventional subdivision/site condominium development;
- Parks, open spaces, and conservation areas; and
- Community support facilities such as churches, schools, and public buildings.

Compatible Zoning Districts: The Single-Family Residential Detached category coincides with the following residential zoning designations: R-1 and R-2 One-Family Residential zoning districts.

Single-Family Residential Attached

Intent: The intent of the Single-Family Residential Attached designation is to encourage various styles of single-family residential development, such as townhomes and attached condominiums.

Description: The single-family residential attached category includes existing condominium developments within the City, such as Pine Arbor condominiums, along Van Horn at the western edge of Woodhaven; Trentwood Condominiums, south of West along the City's eastern border; Kirkway Village, west of Allen between Van Horn and Vreeland; King and Allen Road Town Center PUD west of Allen and south of King; Parklane, Silver Creek, and Woodhaven Glens Condominiums along Hall north of West; and Timber Ridge Condominiums south of King between Dix-Toledo and Gudith. The planned density of attached single-family residential areas ranges from 4 to 25 dwelling units per acre.

In addition, the Future Land Use Map illustrates other areas planned for Single-Family Residential Attached development such as: parcels fronting on King Road west of Allen; parcels on Dix-Toledo; land south of Van Horn east of Woodhaven Place; parcels west of Allen south of Kirkway Village; and land north of Van Horn and north of the railroad corridor, bordering the City of Trenton.



Compatible Uses: Desirable land uses and elements of the Single-Family Residential Attached classification include:

- Single-family residences, detached and attached in either clustered or conventional subdivision/site condominium development;
- Parks, open spaces, and conservation areas; and
- Community support facilities such as churches, schools, and public buildings.

Compatible Zoning Districts: The Single-Family Residential Attached category coincides with the following residential zoning designation: OFA, One-Family Attached Residential zoning district.

Multiple-Family Residential

Intent: Rental apartments represent the typical development type envisioned within multiple family residential areas. Higher density housing close to Downtown is intended to add to Downtown's vitality.

Description: The multiple family residential category includes existing rental apartment complexes within the City, such as Southpointe Square Apartments, Orleans Place, and Heritage Square Apartments along West west of Hall; Woodhaven Square Apartments at the southeast corner of the City; Marsh Creek Village, Maple Creek Apartments, and Wellington Manor along Van Horn east of Allen; Williamsburg Square Apartments south of West at the City's eastern border; and Devonshire Village south of King east of Allen. A density of 7.5 to 15 dwelling units per acre are anticipated in those areas planned for Multiple-Family Residential Development.

Compatible Uses: Desirable land uses and elements of the Multiple-Family Residential designation include:

- Single-family residences, attached and detached;
- Two-family dwellings;
- Apartments;
- Innovative housing projects;
- Parks, open spaces, and conservation areas; and
- Community support facilities such as churches, schools, and public buildings.



Compatible Zoning Districts: The Multiple-Family Residential land use category coincides with the R-T, Two-Family Residential and R-M, Multiple-Family Residential zoning districts.

Manufactured Housing Park

Intent: The intent of the Manufactured Housing Park category is to allow manufactured housing developments and related uses in areas suitable for this type of dense residential development.



Description: This category includes mobile home parks and related accessory uses, such as community centers. The category accommodates Woodhaven Place, south of Van Horn close to the City's western border. Density of any manufactured housing park expansion/redevelopment should occur at a maximum density of 6 dwelling units per acre.

Compatible Uses: Desirable land uses and elements of the Manufactured Housing Park designation include:

- Manufactured home dwellings; and
- Related accessory uses, i.e. community centers, etc.

Compatible Zoning Districts: The Manufactured Housing Park land use category coincides with the MHP, Mobile Home Park zoning classification.

Residential Development Design Considerations

The following residential design considerations are intended to promote the long-term stability and quality of the City's residential areas whether the proposed development is new, a redevelopment or an enhancement of the existing residential resources.

Building Materials and Design

The quality of materials and design has an impact on the longevity and long-term character of a residential area. The Master Plan encourages high quality residential architecture and use of high-quality building materials.

While there should be a unity of overall character in residential developments, there should also be variety and interest. Monotony, in which each unit is identical to the next and buildings exhibit a lack of interest in detail or other design elements, is to be avoided. Design elements that can be used to prevent monotony include: changes in roof orientation, such as a gable oriented towards the street on one house and towards the side yard on the neighboring home; different roof styles, such as gable, hip, mansard, and gambrel; and variation in degree of roof overhang. The addition of window, door, and corner trim detailing can also help to create interest. Variations in building setback and height are another tool to prevent monotony, although, as noted above, a unity of overall character should still be achieved.

Residential infill may consist of construction of one or more new houses in the midst of an existing residential neighborhood. Infill development is encouraged in Woodhaven, as it can reinvigorate declining areas; bring more people to live in areas where infrastructure already exists; and channel growth to more populous areas so that open space and natural features can be preserved elsewhere. Infill development should be consistent with the predominant character of the existing neighborhood and should be built in an architectural style that blends in with or complements existing residences. Infill development should not result in the loss of environmentally sensitive areas.

Residential infill proposals should be consistent with the use and density recommendations of the City's Master Plan.

Garages and Accessory Buildings

The dwelling should be the primary visual focus from the road, rather than garages and accessory buildings. Side and rear entry garages are encouraged. However, front-loading garages may be appropriate if they are recessed (a front-loading garage should not be in front of or on the same plane as

the front façade). Homes should not have numerous accessory buildings cluttering side and rear yards. The square footage of accessory buildings should be limited in proportion to the floor area of the principal residence.

Vehicular Traffic and Circulation; Access Management

Depending on forecasted trip generation and other warrants, new large-scale residential development should be accompanied by traffic impact studies. Residential development should conform to access management standards that promote shared drives, internal connections between adjoining properties, and adequate driveway spacing. Residential neighborhoods should be serviced by multiple access points and be networked with the surrounding street system. Pedestrian and vehicular access should be provided between residential neighborhoods and nearby commercial and office uses.

Pedestrian Circulation and Amenities

Non-motorized linkages from residential areas to adjacent properties and nearby schools, parks, and commercial areas are encouraged. Traffic calming is encouraged in residential neighborhoods, in order to promote pedestrian and bicyclist activity. Within residential developments, pedestrian connections should be provided between home sites and areas designated as open space with lit and attractive pedestrian scaled lights. A sense of place should also be present with the uses of benches, attractive street signs, and street trees. The addition of front porches to new homes is also encouraged. In addition to street trees, sidewalks should be bordered by planting strips.

Landscaping and Open Space

Use of development techniques that enable preservation of open space and environmental features is encouraged for residential development. Developments with clustered housing and large tracts of open space are encouraged. Natural areas improve water quality, support wildlife, hold stormwater, and afford views and recreational opportunities. Open space designs may be appropriate where a natural separation or buffer is desired between otherwise incompatible land uses. Existing vegetation and large specimen trees should be incorporated into residential site designs. Site clearing and removal of existing vegetation are discouraged.

Senior Housing

Expansion of housing options for Woodhaven's seniors will be increasingly important as the population in the 45- to 64-year-old age group, who represented almost 30 percent of the City's population in 2020, matures. Housing designed for and marketed towards seniors can occur within many different land use categories, utilizing standards of design and accessibility that cater to an aging population these types of developments could occur in either the single family, multiple family, Downtown, or flexible development categories. Developments which offer age-progressive senior housing is encouraged. Building and site design for senior housing should focus on accessibility for residents with mobility limitations. Hallways, bathrooms, and common areas should be designed to meet Americans with Disabilities Act (ADA)

standards for accessible design. The maximum grade for wheelchair passage on a walking surface is five percent. Steps should be supplemented by ramps, which can be screened with plantings. On-site recreation facilities are encouraged. Housing for the City's least mobile residents would be most appropriate if situated near shopping, banks, medical services, entertainment, restaurants, cultural activities, community facilities, houses of worship, and other destinations.

Commercial Land Use Categories

General Business

Intent: Areas planned for general business uses are intended to develop with commercial and offices uses outside of the Central Business District area. These are the areas most suitable for auto-oriented uses such as drive-through businesses and gas stations.

Description: General Business uses are planned at several locations in Woodhaven containing all commercial areas outside of the Central Business District. A unified site design with consistent, high quality design elements (e.g., landscaping, signs, lighting) are appropriate in these development/redevelopment areas.

Compatible Uses: Desirable land uses and elements of the General Business designation include:

- General retail uses;
- Restaurants;
- Medical and dental offices;
- Offices for professionals, such as lawyers and insurance agents;
- Drive-through businesses; and
- Gas Stations.

Compatible Zoning Districts: The General Business land use designation coincides with the following zoning district classifications: O-1, Office District; B-1, Local Business District; B-2, Community Business District; and B-3, General Business District.



Downtown

Intent: The Downtown designation incorporates a mix of uses within the center of the City. The intent for the Downtown designation is to remain a community shopping center for Woodhaven, as well as a regional shopping center serving consumers from other Downriver communities. The diversification of

Downtown Woodhaven's mix of uses to include additional office, entertainment, recreational, and public uses will contribute significantly to the districts viability and vitality.

Description: The City of Woodhaven's Downtown is the heart of the City. This category encompasses Downtown, centered at the intersection of West and Allen. The area is generally bounded by the railroad corridor to the west, Monterey to the east, Carter to the north, and industrial uses to the south.

Compatible Uses: Desirable land uses and elements in the Downtown designation are:

- Retail stores (specifically specialty retailers), personal service establishments, restaurants, municipal facilities and offices.
- Ground floor retail with office and/or multiple-family uses on the upper floors.
- Entertainment uses, such as indoor sports and game uses, and restaurants with live entertainment.
- Public open spaces, such as public parks, plazas and a town square.

Compatible Zoning Districts: The Central Business District is the only zoning category compatible with the Downtown future land use category.

Commercial Development Design Considerations

This section provides recommendations for future development, redevelopment, and enhancement of Woodhaven's commercial areas. Adherence to these benchmark guidelines is intended to result in future commercial development that is high quality, exemplifies best practices in planning and design, stands the test of time and remains attractive for years to come. The guidelines apply to development in all areas planned for future commercial uses. Where guidelines are specific to a particular Land Use Plan category, this has been noted.

The recommendations are not intended to duplicate or replace the *Downtown Development and Tax Increment Financing Plan* (DDA Plan) or Central Business District (CBD) Design Guidelines, but rather are intended to complement and build upon strategies identified in the DDA Plan and Design Guidelines.

Building Façades and Building Placement

Design details and building articulation should be used to reduce the perceived mass of large buildings. Unadorned blank walls are to be avoided on all new retail and office buildings, including side and rear façades. Techniques to reduce the perceived mass of buildings include variation in wall plane, materials, patterns, textures, and colors are encouraged. Awnings should be projected over individual doors and windows, rather than continuous over the entire width of a building façade. New commercial buildings should provide large display windows at the street level, and primary commercial building entrances should be oriented to the street. Façades of new commercial buildings should be constructed of high-quality materials such as brick. The DDA's Façade Enhancement Grant Program is a valuable tool for

encouraging businesses in the DDA district to update their façades in conformance with CBD Design Guidelines. Infill development is encouraged in commercial areas, in order to reuse underutilized parking areas, create more compact development to encourage pedestrian activity, and take advantage of existing infrastructure. Where feasible, the front setback of commercial buildings should be used to maintain the street wall. Buildings and landscaping should be used to enclose spaces that are comfortable, inviting, and human scaled.

Outdoor Storage

Outdoor storage is discouraged in commercial areas, unless appropriately screened and clearly incidental to the principal building/use. Outdoor storage should not occur within parking lots or unimproved portions of a site.

Landscaping

Commercial buildings should be landscaped with foundation plantings. Loading areas, dumpsters, mechanical equipment, and other service areas should be oriented away from primary elevations, and screened using berms, walls, or other landscaping. It is important for impacts on adjacent properties to be considered when determining appropriate placement and screening.

Parking

Parking should be visually secondary to retail and office buildings. Parking for commercial uses should be provided at the side and rear of buildings, ideally in a location that is not visible from the street. Parking lots should be screened by low masonry walls and landscaping. Landscaped end islands and medians should be used to break up the visual impact of parking areas, define driveways, and separate parked vehicles from travel lanes. Shared parking should be promoted as a means of reducing the size of parking lots. Opportunities to combine parking based on uses with different peak parking demands should be explored.

Pedestrian Connections

Pedestrian pathways should be separated from traffic. Landscaping should be used to define corridor edges and provide a sense of enclosure for pedestrians. Clear pedestrian paths and crossings should be provided between parking spaces and building entrances. Pedestrian pathways can be part of landscaped medians within parking lots. Pedestrian links should be provided between commercial areas and nearby neighborhoods, schools, parks, and other destinations.

Vehicular Traffic and Circulation; Access Management

Depending on forecasted trip generation and other warrants, new commercial development should be accompanied by traffic impact studies. Such studies are encouraged in order to coordinate land use and transportation planning and to identify potential driveway-related and off-site road improvements needed to accommodate future traffic patterns. New commercial development should conform to access

management standards that promote shared drives, internal connections between adjoining businesses, and adequate driveway spacing. Service drives are encouraged as a means of preserving roadway capacity, permitting on-street parking, and buffering pedestrians from adjacent roadways. Loading areas should not impede parking lot traffic flow.

Gateways and Branding

Gateway treatment would be appropriate at commercial nodes and/or selected intersections in Woodhaven's commercial areas. A gateway design announces that a motorist or pedestrian has arrived in a community, or a particular area within a community. Coordinated and compatible landscaping, lighting, street furniture, and signage can be used to create a unique identity for each commercial area and/or gateway. Specific species, sizes, colors, or shapes of plants and trees can be selected for each area. Colors, styles of signs, and lighting within each commercial area and/or within larger commercial developments can also be coordinated, through a unified design plan. Four corner sites should be occupied by signature uses and Downtown's best architectural examples. Consistent design for paving, landscaping, and pedestrian spaces would further establish the intersection as a gateway. Intersections should be enhanced with four-corners features such as a flag display, public art, street clock, seasonal flower exhibition, or similar improvements.

Industrial Land Use Categories

Light Industry

Intent: The intent of the Light Industry category is to provide locations for industrial operations that may have moderate effects on adjacent properties because of noise, odor and traffic.

Description: Light industrial uses should ideally be located within a business campus or light industrial park setting with high quality, attractive landscaping and façades. Areas planned for light industrial uses include existing industrial sites located in established industrial districts, as well as vacant sites. Light industrial areas may serve as a transition between nearby residential neighborhoods and heavier industrial areas and railroads.

Compatible Uses: Desirable land uses and elements of the Light Industrial category are:

- Light manufacturing and assembly;
- Prototype development;
- High-tech and research and development uses; and
- Similar uses without outdoor storage.

Compatible Zoning Districts: The appropriate zoning districts for the Light Industrial land use designation are: IRO, Industrial Research Office and I-1, Light Industrial.

Core Industry

Intent: The intent of the Core Industry land use category is to accommodate manufacturing plants and heavy industrial uses, particularly those that require outdoor storage. Because the impacts of industrial users on surrounding development can vary due to their intensity and operational needs, core industrial uses are differentiated from light industrial uses.

Description: Areas planned for core industry are generally located along major transportation corridors – both road and rail – in established industrial districts. Core industrial users include but are not limited to the Ford Woodhaven Stamping Plant and the Exxon-Mobil Woodhaven Terminal.

Compatible Uses: Desirable uses and elements of the Core Industry area are:

- Large-scale manufacturing uses and activities;
- Truck terminals;
- Warehousing;
- Contractor yards; and
- Heavy equipment sales and service.

Compatible Zoning Districts: The appropriate zoning district for the Core Industrial land use classification is: I-2, Heavy Industrial District.

Utility Corridor

Intent: The utility corridor category identifies land that is used or planned for utility transmission corridors, as well as utility substation sites.

Description: The utility corridor district is located south of Van Horn extending between I-75 and the City's eastern border and south of the mobile home park extendig west to the City limit, it is anticipated that pathways could be constructed to link City neighborhoods and provide residents with an additional recreational opportunity.

Compatible Uses: Desirable uses and elements of the Utility Corridor designation include:

- Utility transmission corridors; and
- Utility substations

Compatible Zoning Districts: The appropriate zoning districts for the Utility Corridor land use category are: I-1, Light Industrial and I-2, Heavy Industrial.

Industrial Development Design Considerations

The design considerations below provide guidance for enhancing existing and future industrial areas, minimizing negative impacts of industrial development, and promoting high quality industrial development that will be an asset for years to come. These guidelines primarily pertain to the design of industrial sites and buildings.

Building Design

While the design of industrial buildings generally emphasizes functionality, design should also focus on making buildings visually appealing. Techniques such as windows, bay divisions, vertical columns and piers, cornices, stringcourses, and other ornamentation can be employed to reduce the perceived mass of large industrial buildings. Variations in wall plane, materials, patterns, textures, and colors can be used to break up façades and add interest as well. Mass and scale can be further reduced through variations in building height and setbacks. Building entries should be attractive, welcoming, and readily identifiable. Reception areas should face the public street. Landscaping should be used to further emphasize and enhance entryways. Where appropriate, industrial buildings should be designed with high ceilings and open floor plans, so that spaces are flexible, and buildings may accommodate a variety of users over their life spans.

Screening

Buildings should be oriented to prevent direct public view into loading zones, service, and repair areas. Even when service areas are to the rear, it is important for impacts on adjacent properties to be considered. Rear yard loading areas are preferable to side yard loading. Recessing loading areas partially below grade can further reduce their visibility and help control off-site noise impacts. Dumpsters should be screened and placed within the side or preferably rear yard. Doors and gates to dumpster areas should be durable and solid, to achieve a fully obscuring effect. Mechanical and utility equipment, such as transformers, and the like, should be screened. Rooftop appurtenances, such as HVAC equipment, should be screened from public view. Where possible, and for all light industrial uses, operations should occur within completely enclosed structures. When outdoor storage is proposed, it should be no taller than its screening. Screen walls can be constructed of materials that match the main building.

Landscaping and Open Space

Landscaping along rights-of-way should be used to soften the appearance of industrial buildings and sites. Parking should not dominate the view of an industrial site from the roadway. Expanses of asphalt are to be avoided. More intense and/or unique landscaping should be provided at focal points: entries into the property, building entrances, and pedestrian spaces. Buildings should be surrounded by foundation landscaping. Existing natural features should be protected and preserved to the maximum extent possible. Existing vegetation should be used as screening, where appropriate. Use of development techniques that enable preservation of open space and environmental features is encouraged. Landscaping should be used as a buffer between adjacent industrial and non-industrial sites.

Traffic and Circulation; Parking; Access Management

Traffic impact studies should be used to forecast the impact of proposed industrial development on the road system and to determine whether off-site road improvements are necessary. Industrial sites should be accessible via major roadways that are designed to handle heavy truck traffic. General vehicle circulation and truck circulation should occur in separate areas of a site. Public roadways are not to be used for truck maneuvering. Shared loading maneuvering areas, which take advantage of benefits from industrial park development and/or coordinated development of individual sites, are promoted. Access management techniques should be utilized to reduce the number of driveways for industrial sites. Shared driveways and internal connections between individual sites should be pursued, to reduce the impact of industrial traffic on roadways. Safe, well-defined, and convenient pedestrian connections should be provided between the public sidewalk, parking areas, and main building entrances.

Off-site Impacts

The screening guidelines above are intended to limit the external effects of industrial uses. Emission of noise, air contaminants, odor, dust, and the like should also be minimized to reduce off-site impacts. Vibration should not be perceptible on adjacent lots. Hazardous materials, waste, and wastewater should be disposed of in a manner that does not jeopardize the health and safety of surrounding areas. Lighting should be directed away from surrounding properties and glare should be eliminated. The City should continue to be vigilant in enforcing environmental performance standards for industrial operations.

Public/Recreation and Open Space Land Uses

Public

Intent: The Public land use category is intended to provide areas for community facilities that provide services to the residents of Woodhaven.

Description: This category encompasses public uses such as government buildings, courthouses, and public school buildings and grounds.

Compatible Uses: Uses such as: Woodhaven City Hall, Community Center, and fire stations; the 33rd District Court; elementary schools; and Patrick Henry Middle School are Public land uses.

Compatible Zoning Districts: The Public land uses are generally permitted as special land uses in the R-1 and R-2, One-Family Residential Districts.

Recreation and Open Space

Intent: Land designated as Recreation and Open Space is intended to provide areas for an open space system that perserves and enhances signficant natural features including floodplains, woodlands, and wetland areas as will as providing recreational opportunities for City residents.

Description: Neighborhood parks such as Bates, Constitution, Deerfield, Heritage I, and Heritage IV should continue to serve the City's residential neighborhoods, and Civic Center Park should continue to flourish as a community-wide park.

Compatible Uses: Desirable land uses and elements of the Recreation and Open Space land use classification include:

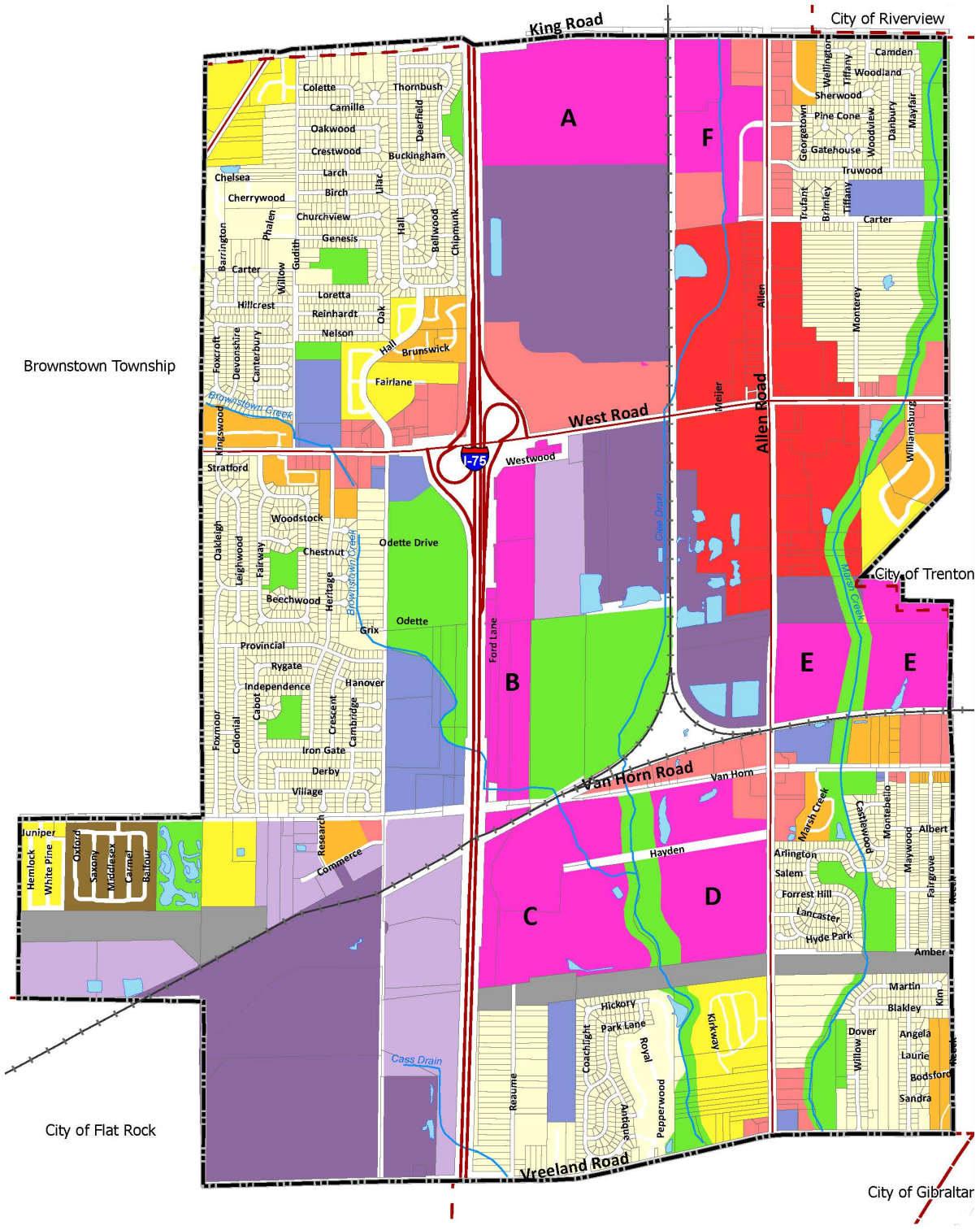
- Public or private conservation areas; and
- Active and passive recreational facilities.

Compatible Zoning Districts: There is no compatible zoning district to accommodate the intent and description provided for the Recreation and Open space land use category. The City should consider the development of a new Recreation/Open Space zoning district to address this Master Plan land use designation.The table below demonstrates the zoning district classifications that are most appropriate with each of the Master Plan Future Land Use desingations.

Table 2 – *Master Plan Land Use Classifications / Zoning District Comparison*

Master Plan Land Use Designations	Zoning District Classifications
Single Family Residential Detached	R-1, One-Family Residential R-2, One-Family Residential
Single Family Residential Attached	OFA, One-Family Attached Residential
Multiple Family Residential	R-T, Two-Family Residential R-M, Multiple-Family Residential
Manufactured Housing Park	MHP, Mobile Home Park
General Business	O-1, Office B-1, Local Business B-2, Community Business B-3, General Business
Downtown	CBD, Central Business
Light Industry	IRO, Industrial Research Office I-1, Light Industrial
Core Industry	I-2, Heavy Industrial
Utility Corridor	I-1, Light Industrial I-2, Heavy Industrial
Public	R-1, One-Family Residential R-2, One-Family Residential
Recreation and Open Space	City to consider new district regulations

Figure 7 – *Future Land Use*



Mixed Use Development Areas

The Mixed-Use category is intended to promote planned development, or development that would be planned and reviewed as a single project in order to achieve a high quality, coordinated development.

In areas designated for mixed use development, it is anticipated that a development technique such as a Planned Unit Development (PUD), Planned Neighborhood Development (PND), or Planned Residential Development (PRD) may be utilized. A PUD may contain a mix of uses, while a PRD or PND typically contains primarily residential uses. In some communities, PRD's and PND's are limited to residential uses, while other communities also permit nonresidential uses such as retail, office, and public uses that will serve the residential development.

Creative development and development that is responsive to the demands of a particular site and its surroundings is encouraged in mixed use development areas. Planned developments are often appropriate for sites with unique conditions. Examples include property with significant natural features that should be preserved; land that exhibits development constraints; land where a mix of compatible uses or residential types would be appropriate; and/or sites where common open space and natural features can be preserved through clustering of residential units.

Planned developments permit flexibility in the regulation of land development in order to encourage the following: innovation and variety in design, layout, and types of structures constructed; preservation of significant natural features and open space; efficient provision of public services and utilities; minimization of adverse traffic impacts; development of recreational amenities; compatibility of design between neighboring properties; and the like. Modifications and departures from generally applicable regulations are made to provide the property owner and community with flexibility in design, on the basis of a total PUD plan approved by the community.

Mixed Use Development Area A

This area is a large, heavily wooded site located north of the Ford Woodhaven Stamping Plant (along King Road, stretching from east of I-75 to the railroad tracks). The Land Use Plan intends for this area to be developed as a mix of open space and research and development / light industrial uses, within a corporate campus or light industrial park setting. Signature corporate sites may be appropriate due to the site's highway frontage. Within the industrial park, business sites and open space areas would be interspersed, and open space corridors would wind throughout. A network of pathways within open space areas could be utilized by industrial park employees as well as Woodhaven residents. In the development of area A, the majority (i.e., at least 50 percent) of the area's natural features should be retained, and specimen trees should be preserved. A City nature center would also be appropriate in this area.

Mixed Use Development Area B

This area is east of I-75 between West and Van Horn. Current uses along Ford Lane include Schnieder National trucking company and Flying J Travel Center/Truck Stop. South of the trucking center is vacant land which extends to the railroad tracks. Recreation/open space and entertainment services (such as: hotels, restaurants) uses are envisioned on this site. This area should have access from both Van Horn and West. Remaining natural features such as woodlands should be preserved as a feature of Area B's development. Development of this area should also be preceded by a traffic impact study.

Mixed Use Development Area C

This area is located south of Van Horn between I-75 and Brownstown Creek, is planned for a mix of nonresidential uses. Research and development / light industrial uses are envisioned, including signature corporate sites that would take advantage of the area's frontage along I-75. A new access point on Van Horn will be necessary to enable development of this area with nonresidential uses. Hayden Road would also need to be improved to accommodate more intense uses that are proposed.

Mixed Use Development Area D

The area is located east of the open space corridor that separates Area C from Area D. Attached single family residential uses would be appropriate, potentially including senior housing within this general area. New driveway placement must be carefully considered. Traffic impact studies are required in view of the adjacent railroad crossings. Additional conditions that are envisioned for this area include low noise, shielded lighting, limited truck traffic and uses with low trip generation.

Mixed Use Development Area E

This area is located in two separate areas: the first area is located along Allen Road north of the railroad and west of the Marsh Creek. Multiple-family residential development and/or senior housing is encouraged in this area. Screening from adjacent non-residential uses must be considered. The second area is located at the City boundary adjacent to the Marsh Creek open space area and north of the railroad tracks. Single-family residential attached (OFA) development is encouraged in this area; however, substaintial screening will be needed to buffer the railroad tracks.

Mixed Use Development Area F

Formerly known as the Crosswinds site, this area is located along Allen Road between King and Carter Roads. Development in this area is encouraged to include single-family attached residential uses, including senior housing, and a mix of commercial uses (retail, restaurants) in accordance with the Town Center PUD. Drive-through establishments, vehicle sales, and offices are prohibited in this area.

Transportation Plan

The City of Woodhaven is in the southeast corner of Wayne County, approximately 20 miles from Downtown Detroit. I-75 runs north-south through the middle of Woodhaven, with access via West Road, connecting it to the rest of the Downriver communities, Detroit, and Monroe County. Via any of Woodhaven's four major east-west roads (King, West, Van Horn, and Vreeland) and Dix-Toledo Road, one can connect to US Highway 24, where one can easily access I-94. Via King and Van Horn Roads, one can access I–275. Both I-94 and I-275 lead to the Detroit Metropolitan Airport. Fort Street (M-85) also touches Woodhaven's southeast border, which provides further access to Downriver communities.

Transportation infrastructure is a critical element of any community. Like arteries, veins, and capillaries to the human body, roads, railways, and trails comprise the vital circulatory system that moves traffic in a safe, efficient, and convenient manner throughout a community. Without this critical infrastructure, goods, services, and people could not be properly transported between land uses. Transportation directly affects the viability of land uses and a community's overall quality of life. A study of the City's current road network must be conducted, and a transportation plan must be adopted in order to maintain, protect, and improve a transportation network that best serves the City's residents and businesses.

National Functional Classifications

There exists a strong inter-relationship between the road system and land use patterns. The type of pattern of land will strongly influence traffic volumes along a given road. Likewise, adequacy of road may determine the type of adjacent land development that occurs. Therefore, the benefit of the transportation plan is to assist in establishing priorities for future road improvements based on the function of roadway services.

Roads are classified as follows:

- Interstate – Provides major "through traffic" between municipalities and states.
- Principal Arterial Roads – Primary function is to carry relatively long distance, through travel movements and/or to service important traffic generators, i.e. airports or regional shopping centers.
- Minor Arterial Roads – Similar to Principal Arterial Roads, with trips carried being shorter distances to lesser traffic generators.
- Collector Roads – Funnel traffic from residential or rural areas to arterials. Collector Roads also provide some access to property.
- Local Roads – Primary function is to provide access to property, i.e., residential neighborhoods or rural areas.

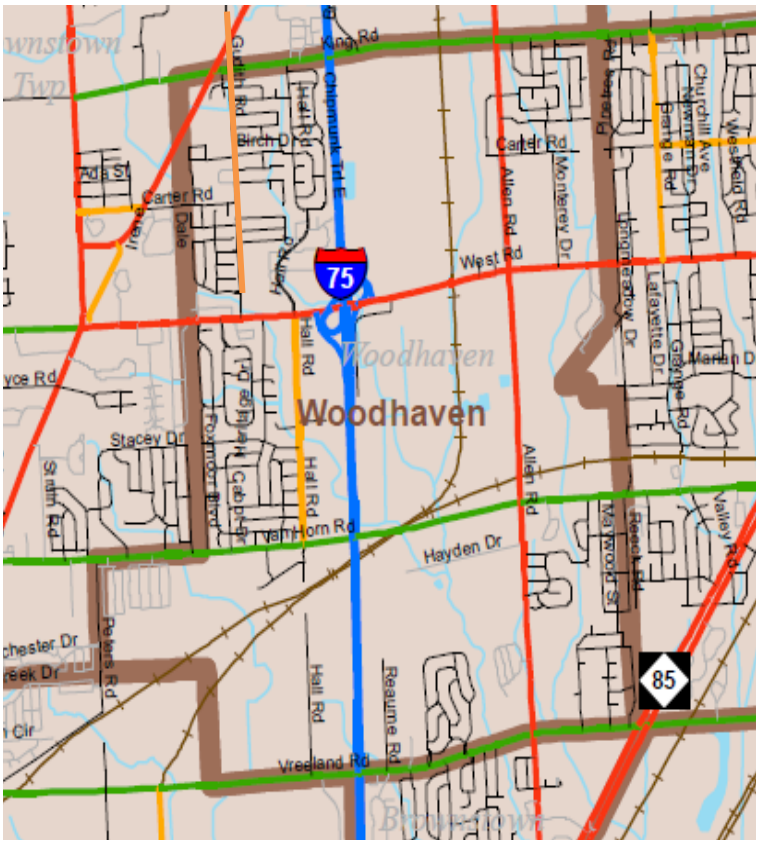
The classifications mentioned above correspond to the National Functional Classification Map for Wayne County used by the Michigan Department of Transportation Bureau of Transportation Planning. The road

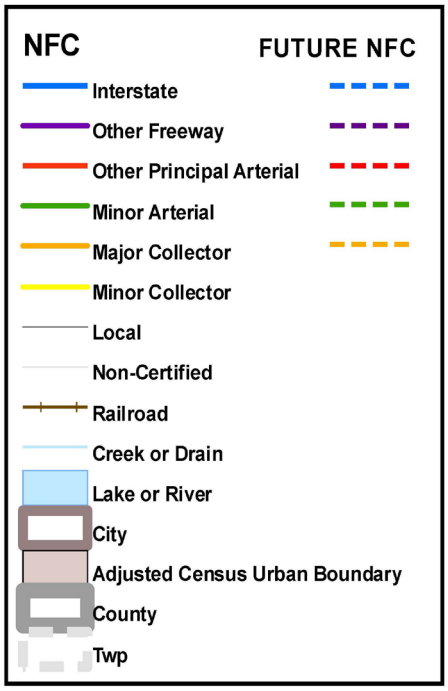
classification determines whether the road is eligible for federal aid. “Federal aid” roads include all principal arterials, all minor arterials, all urban collectors, and all rural major collectors.

The following describes all primary roads within the City of Woodhaven:

- I-75 – Interstate
- West Road – Principal Arterial
- Allen Road – Principal Arterial
- Dix-Toledo – Principal Arterial
- King Road – Minor Arterial
- Van Horn Road – Minor Arterial
- Vreeland Road – Minor Arterial
- Hall Road – Major Collector
- Gudith Road – Major Collector

Figure 8 – *City of Woodhaven Primary Roads*







Traffic Volumes

There are a variety of factors that determine the voume of traffic that travels along a given roadway. The location and length of the roadway, the roadway condition, and the quantity and type of adjacent land uses are all factors that contribute to the overall traffic on the roadway.

The Southeast Michigan Council of Governments (SEMCOG) 2023 Average Daily Traffic map for Woodhaven indicates that the highest volumes of traffic are on I-75: 30,900 daily traffic count for northbound and southbound raodways. This freeway is the primary route for commuting to and from the City. The second highest volumes are on West Road with 25,200 daily traffic count. Allen Road has the third highest traffic volumes averaging a traffic count of 20,500.

High Crash Locations

Roadway design, driver behavior, and weather conditions may all be contributing factors to the cause of a crash. The most frequent cause of traffic crashes is improper driving. Excessive speed, failure to yield the right-of-way, running red lights, and following too closely are the principal types of improper driving behavior that lead to crashes. Alcohol and other drugs have been reported to be a factor in over one-half (1/2) of the fatal traffic crashes in the United States.

The impact of weather on traffic crashes may seem significant because a high number of crashes can occur during a short period of time; however, over one-half of total traffic crashes take place when pavement is dry.

The impact of congestion becomes apparent when examining the relationship between increased traffic volumes and crash frequency. Studies have shown that crash rates increase with increasing volume to a certain point, and then the crash rate drops as congestion and volumes increase.

SEMCOG data indicates traffic crashes are most predominant along West Road from the West I-75 ramp to Allen Road with 256 total traffic crashes within the segment between 2017-2021. This breaks down to an annual crash average of 51 accidents along the segment per year, which is almost 50% less than the amount of average crashes between 2006-2010 (125). The Allen Road segment from Van Horn to West Roads ranked second in total traffic crashes with 199 between 2017-2021. This breaks down to an annual crash average of 39 accidents along the segment annually. Van Horn Road from Telegraph to Hall Roads placed third with 74 total traffic crashes between 2017-2021; averaging 14 traffic accidents per year.

Access Management

Most streets provide two functions, to move traffic and to provide access to land uses that abut them. However, these functions often conflict, because each access point interrupts traffic movement as vehicles turn off and onto the roadway. Access management techniques should be used to balance these two road functions.

The access management techniques described below primarily apply to more intensive, nonresidential land uses. Access management is usually implemented through the site plan review process, and these techniques are suggested as guidelines in that process. Each case will require an individual analysis to determine the appropriate action, given the characteristics of the site and use.

Restricting the Number and Spacing of Access Points

Limiting the number of driveways permitted for each development can help preserve the traffic movement function of a roadway. Proposed and existing developments should provide the minimum number of driveways needed to provide access to a site. If additional driveways are proposed, additional street frontage for the subject site and appropriate spacing between existing driveways should be provided.

Even if only one access point is proposed, the most appropriate location should be selected to preserve the function of the roadway and, more importantly, to assure public safety. Driveways located too close together are safety hazards and can negatively impact road capacity. Recommended spacing standards for nonresidential driveways on the same and opposite sides of the roadway are provided in Table 3.

Table 3 – *Nonresidential Spacing standards*

Speed Limit (MPH)	Minimum Driveway Spacing, * Center-to-Center (Feet)
25	135
30	155
35	180
40	215
45	260
50 or greater	310

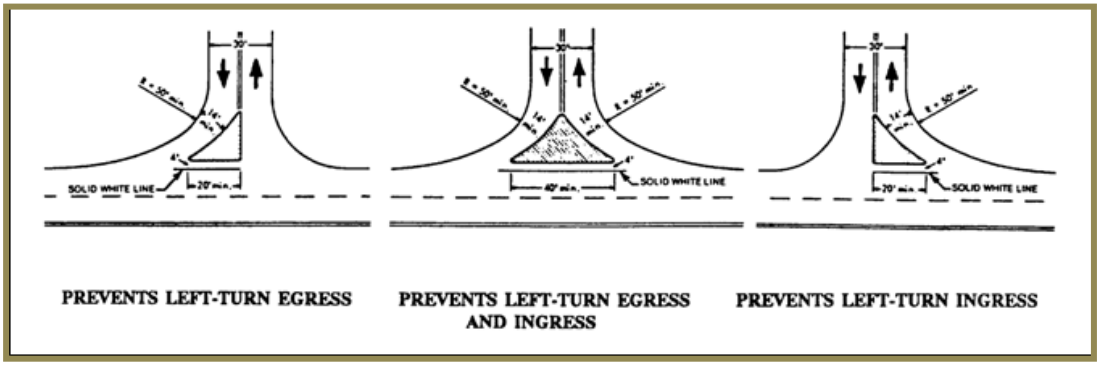
Access/Driveway Design

Another access management technique is assuring proper driveway and intersection design. Driveways should be designed with adequate width, turning radius, and depth to allow automobiles and large trucks to enter and exit a site safely and efficiently. A clear vision area at the corners of all driveways and intersections is also needed for safe driver visibility (see Figure 9).

Uses that generate high volumes of traffic may warrant the construction of deceleration and acceleration lanes adjacent to driveways and intersections. Left turn passing lanes or center left turn lanes may also be necessary. Such improvements should be identified by the completion of traffic impact studies, where required.

Restricting turning movements at a driveway or intersection is often warranted due to traffic volumes or poor spacing of proposed access points relative to existing driveways and/or intersections. For example, when an existing driveway is too close to an intersection, it is possible to improve access and safety by restricting turning movements to right turns in and out of a proposed or existing development site. Figure 9 illustrates ways in which driveways can be "channelized" to restrict turning movements.

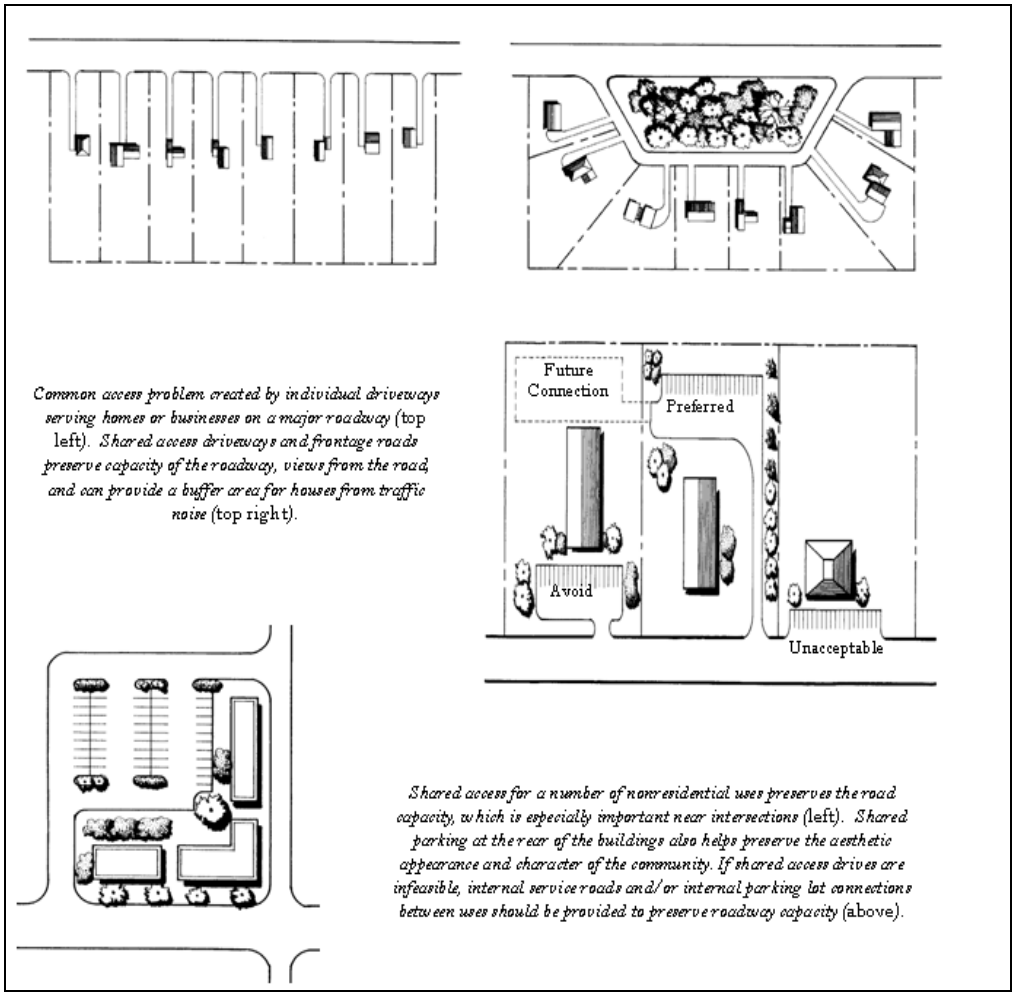
Figure 9 – *Turning Movements*



Encouraging Shared Access

Providing shared access to a site reduces the number of access points, preserves the capacity of the road, and can even help to maintain the character of the community. Shared access can be achieved through a variety of techniques including shared driveways, frontage roads, service roads, and internal connections between sites. As previously discussed, access management is critical for nonresidential land uses because of their intensive nature and tendency to demand a higher number of access points. Figure 10 below illustrates ways in which residential and nonresidential uses can utilize access management techniques.

Figure 10 – *Access management Techniques*



Common access problem created by individual driveways serving homes or businesses on a major roadway (top left). *Shared access driveways and frontage roads preserve capacity of the roadway, views from the road, and can provide a buffer area for houses from traffic noise* (top right).

Shared access for a number of nonresidential uses preserves the road capacity, which is especially important near intersections (left). *Shared parking at the rear of the buildings also helps preserve the aesthetic appearance and character of the community. If shared access drives are infeasible, internal service roads and/or internal parking lot connections between uses should be provided to preserve roadway capacity* (above).

Public Transportation

The City of Woodhaven does not currently participate in regional public transportation. It does, however, provide a bus, "Woodhaven on Wheels," which provides limited transportation for senior citizens and the disabled.

To be consistent with the goals and objectives, it is recommended that the City expand its current public transportation system. Public transportation will help satisfy two goals and objectives: mitigating traffic and assisting special populations.

Traffic is a concern that has been identified throughout the City. As the City continues to grow, this problem could accelerate. According to 2021 SEMCOG data, 83% of Woodhaven Residents drive alone to work. By encouraging public transportation, the City can more effectively mitigate traffic levels.

In the future, Woodhaven's Downtown will become even more of a destination than it is today. Woodhaven's Downtown is becoming even more of a destination. People frequent its restaurants, shops, and boutiques. Two impediments to this reality are parking and traffic safety. Since Allen and West Roads already suffer from long traffic delays, noise, and exhaust, patrons' access to this destination may be hindered. Transit could allow residents and visitors alike the ability to bypass these long queues and spend more time enjoying and patronizing the Downtown.

Two objectives of the Master Plan are to provide specific programs to accommodate special populations and senior housing designed to prevent isolation. Although Woodhaven has a bus for seniors, this may not be the most convenient mode of travel for active adults. By creating a transportation system that serves all of Woodhaven and its surrounding communities, every citizen, young or old, has the chance to live where they choose, even if they do not have access to an automobile.

Non-Motorized Pathways

A key goal of the Master Plan is to provide a network of pathways throughout Woodhaven that, when possible, connects to planned and existing regional pathway systems. Based on the hydrology and drainage of the City, there are currently corridors throughout the City where land is not developable. Since these areas are contiguous, they create the opportunity for non-motorized bicycle and pedestrian pathways. By coupling these corridors with a new pathway within the utility corridor right-of-way, the City's parks and amenities can be connected, making non-motorized travel throughout Woodhaven possible. Figure 12 illustrates this conceptual pathway network.

Green ways promote tourism; showcase and protect natural features and open space; provide commuters with alternative methods of travel; and increase property values by providing a buffer between homes and less complementary land uses. For these reasons, both local communities and regional entities are attracted to the concept of a greenway system.

Local Greenways

The City of Woodhaven has taken an active role in implementing a local greenway system. Woodhaven has a number of existing pathways, several planned pathways, and a desire to link to the greater Downriver community through the Downriver Linked Greenways Initiative, which is described below.

Existing Pathways

While every park within Woodhaven has a non-motorized trail, two (2) of the City's non-motorized trails are significant pathways: the Civic Center Park pathway and Constitution Park pathway.

The Civic Center Park pathway follows the eastern edge of the park, connecting City Hall and the Community Center with the Henry Ford Baseball Complex, Civic Center Park, Erving Elementary School, and Patrick Henry Middle School. The pathway is paved and has attractive lighting fixtures that allow pathway usage into twilight.

The Constitution Park pathway connects upper and lower Constitution Parks. The pathway provides four (4) points of entry from local roads: Bradford and Salem to the west; mid-block Bradford to the north; Maywood and Alice to the east; and Maywood and Amber to the south.

Over the past few years, the City has focused on completing several regional pathways throughout the City, including:

- Allen Road between Vreeland and Van Horn.
- Van Horn Road between Allen and Hall.
- Ford Lane between West and Van Horn.
- West Road over I-75.

Planned Pathways

Locally, Woodhaven has been refining a City-wide vision for pathways. The City has been gradually developing a vision for a City-wide pathway system along major roadways and greenways. The City's current pathway plan, illustrated on Figure 12, shows the major pathway routes. It includes:

- A proposed shared pathway connecting Civic Center Park trails to Van Horn Road.
- A proposed pathway route connecting Van Horn and Vreeland Roads;

Regional Greenways

In 2001, twenty-one (21) communities along with many business partners, developed the Downriver Linked Greenway Initiative, a master plan that established an interconnected system of trails for bicycling and walking in the Detroit Downriver area. The plan identified several levels of pathways with regional, primary, and local non-motorized paths.

In 2006, the seven (7) county region of southeast Michigan updated the Southeast Michigan Greenways vision to reflect the desired non-motorized connections in the region. This initiative was facilitated by the Community Foundation of Southeast Michigan. Counties worked together with local municipalities and community interest groups to develop a long-term vision for a connected system of greenways and trails. The Wayne County Regional Trails and Greenways vision was produced by holding several workshops to gather input. Figure 11 below depicts the vision for the Woodhaven area, identifying the regional framework in which Woodhaven belongs.

Figure 11 – *Southeast Michigan Greenways Vision Map*

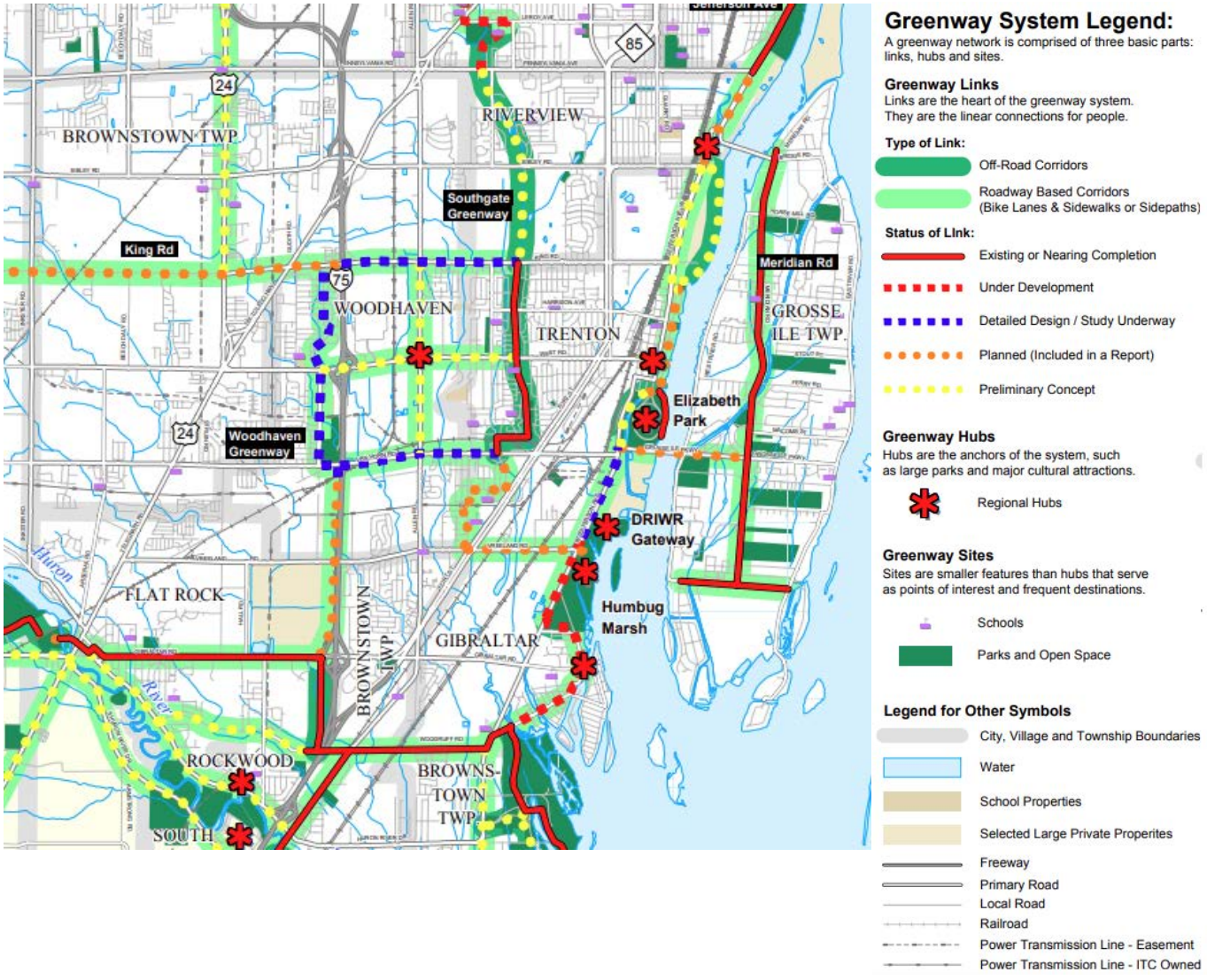
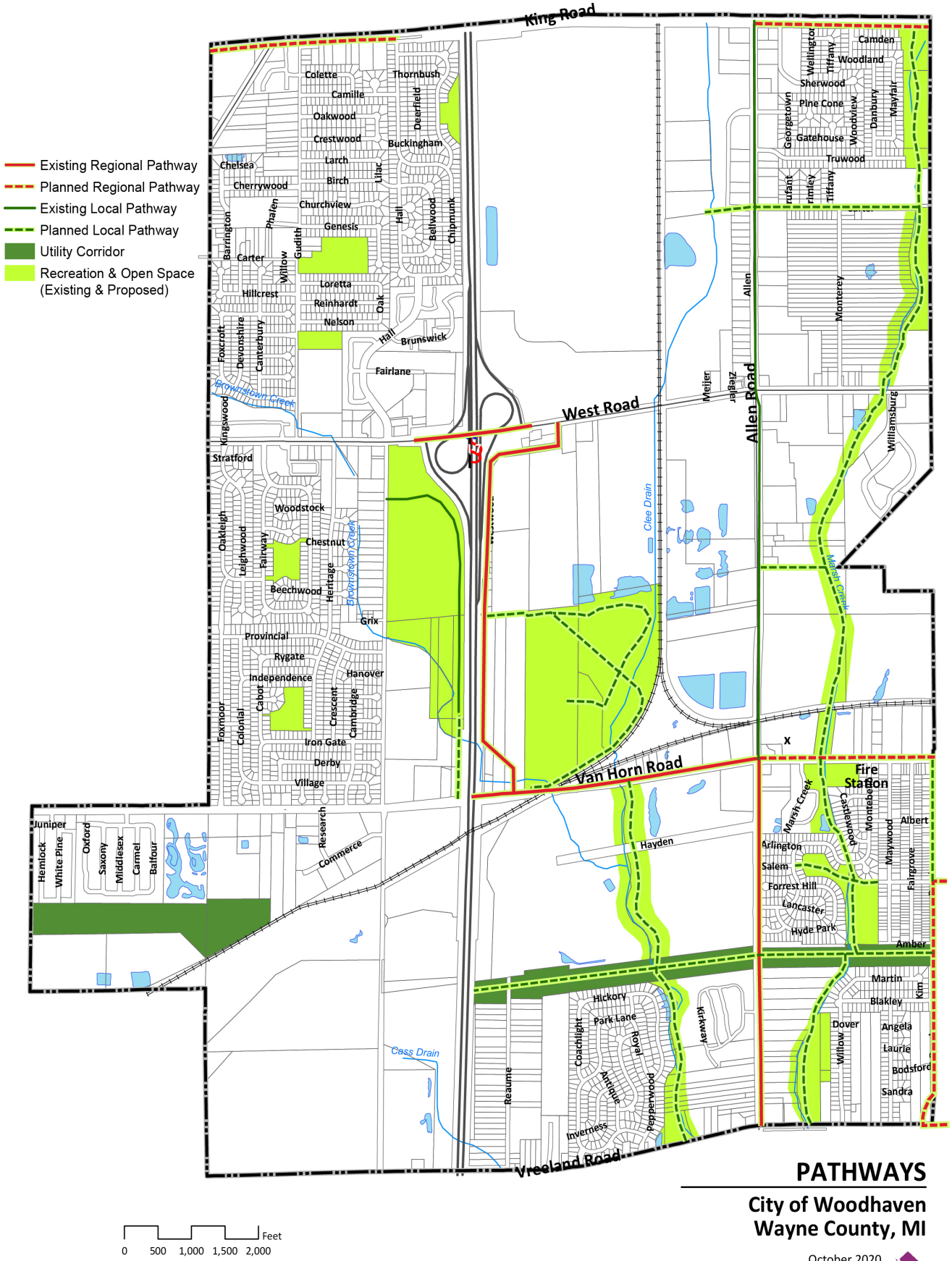


Figure 12 – *Pathways*



PATHWAYS

City of Woodhaven
Wayne County, MI

October 2020
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan

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Background Studies

Thorough planning should start with a study of the community's characteristics. Information such as the past and present population, workforce, median income, and number of households provides access to the powerful tools of projection. This information is a basic ingredient in planning for the future. Planning of future land use, roads, and community facilities, especially recreation areas, should take the composition and characteristics of the future population into consideration. Once a database of existing conditions has been compiled, a community can evaluate the data, then use the findings to help set goals for future development.

Population and Housing

Population

For the purpose of evaluating likely future population outcomes, it is useful to compare Woodhaven's population trends with those of adjacent communities as well as Wayne County. Several communities, including Woodhaven, were once part of Brownstown Township. Since 1970, some of these communities have been experiencing growth, while other surrounding communities have been slowly losing population. This is consistent with the historical trends of American metropolitan areas, which show the central, historically urban areas of the region losing population, while the region's hinterland gains population and its percentage of the County's population increases.

Since Detroit makes up a significant portion of Wayne County and has been hemorrhaging population since its peak (1960-1970), it may skew Wayne County's characteristics. Therefore, data has been provided that excludes Detroit. This data may provide a more accurate insight into the County's development outside Detroit. As shown in Table 4, Woodhaven has increased from 3,566 to 12,875 at its peak in 2010 to people since its incorporation in 1965. However, in the last decade the population has stayed steady increasing by only 66 people between 2010 and 2020.

Households

Just as Woodhaven's population had been increasing, so has its number of households, jumping 9.6% between 2000 and 2010. Between 2000 and 2020, the percent increase in Woodhaven's total number of households was greater than the population increase, which can be attributed to the City's decreasing average household size (see Table 5). This is consistent with nationwide trends toward an overall decrease in household size. In the decades prior to 2000, Woodhaven's average household size was above the County average, but Woodhaven's was identical to the County's as of 2000 (although still greater than Wayne County excluding Detroit) and continues to decrease as demonstrated in both the 2010 and 2020 census data.

Note: The U.S. Census Bureau defines "household" as all of the people that occupy a housing unit.

Table 4 - *Population of Woodhaven + Adjacent Communities, 1970-2020*

Community	1970	1980	1990	2000	2010	2020	% change 2010-2020
Woodhaven	**3,566**	**10,902**	**11,631**	**12,530**	**12,875**	**12,941**	**0.5%**
Flat Rock	5,643	6,853	7,290	8,488	9,878	10,541	6.7%
Gibraltar	3,842	4,458	4,297	4,264	4,656	4,997	7.3%
Riverview	11,342	14,569	13,894	13,272	12,486	12,490	0.0%
Trenton	24,127	22,762	20,586	19,584	18,853	18,544	-1.6%
Brownstown	7,088	18,302	18,811	22,989	30,627	33,194	8.4%
Wayne County	2,670,368	2,337,843	2,111,687	2,061,162	1,820,584	1,793,561	-1.5%
Wayne County (excluding Detroit)	1,156,305	1,134,475	1,083,713	1,109,892	1,106,807	1,154,450	4.3%

Source: SEMCOG Community Profiles, January 2023

Table 5 - *Households, Woodhaven + Surrounding Communities, 1990-2020*

Community	1990	2000	2010	2020	% change 2010-2020
Woodhaven	**3,963**	**4,708**	**5,159**	**5,373**	**4.1%**
Flat Rock	2,670	3,181	3,754	4,033	7.4%
Gibraltar	1,579	1,728	1,946	2,127	9.3%
Riverview	5,066	5,352	5,163	5,313	2.9%
Trenton	7,855	8,137	7,988	8,246	3.2%
Brownstown	6,424	8,322	11,342	12,917	13.9%
Wayne County	780,535	768,440	702,749	709,400	0.9%
Wayne County (excluding Detroit)	406,478	432,012	433,304	455,125	5.0%

Source: SEMCOG Community Profiles, January 2023

Table 6 - *Average Household Size – Woodhaven and Surrounding Communities, 1990-2020*

Community	1990	2000	2010	2020
Woodhaven	**2.90**	**2.64**	**2.46**	**2.38**
Flat Rock	2.73	2.41	2.62	2.61
Gibraltar	2.72	2.45	2.39	2.35
Riverview	2.63	2.38	2.31	2.25
Trenton	2.60	2.32	2.33	2.24
Brownstown	2.93	2.70	2.69	2.56
Wayne County	2.67	2.64	2.56	2.50
Wayne County (excluding Detroit)	2.64	2.54	2.53	2.52

Source: SEMCOG Community Profiles, January 2023

Housing Units

The number of housing units is increasing slightly for most of Wayne County. For Woodhaven, the number of housing units increased 17.1% between 1990 and 2000, and another 6.4% between 2000 and 2010. However, has slowed to 1.1% in the last decade. These percent increases were more than twice the percent increase of population, for each respective time period, further reflecting the trend of a decreasing household size. As shown in Table 7, during the same periods, Wayne County experienced housing unit decreases; however, when excluding Detroit, the rest of the County has demonstrated an increase. *Note: The U.S. Census Bureau defines "housing unit" as a house, apartment, mobile home, group of homes, or a single room as separate living quarters.*

Table 7 - *Housing Units – Woodhaven + Surrounding Communities, 1990-2020*

Community	1990	2000	2010	2020	% change 2010-2020
Woodhaven	**4,140**	**4,850**	**5,508**	**5,570**	**1.1%**
Flat Rock	2,829	3,291	3,995	4,212	5.4%
Gibraltar	1,662	1,791	2,217	2,245	1.3%
Riverview	5,227	5,532	5,520	5,589	1.3%
Trenton	8,079	8,345	8,539	8,600	0.7%
Brownstown	6,751	9,008	12,157	13,374	10.0%
Wayne County	832,710	826,145	821,693	790,191	-3.8%
Wayne County (excluding Detroit)	422,683	451,049	472,523	480,278	1.6%

Source: SEMCOG Community Profiles, January 2023

Residential Building Permits

Since the residential housing peak in 2004 and 2005, the number of residential building permits had dwindled to zero (0) from 2010 through 2012, and has only slightly increased since. See Table 8 below for a complete listing of type and number of residential building permits issued for 2000 through 2020.

Table 8 - *Residential Building Permits Issued, 2000-2022*

Year	Single-Family	Two-Family	Attached Condo	Multi-Family	Total Units	Total Demos	Net Total
2000	39	0	0	0	39	0	39
2001	39	0	42	0	81	0	81
2002	29	0	047	0	76	1	75
2003	31	0	60	0	91	1	90
2004	16	0	269	0	285	1	284
2005	14	16	80	0	110	1	109
2006	0	0	12	0	12	0	12
2007	16	0	0	0	16	0	16
2008	2	0	0	0	2	0	2
2009	10	0	0	0	10	0	10
2010	0	0	0	0	0	0	0
2011	0	0	0	0	0	0	0
2012	0	0	0	0	0	0	0
2013	1	0	0	0	1	0	1
2014	1	0	0	0	1	0	1
2015	3	0	0	0	3	0	3
2016	0	0	2	0	2	2	0
2017	2	0	4	0	6	0	6
2018	2	0	8	0	10	0	10
2019	2	0	12	0	14	0	14
2020	0	0	20	0	20	0	20
2021	0	0	17	0	17	0	17
2022	8	0	0	0	8	0	8

Source: SEMCOG Community Profile, January 2023

Age

In addition to total population, housing units, and household size, it is also important to examine the age groupings of a population. The age grouping distribution provides figures for the number of school-age children, the size of the workforce (i.e., 20-64 year groups), and the size of the elderly population. This data indicates all age group populations are declining except those aged 65 years and older. Table 9 illustrates the age distribution change between 2010 and 2020, and Figure 13 provides SEMCOG's forecasted Population by Age through 2045.

Table 9 - *Age, 2010 - 2020*

Age	2010	2020	% change 2010-2020
Total Population	12,875	12,501	-2.9%
Under 5 years	655	433	-33.9%
5 to 14 years	1,664	1,376	-17.3%
15 to 19 years	895	582	-35.0%
20 to 39 years	3,164	2,729	-13.7%
40 to 64 years	4,962	4,270	-13.9%
65+ years	1,535	3,111	102.7%
Median Age	40.3	47.4	7.1

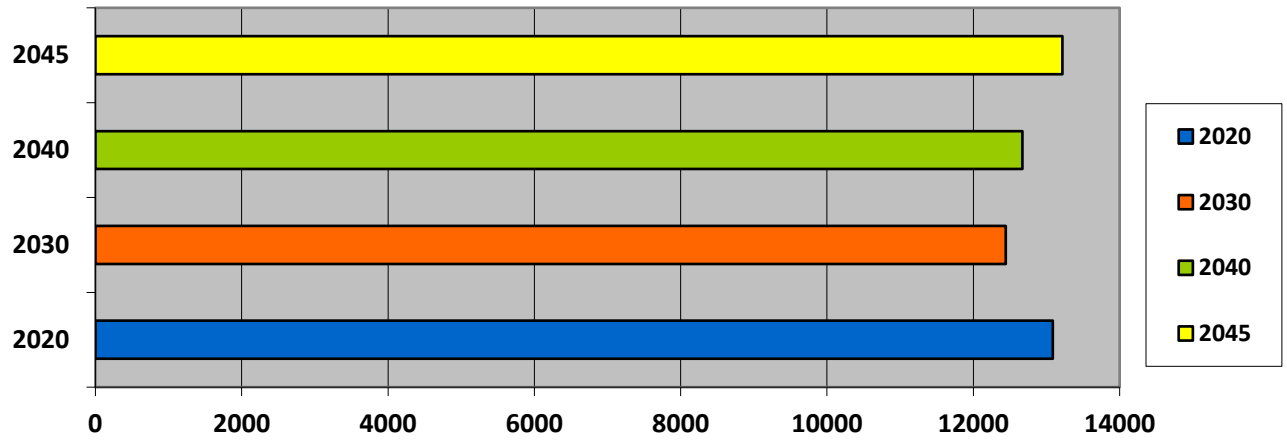
Source: SEMCOG Community Profile, January 2023

Population Projections

It is essential to have a good estimate of the future population for the proper planning of infrastructure, municipal services, and administrative capabilities. Underestimating future population renders the community unprepared, while overestimating the population can lead to wasted resources. To properly plan for Woodhaven's future, an accurate estimate of its population for the next twenty-five (25) years is essential.

Based on the population projection information provided by SEMCOG, Woodhaven's population will remain steady growing slighting through 2045.

Figure 13 - *Forecasted Population, 2030, 2040 + 2045*



Source: SEMCOG Community Profile, January 2023

Forecasting the future population by age group can be useful in planning for specific of development and community facilities that will be necessary based upon the increase or decrease of particular age groups. As demonstrated in Table 10. the population is predicted to continue to age with the 65 to 84 and 85 and over age groups having the largest increases. The only age group predicted to decrease is the 55 to 64 years category.

Table 10 - *Forecasted Population by Age, 2020-2045*

Age Group	2020	2045	Change between 2020-2045	
			Number	Percent
Under 5 years	670	742	72	10.7%
5 to 17 years	1,739	1,896	157	9.0%
18 to 24 years	1,012	1,087	75	7.4%
25 to 54 years	4,662	5,112	450	9.7%
55 to 64 years	1,927	1,635	-292	-15.2%
65 to 84 years	1,865	2,262	397	21.3%
85+ years	241	482	241	100.0%

Source: SEMCOG Community Profile, January 2023

Income

Table 11 compares median household incomes for Woodhaven and surrounding communities in 2010 inflation-adjusted dollars. Woodhaven maintained the highest 2010 median household income at $63,947, even though it is less than the 2000 median household income reported.

Table 11 - *Household Income, Woodhaven + Surrounding Communities, 2010 and 2020 (in 2020 dollars)*

Community	2010 Median Income	2020 Median Income	Change	
			#	%
Woodhaven	**$75,899**	**$67,067**	**-$8,832**	**-11.6%**
Flat Rock	$66,796	$57,277	-$9,519	-14.3%
Gibraltar	$71,511	$74,919	$3,408	4.8%
Riverview	$58,362	$59.841	$1.479	2.5%
Trenton	$65,091	$69,710	$4,619	7.1%
Brownstown	$72,331	$78,228	$5,897	8.2%
Wayne County	$50,136	$49,359	-$777	-1.5%
Wayne County (excluding Detroit)	$63,911	$63,596	-$315	-0.5%

Source: SEMCOG Community Profiles, January 2023

Cost of Services Overview

A number of studies indicate that different types of land uses demand different levels of municipal services, such as schools and parks, fire and police protection, sewer and water service, road infrastructure, and so forth. Because of this range in demand for services and in turn municipal expenditures, it is important for communities to evaluate the composition of their tax base. The costs of services and infrastructure must be balanced against revenue.

Fiscal impact analysis can be used to project the impact of the public costs and revenues associated with residential and nonresidential growth. This methodology is beyond the scope of the Master Plan. However, there have been various studies that show that residential land uses typically demand more services than they pay for with tax revenues. A study entitled "The Fiscal Impact of Sprawl," prepared by Dr. Robert Burchell of Rutgers University, provided the cost-revenue hierarchy of land uses shown at the top of the next page in Table 12.

Another report released by the Farmland Information Center examined 83 different communities throughout the United States. Although Woodhaven has no farmland left, the conclusions are nevertheless instructive. The report documented the high cost of residential development compared with agricultural, commercial, or industrial development. The study found that on average, a residence required $1.15 of services for every $1.00 in revenues generated, while commercial and industrial uses required $0.27 for every $1.00 of revenue and agricultural land $0.36 for every $1.00 of revenue. Similarly, research conducted in two townships in Calhoun County, Michigan indicated that residential uses cost $1.47 and $1.20 per $1.00 of revenue generated, commercial and industrial uses cost $0.20 and $0.25 for every $1.00 in revenue, and farmland and open space cost $0.27 and $0.24 for every $1.00 in revenue.

In summary, these studies conclude that open space, office, industrial, and some commercial facilities generate more in municipal tax revenues than public expenses and that most residential development generally does the opposite. Although these studies are generalized and should be used with caution, as every community is different in terms of its fiscal stability, they do provide an additional consideration for land use planning in the City.

Cost is not the only issue Woodhaven needs to consider when determining an appropriate mix of land uses, but is instead just one factor that should be accounted for in making this determination. Fiscal considerations do not serve as the sole catalyst behind development policies. Most communities strive to balance their mix of open space, residential, and nonresidential land uses not only to provide a more even flow of revenues and expenditures, but also to address quality of life issues. Important quality of life considerations include promoting the development of nonresidential uses that are supportive of the local population: Woodhaven residents need convenient places to shop, work, enjoy entertainment, and seek business and personal services.

Table 12. *The Cost-Revenue Hierarchy of Land Uses*

↑ Municipal Gain (+)	Research Office Parks	↑ School District Gain (+)
	Office Parks	
	High-Rise/Garden Apartments (Studio/One Bedroom	
	Age Restricted Housing	
Municipal Break-Even	Garden Condominiums (One to Two Bedrooms)	
	Open Space	
Municipal Loss (-)	Retail Facilities	
↓	Townhouses (Two to Three Bedrooms)	
	Expensive Single-Family Homes (Three to Four Bedrooms)	
	Townhouses (Three to Four Bedrooms)	School District Loss (-) ↓
	Inexpensive Single-Family Homes	
	Garden Apartments (Three or More Bedrooms)	
	Mobile Homes	

Source: Burchell, Dr. Robert. The Growth Equatio: Excerpts from a Presentation at the Michigan State University Land Use Forum, February 18, 1997, entitled "Fiscal Impact of Sprawl". Planning and Zoning News, Vol. 15, No. 10 August 1997.

Community Facilities

A municipality's ability to attract and maintain residents and businesses depends, in part, upon the availability and quality of community facilities and services. Quality public amenities can enhance a community's reputation as a desirable place to live, work, and do business. Public buildings, community services, libraries, schools, and recreation facilities contribute to residents' quality of life and influence the impressions formed by visitors. Quasi-public facilities also add to community life. Although they may be privately owned, many of these uses are available to the public.

The location and capacity of a municipality's utility services and public amenities can have a major impact on its future development patterns. Developing an inventory of Woodhaven's existing community facilities and services is an important precursor to preparing the plan elements of the Master Plan. The text below describes Woodhaven's community facilities, and Map X, shows their locations within the City.

City Hall

Woodhaven City Hall is located at 21869 West Road, at the southeast corner of West and Hall Roads. City Hall houses the offices of the Mayor, City Administrator, City Clerk, and DDA Executive. Departments located at City Hall include the Building Department, which employs a Building Official and Ordinance Officer, the Police Department, the Water and Sewer Department, and the Finance Department, which employs the City Treasurer and Assessor.

The City's Parks and Recreation Department is located at the Woodhaven Community Center, which is just south of City Hall on the east side of Hall Road.

The Department of Public Services and Engineering is located at 21840 Van Horn Road, at the northeast corner of Van Horn and Hall. A transfer station is located directly east of the DPS building. The City also operates an RV Storage Lot, located behind the DPS garage, where residents may store recreational vehicles for a fee. A "Water Garage," where the Water Department houses its vehicles, is located directly to the west of the DPS building. The Woodhaven/Trenton Animal Shelter, which is jointly operated by both cities and provides animal control services, is also located at the northeast corner of Van Horn and Hall.

Library

The Trenton Veterans Memorial Library is a cooperative library serving Trenton, Grosse Ille, Brownstown, and Woodhaven residents. The library is located at 2790 Westfield Road in the neighboring city of

Trenton. The library building, which opened in 1999, is almost 22,000 square feet and contains more than 89,000 items, including books, videos, DVDs, books/CDs on tape, and music CDs. In addition, the library has a subscription to more than 220 magazines, journals, and newspapers. A Local History Room houses materials documenting the history of both Trenton and the Downriver area, including Woodhaven.

The library offers numerous programs for children, including storytime series and seasonal crafts events such as pumpkin and gingerbread house decorating. Teen programs are offered as well. Two book discussion groups and lectures are among the programs available for adults.

The new building was designed to adapt to future changes in library technology. The library affords patrons access to the Internet, and the library catalog is available online. Library users can check out their books at a self-checkout kiosk. The Trenton Memorial Library is also the only Downriver library that offers a film theater program.

Schools

Woodhaven children attend schools in one of two districts: the Woodhaven-Brownstown School District or the Gibraltar School District.

The Woodhaven-Brownstown School District serves students from Brownstown Township and the cities of Woodhaven, Flat Rock, and Romulus. The school district's central administration offices are located at Patrick Henry Middle School. Elementary schools in the district include Bates, Erving, Gudith, Wegienka, and Yake. Of the five elementary schools, Bates, Erving, and Yake are located within the City limits. Middle schools include Brownstown Middle School, which educates sixth and seventh graders and is located in Brownstown, and Patrick Henry Middle School, which serves eighth and ninth graders and is located in Woodhaven. Woodhaven High School, located in Brownstown, is the district's high school.

The Gibraltar School District educates students in Brownstown Township and the cities of Woodhaven, Flat Rock, Gibraltar, and Rockwood. The district's central office is located at the Gerald Stark Center, at the northeast corner of Vreeland and Allen in Woodhaven. The following elementary schools are included in the district: Chapman, Hunter, Parsons, and Weiss. Of these schools, only Weiss is located in Woodhaven. The school district also has an early child education center. Older students in the Gibraltar district attend Shumate Middle School and Carlson High School. In conjunction with the Downriver Career Technical Consortium, the Gibraltar School District also operates Downriver High School, which offers educational opportunities to students who have dropped out of high school or are at risk of failing within a traditional high school setting.

Churches

Woodhaven has a variety of churches located throughout the City. The nondenominational Woodhaven Bible Church is located at 18650 West Road and serves a congregation of approximately 200 people. The Church of God Acts Revival Center is also located on West Road. Three churches are located on Gudith Road close to the intersection of Gudith and Carter: Our Lady of the Woods Catholic Church, located at 21892 Gudith, with 1,947 registered families; Woodhaven Baptist Church, located at 21950 Gudith, with a membership of approximately 270; and the nondenominational Woodhaven

Worship Center, located at 22131 Gudith, with approximately 50 members. Woodhaven Free Will Baptist Church is located at 26191 Allen Road, and the church also has a fellowship hall located on Allen. Twin Oaks Christian Church is located at 22333 King Road.

Parks and Recreational Facilities

As noted above, the Parks and Recreation Department is located at the Woodhaven Community Center. The building has a 200-person capacity and is available for use by community organizations.

The Parks and Recreation Department administers a number of programs for Woodhaven residents. Exercise classes offered by the department include swimming, gymnastics, dance, basketball, kayaking, skating, yoga, aerobics, Pilates, and more. Age-specific activities, such as tot gymnastics and youth basketball, are also available, and the Parks and Recreation Department oversees a senior citizen's club. Services geared toward seniors include "Woodhaven on Wheels," which provides transportation for senior citizens and the disabled, Meals on Wheels, health screenings, day trips and lunch excursions, extended travel, leisure classes, game days, dances, a euchre club, book club, craft club, and more. The department also sponsors trips open to all residents, regardless of age, such as day trips to Port Huron and a variety of other destinations. In addition, popular special events such as Woodhaven's annual tree-lighting ceremony, "Supper with Santa," and "Hallohaven" are offered through Parks and Recreation.

Woodhaven has approximately 121 acres of parkland. The City's neighborhood parks include Bates Park, which is 3.8 acres and located to the north of Bates Elementary School; Constitution Park (upper and lower), totaling 15.8 acres, located in southeast Woodhaven, and accessible via Bradford, Montebello, and Maywood Roads; Deerfield Park, which is 5.1 acres and located in the Woodhall Forest Subdivision in northwest Woodhaven; and Heritage I Park and Heritage IV Park, which are 5.0 and 5.9 acres, respectively, and are both located in the Heritage Square Subdivision in west central Woodhaven. Neighborhood park

amenities include playgrounds, tot lots, basketball courts, ballfields and multi-purpose fields, sled hills, picnic pavilions, pathways, open space, and parking. Woodhaven Woods is heavily wooded, lacks the improvements characteristic of the City's other parks, and can be classified as a passive recreation area. Woodhaven Woods is located along the northeastern border of the City and is accessible via Mayfair Road.

The largest of the City's parks, the 71.1-acre Civic Center Park, is a community park. City Hall and the Community Center anchor the park's northern end, while Patrick Henry Middle School and Erving Elementary adjoin the park to the south. The Henry Ford Baseball Complex, which includes four ballfields and a concession building, is located within Civic Center Park. Other park amenities include a lighted 1.64-mile non-motorized pathway, sled hill, picnic shelters and picnic areas, safety town, playground/playscape, soccer and football field, bocce ball, gazebo, war memorial, dog park, restrooms, splash park, skate park, tennis and volleyball courts, walking path with fitness stations, football fields and parking.

An inventory of recreational facilities should also include school properties. Amenities offered by the elementary schools and middle school include indoor gymnasiums, ball diamonds, soccer fields, basketball courts, play structures, and freestanding play equipment, as well as a footpath at Yake Elementary.

Non-profit organizations also offer recreational programs to City residents. Examples include Woodhaven Warriors Football, Woodhaven Hockey Association, Kiwanis Club, and Boy and Girl Scout Troops. Woodhaven's Parks and Recreation Master Plan, a five-year plan that was adopted on February 16, 2016, articulates a vision for parks and recreation in Woodhaven. The purpose of the Parks and Recreation Master Plan is to guide recreation planning and development efforts of the City of Woodhaven Parks and Recreation Department over the next five (5)-year period, through 2021. The Plan is the official document to be used by the community to guide decisions regarding parks and recreation. The Parks and Recreation Plan is intended to meet state standards for community recreation planning which are necessary to gain eligibility for grant programs.

Police, Fire, and Emergency Medical Services

The City of Woodhaven has two fire stations: the main fire station (Fire Station One), located opposite City Hall on the west side of Hall Road, and Fire Station Two, located at 18705 Van Horn Road. The department is managed by a Fire Chief. The Fire Department is a first responder and an essential primary protector of public health, safety and welfare.



The Woodhaven Fire Department strives to provide its citizens with the latest equipment and firefighter training available to best serve their community. With a fleet of three Pierce fire apparatus the response capabilities for the City's fire protection are a 107-foot ladder, and a Pierce Engine, and a Mobile Air/light trailer located at Fire Station 1 at 23040 Hall Road, and a 55-foot Snorkel Squirt Engine located at Fire

Station 2 located at 18705 Van Horn Road. The Woodhaven Fire Department is a combination Fire Department with 25 to 30 part-time firefighters/medics and five (5) full-time firefighter/medics.

The Woodhaven Police Department operates from a single building at 21869 West Road, within the City's municipal complex. Although Woodhaven is one of the youngest cities Downriver, its Police Department is easliy one of the most sophisticated in the region. Rapid growth has meant a rapid expansion of services.

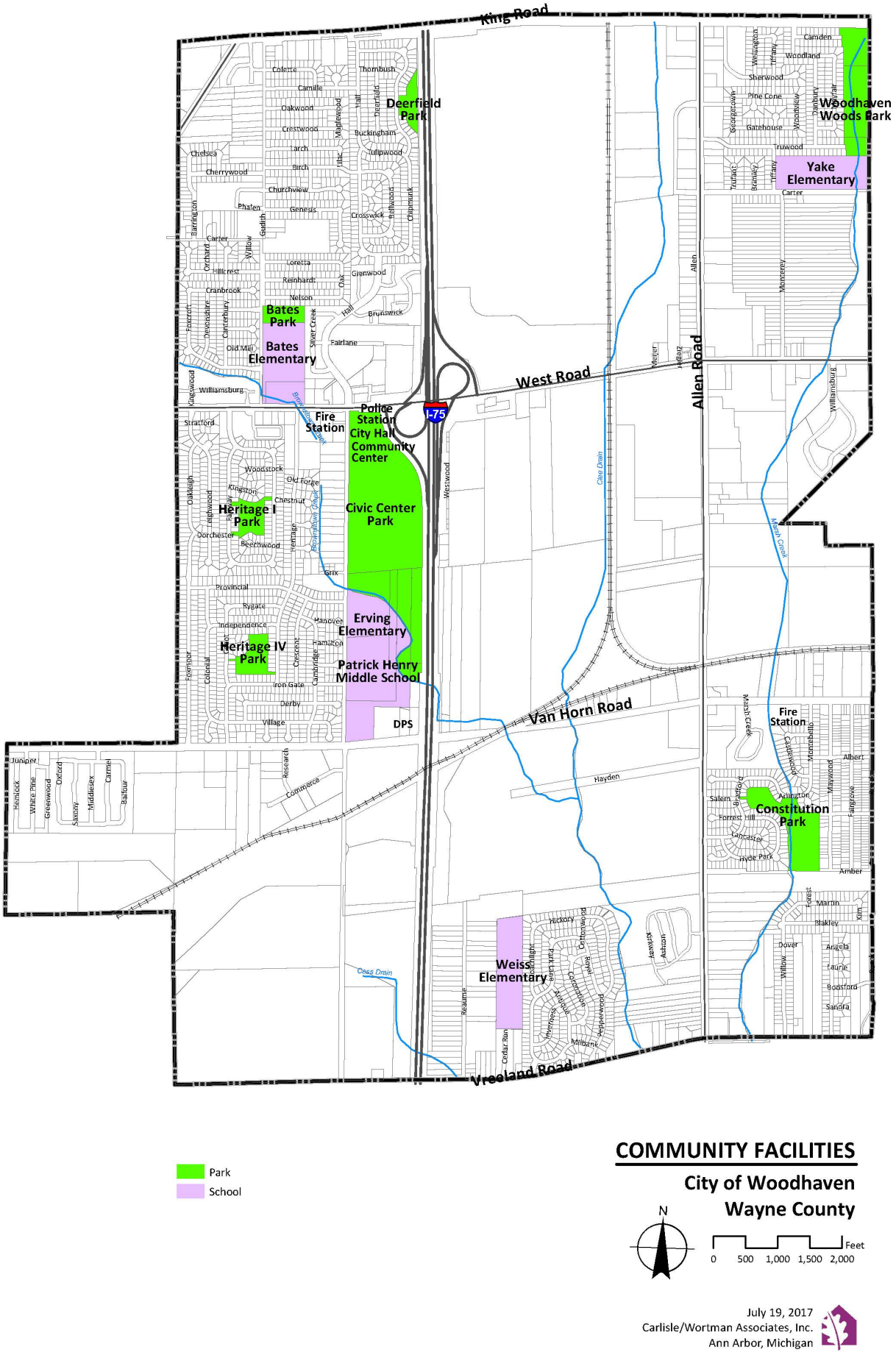
The services provided have gone well beyond traffic control and crime investigation. The Department has progressed from a traditional, re-active police force, to a pro-active force (community policing) with the institution of several enhanced programs. The Department features motorcycle officers, bicycle patrols, a K-9 unit, a school resource officer, and drug undercover officers.



Courthouse

The 33rd District Court, located on Van Horn just east of Allen, serves the cities of Woodhaven, Trenton, Rockwood, Flat Rock, and Gibraltar, as well as Brownstown and Grosse Ile Townships. District judges handle traffic, criminal, and civil cases.

Figure 14 – *Community Facilities*



Natural Resources + Natural Features

Natural features are a cornerstone of the community. Many people decide where to live based on the amenities provided by the natural environment. Natural features add to the overall quality of life. The identification of the natural features that presently exist in the City of Woodhaven is an important step in the Master Plan process. With such knowledge, City officials can make informed land use decisions to preserve and protect natural features.

Topography

Woodhaven is characterized by relatively flat terrain. The land surface of the City varies by approximately 30 feet from its lowest point to its highest point. In general, the lowest elevations occur in the eastern portion of the City and elevations rise towards the west. The lowest elevation is 580 feet above National Geodetic Vertical Datum (NGVD) and is near Lower Constitution Park and the abutting utility corridor. The highest elevation, at 610 feet NGVD, is in the northwest portion of the City adjacent to Dix-Toledo Road.

Geology

Quaternary geology is the study of the Quaternary, the youngest geological period. Because most of Earth's landscape was formed during this time, which also includes the ice age, it has a strong relationship with geomorphology (the study of the Earth's landforms/surface features and the processes that form them). Most of the City is classified as Lacustrine clay and silt. The northwestern corner of the City is classified as Lacustrine sand and gravel. These areas were once the lakebed of Lake Erie, which extended out to the City of Ypsilanti during the last ice age.

Soils

Various soil types are found throughout Woodhaven. These soil associations are areas with distinctive patterns of soils. Of the 48 soil associations found in Wayne County, 19 can be found in the City of Woodhaven. Table 13 on the following page shows the percentage of each soil association in the City.

Half of the City is characterized by the Hoytville Silty Clay Loam soil association (note: silt is mud, clay, or gravel deposited by a lake or river; loam is a soil composed of clay, sand, and decaying organic materials). This soil association is found throughout the City except in the northwest corner and on its eastern edge. According to the Wayne County Soil Survey, this association was created by clayey glacial till and modified by former lake waters. It is composed of somewhat poorly drained to poorly drained soils, located on low-lying, flat topography. The Survey states that such low depressional areas are subject to flooding for brief periods by water runoff.

Approximately 18 percent of the soil in the City is composed of the Blount Loam association, formed in loamy glacial till. The soil type is somewhat poorly drained and found on the eastern edge of the City, running from north to south. According to the Soil Survey, "The main concerns of managing this soil are removing excess water and controlling erosion."

Approximately 11 percent of Woodhaven's land is composed of the Nappanee Silt Loam soil association. This soil association was created by clayey glacial till and is found within the natural drainways of larger Hoytville Silty soil. Management concerns are similar to the concerns for Blount Loamy soil.

The Pewamo Loam soil association, which was formed in loamy and clayey glacial till, also makes up approximately 11 percent of the City's total land area. This soil association is found on the eastern edge of the City, running in narrow ribbons from north to south, and is also found in the northwest corner of the City. These low depressional areas are prone to flooding.

Table 13 - *Soil Types*

Soil Type	Percentage
Bellville Loamy Fine Sand	0.46%
Blount Loam, 0 to 4 percent slopes	18.38%
Cut and Fill Land	4.20%
Granby Loamy Fine Sand	0.20%
Hoytville Silty Clay Loam	49.95%
Made Land	0.17%
Metea Loamy Sand, 2 to 6 percent slopes	0.04%
Morley Loam, 2 to 6 percent slopes	0.05%
Morley Loam, 6 to 12 percent slopes	0.06%
Nappanee Silt Loam, 0 to 4 percent slopes	11.16%
Oakville Fine Sand, 0 to 6 percent slopes	0.11%
Pits and Borrows	0.18%
Pewamo Loam	10.98%
Selfridge Loamy Sand, 0 to 3 percent slopes	0.09%
Sloan Silt Loam, Wet	1.67%
Tedrow Loamy Fine Sand, 0 to 2 percent slopes	2.11%
Tedrow Loamy Fine Sand, Loamy Substratum, 0 to 2 percent slopes	0.10%
Thetford Loamy Fine Sand, 0 to 2 percent slopes	0.05%
Water	0.03%

Source: Michigan Department of Natural Resources

One other significant soil association is Cut and Fill Land, which comprises approximately four percent of the City's total land area. This soil association consists of areas for which the soil type is impossible to determine. Generally, Cut and Fill Land results from filling in depressions in one land area with soil from another area. These areas are generally used for industrial, residential or recreational development. The

Woodhaven Stamping Plant, Civic Center, and southwestern portion of Downtown were built on Cut and Fill Land.

Floodplains

Floodplains are depicted on Figure 15. Floodplains illustrate the land that lies within the 100- and 500-year floodplains. According to the Federal Emergency Management Agency (FEMA), a 100-year flood is a flood that has a one percent chance of being equaled or exceeded in any given year, and the area inundated during a 100-year storm is classified as the 100-year floodplain. The 500-year floodplain encompasses the area inundated by the 0.2 percent annual chance (or 500-year) flood, and the 500-year floodplain includes any land susceptible to inundation during the 500-year or greater flood. There are two major floodplains in Woodhaven: an eastern and western floodplain. Portions of almost every residential subdivision lie within one of these two floodplains. The eastern floodplain is predominantly a 100-year floodplain and runs from King Road to Vreeland Road, covering a majority of the area east of Allen Road. The western floodplain is a mixed 100- and 500-year floodplain, extending in a southeasterly direction from northwestern Woodhaven, near Carter Road, to the southern border of the City near the intersection of Vreeland and Allen Roads.



Watersheds

Figure 15 also demonstrates the watersheds in which Woodhaven is located. A watershed is the land area that drains water into a river system or other body of water. The great majority of the City lies in the Detroit River watershed. The southwest section of the City is in the Huron River watershed. This is consistent with the floodplains boundaries which run to the southeast where they eventually converge (outside of Woodhaven's boundaries). The western edge of the western floodplain shares similar geography with the border between the two watersheds.

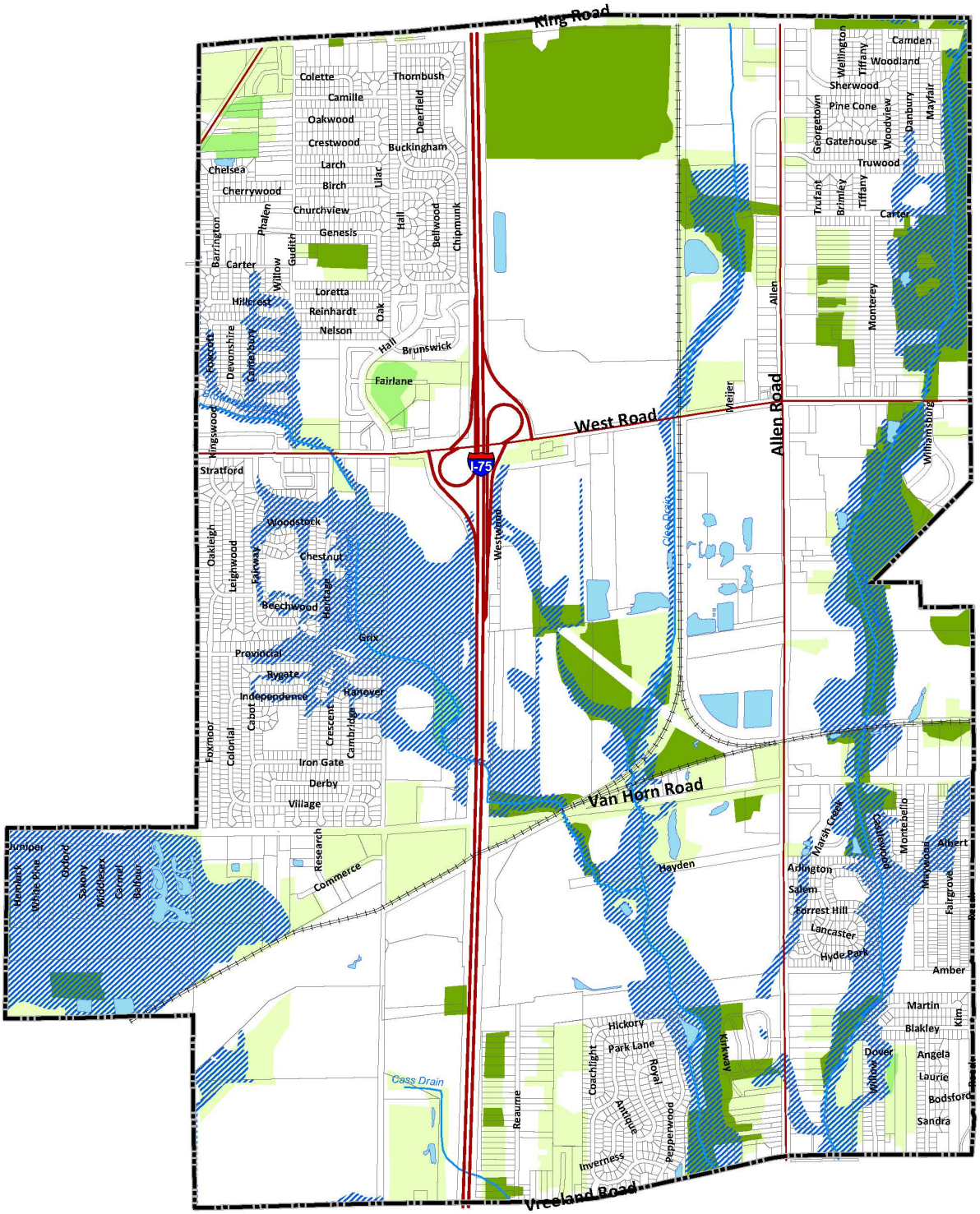
Wetlands and Woodlands

The Environmental Protection Agency (EPA) defines a wetland as an area that is regularly saturated by surface water or groundwater and is characterized by a prevalence of vegetation that is adapted for life in saturated soil conditions. Woodhaven has few sizable wetland areas, as shown on Figure 15. The National Wetland Inventory identified fewer than 12 wetlands in Woodhaven.

The largest areas of woodlands are found in central and eastern Woodhaven, with isolated stands of trees located to the east of I-75.

The City's woodlands and wetlands are fragmented by roads, buildings, and lawns. These small pockets of natural features provide a source of fresh oxygen, windbreaks, flood controls, natural beauty, and wildlife habitat.

Figure 15 – *Natural Features*



NATURAL FEATURES

City of Woodhaven
Wayne County

July 19, 2017
Source: FEMA and SEMCOG
Carlisle/Wortman Associates, Inc.
Ann Arbor, Michigan

Implementation

The Master Plan is essentially a statement of goals and objectives designed to accommodate future growth and redevelopment. As stated in the introduction of this document, the Master Plan is the officially adopted document that sets forth an agenda for the achievement of goals and policies. It helps develop a balance of orderly change in a deliberate and controlled manner that permits controlled growth. As such, it provides the basis upon which zoning and land use decisions are made.

The Plan forms the philosophical basis for the more technical and specific implementation measures. It must be recognized that development and change will occur either with or without planning, and that the Plan will have little effect upon future development unless adequate implementation programs are established. This section identifies actions and programs that will be useful if the Plan is to be followed.

A variety of programs or administrative tools are available to allow the Plan to succeed. These include: zoning ordinance standards, zoning adjustments, code enforcement, capital improvement program, plan education and plan updates as described below.

Zoning Ordinance Standards

Zoning is the development control that has been most closely associated with planning. Originally, zoning was intended to inhibit nuisances and protect property values. However, zoning should also serve additional purposes that include:

* To promote the orderly growth in a manner consistent with land use policies and the Master Plan.
* To promote attractiveness in the City's physical environment by providing variation in lot sizes, architectural design guidelines and appropriate land uses.
* To accommodate special, complex, or unique uses through mechanisms such as planned unit developments, overlay districts, or special land use permits – specifically within the areas designated for mixed uses in order to allow complimentary uses and design guidelines.
* To guide development away from conflicting land uses (i.e. industrial uses adjacent to residential areas).
* To preserve and protect existing land uses until such time as they may change in accordance with the Master Plan.
* To promote the positive redevelopment of underutilized areas of the City.

The Zoning Ordinance and Future Land Use Map by themselves should not be considered as the major long-range planning policy of the City; rather, the Master Plan should be regarded as a statement of planning policy, and zoning should be used to assist in implementing that policy.

Zoning Adjustments

Certain areas of the City have been designated for a land use classification in the Master Plan which conflicts with either existing zoning or existing land uses. These designations were developed in order to guide the desired development of these areas. Other areas may continue with an existing zoning designation that, although currently conflicting with the Future Land Use designation, may be rezoned in the future once the existing use terminates or conditions change. It is at this future time, the land use recommendations will provide guidance as to the proper zoning.

Code Enforcement

Code enforcement has many benefits; for example, it can improve an area's image or a neighborhood's livability. More aggressive but fair enforcement of Woodhaven's current codes and ordinances could help to improve housing conditions; eliminate blight in residential areas; terminate improperly established non-conforming uses, result in repair or replacement of ineffective screen walls and/or landscape buffers; and eliminate outdoor storage in business districts.

Capital Improvement Program

The Michigan Planning Enabling Act (PA 33 of 2008, as amended) authorizes master plans and the creation of a Planning Commission. Once a Planning Commission has drafted and adopted a Master Plan, whole in part, the Act requires that all public works occurring within the municipality be submitted to the Planning Commission for approval of the project. These public works and capital improvement projects must be coordinated and reviewed for consistency with the Master Plan.

A Capital Improvement Program (CIP) is a blueprint for planning a community's capital expenditures. The Woodhaven CIP is a three (3) year long-range plan, designed to be evaluated on a yearly basis. The CIP coordinates planning, financial capacity and physical development and will be used as a management tool for the budget and planning processes. A Plan can help to achieve maximum use of taxpayers' dollars, encourage more efficient government administration, aid in grant processes and help to maintain a sound financial program.

Capital planning identifies purchases of physical assets or construction, major repair, reconstruction or replacement of capital items, such as buildings, utility systems, roadways, bridges, parks, heavy equipment and extensive internal office needs which are of high cost and have a longer useful life. A $10,000 minimum amount to qualify an improvement is required. A CIP has a number of advantages:

* Facilitates coordination between capital needs and operational budgets.
* Allows for better scheduling of public improvements and coordination of construction.

* Enhances the community's credit rating, control of its tax rate, and avoids sudden changes in its debt service requirements.

As part of the process, department directors consider project costs and potential funding sources. The purpose of this effort is to provide a long-range view of City costs as anticipated by departments. It provides a general "road map" for annual budget deliberations.

Plan Education

Citizen involvement and support will be necessary as the Plan is implemented. Local officials should constantly strive to develop procedures that make citizens more aware of the planning and zoning process and the day-to-day decision-making which affects implementation of the Plan. A continuous program of discussion, education, and participation will be extremely important as the City moves toward realization of the goals and objectives contained within the Master Plan.

Plan Updates

The Plan should not become a static document. The City Planning Commission should attempt to re-evaluate and update portions of the Plan on a periodic basis. In accordance with Michigan Public Act 33 of 2008, as amended, the City is required to review the Plan every five (5) years to determine whether to commence the procedure to amend or adopt a new Plan. However, the Planning Commission should set goals for the review of various sections of this Plan on a yearly basis. The Master Plan should also be coordinated with the City Parks and Recreation Master Plan to provide proper long-range planning for parks and recreation improvements.

Implementation Program

The specific implementation strategies or action items listed in Table 14, which begins at the top of the following page, are intended to assist the City with the continual use of the Master Plan. Following Plan adoption, it is recommended that the table be used as a checklist for implementation. As a first step after Plan adoption, the Planning Commission should rank action items by priority, determining which should be addressed immediately.

Table 14 - *Implementation Program*

TOPIC	ACTION
Residential Development	1. Continue to protect residential neighborhoods from encroachment by nonresidential uses. Enforce Zoning Ordinance requirements such as performance and screening standards.
	2. Promote use of development techniques that preserve open space and incorporate environmental features into residential site plans, such as cluster housing and Planned Unit Developments.
	3. Continue to conduct pre-application conferences with developers to ensure that Woodhaven's Ordinances and policies are considered at the beginning of residential site design.
	4. Enforce Ordinances to ensure maintenance of vacant lots.
	5. Fill in gaps in the sidewalk network to ensure that adequate pedestrian connections exist between residential neighborhoods, shopping areas, and public uses, including schools, parks, civic uses, and along major thoroughfares.
	6. Explore opportunities for age-progressive and other senior housing options in the community.
	7. Encourage the redevelopment of vacant industrially zoned sites with residential uses, particularly near Downtown.
Commercial Development	1. During the site plan review process, promote high quality commercial development that adheres to the guidelines for future commercial development.
	2. Promote revitalization and improvement of older commercial sites.
	3. Continue to utilize design guidelines in the Downtown area.
	4. Ensure that effective buffers and landscaping are provided where highway commercial and non-neighborhood commercial uses abut residential development.
	5. Support Downtown Woodhaven's evolution into an area characterized by a mix of uses. Promote diversification of Downtown's business mix and the addition of under-represented uses such as parks, entertainment, and fine dining establishments.
	6. Improve circulation at the Allen and West Road intersection and promote pedestrian and traffic safety in the Downtown.
	7. Encourage development of vacant industrially zoned sites with mixed use.
Industrial Development	1. Develop strategies and incentives to retain existing industrial users.
	2. Improve the appearance of existing industrial areas through code enforcement, development of focus area plans, or by other means.
	3. Continue to concentrate industrial development in those areas of the City that access transportation corridors designed to handle employee and shipping/receiving traffic.
	4. Improve marketing/recruitment efforts to attract high-tech, research and development uses to Woodhaven. Promote high quality development of the City's residential neighborhoods, commercial areas, and parks, in order to create a "place to be" atmosphere that is attractive to research and development users.

TOPIC	ACTION
	5. Adapt new uses to available industrial buildings and properties.
	6. Continue to use pre-application conferences with developers to ensure that Woodhaven's Ordinances and policies are considered at the beginning of industrial site design.
	7. Promote light industrial parks and/or a corporate campus setting to attract high-tech and research-oriented firms to Woodhaven.
Community Facilities + Recreation	1. Continue to develop additional specific programs and facilities to accommodate special populations, such as the handicapped and the growing number of elderly.
	2. Provide enhanced access to existing parks and open space areas.
	3. Implement Woodhaven's Parks and Recreation Master Plan and pursue the continued development and implementation of a regular cycle of five-year Recreation Plans.
	4. Seek grants, contributions, and dedications to accomplish improvements to the parks system and recreational facilities and programs.
	5. Coordinate efforts to provide parks and recreation services and facilities with neighboring communities through joint development and/or operation.
	6. Participate in regional efforts such as the Downriver Linked Greenways Initiative and improve linkages between the local and regional greenway systems.
	7. Promote development of local pathways as proposed in the Master Plan and Recreation Plan. Work to establish trailheads in appropriate locations.
	8. Seek out sites for new parks that incorporate natural features or protect important natural resources in underserved areas of the City.
	9. Maintain a balance between active and passive recreational opportunities (e.g., ballfields as well as nature areas).
	10. Maintain existing recreational programming and encourage recreational programming to continue to be responsive to changing demands of Woodhaven's population.
	11. Evaluate possibilities for introduction of wireless internet access throughout the community.
Traffic + Circulation	1. Continue to pursue options to eliminate the railroad grade crossings and evaluate options to minimize inconvenience at such crossings.
	2. Identify and prioritize road areas and intersections in need of improvements such as West and Allen, Vreeland and Allen, King, and Allen, West and Hall, and Van Horn east of Allen – and determine appropriate improvement techniques.
	3. When roadway improvements are designed, consider the relationship between the roadway and an area's character in terms of design speed, traffic calming techniques and streetscape elements, including restricted turning movements.
	4. Identify and prioritize road areas where additional pedestrian safety measures are needed and determine appropriate improvement techniques.
	5. Ensure that maintenance of existing sidewalks is adequate and fill in gaps in the sidewalk network.

TOPIC	ACTION
	6. Promote construction of a network of bicycle paths connecting residential areas with destinations such as Downtown, neighborhood shopping areas, schools, and parks, including a bridge over Marsh Creek at the east end of Carter.
Natural Resources + Natural Features	1. Encourage infill development and redevelopment of existing developed areas/brownfield sites over the development of greenfield sites.
	2. Incorporate provisions in City Ordinances to minimize impacts of new development on woodlands, wetlands, open area, and other natural features.
	3. Encourage the incorporation of natural features and resources into site design; promote use of flexible development techniques that incorporate environmental features into site plans, such as cluster housing and Planned Unit Developments.
	4. Promote tree preservation and require tree replacement when existing woodland resources are impacted by development. Require new tree plantings where appropriate and develop and/or reevaluate greenbelt planting standards.
	5. Promote development that minimizes disruption of natural site topography and drainage.
	6. Improve stormwater management using best management practices.
	7. Enhance and preserve viewsheds of woodlands, wetlands, and open space.
	8. Consider preserving wetlands, woodlands, and open space and natural features through a land conservancy or other non-profit organization.