City of Taylor Master Plan

TAYLOR
MADE FOR YOU

Updated September 2014

City Council Resolution Number 9.421-14
Amended Future Land Use Map City Council Resolution Number 1.04.19

Acknowledgements:

The Taylor Master Plan was adopted by:

- The Taylor Planning Commission on March 19, 2008
- The Taylor City Council on April 15, 2008

The Taylor Master Plan was updated on September 2, 2014, City Council resolution #9.421-14

The individuals and departments listed in the table below were instrumental in preparation of this plan.

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*Indicates Council or Commission members that also sat on the Steering Committee.

In loving memory of the late Parker Solowich.

Chapter 1:
Introduction to the Taylor Master Plan

An Introduction to Taylor

"All Roads Lead to Taylor," a City located in the south central portion of Wayne County, approximately 14 miles southwest of Downtown Detroit. Development in the City of Taylor has been influenced by transportation routes through the City, including I-94, I-75, Telegraph Road and the three rail lines that traverse it. The Detroit Metropolitan Wayne County International Airport, located two miles west of the City, has also influenced development of the City. These location benefits, in addition to being located in the heart of the Downriver area near major employment centers such as Dearborn and River Rouge, have contributed towards the development of the City with both a strong industrial base and a vibrant residential community.

History of Taylor

While the City of Taylor is relatively new city, incorporated in 1968, the community has a rich heritage that dates back to the 1800s. The first registered property owner was Peter Coan, who purchased an 80-acre parcel from the United States government in 1830.

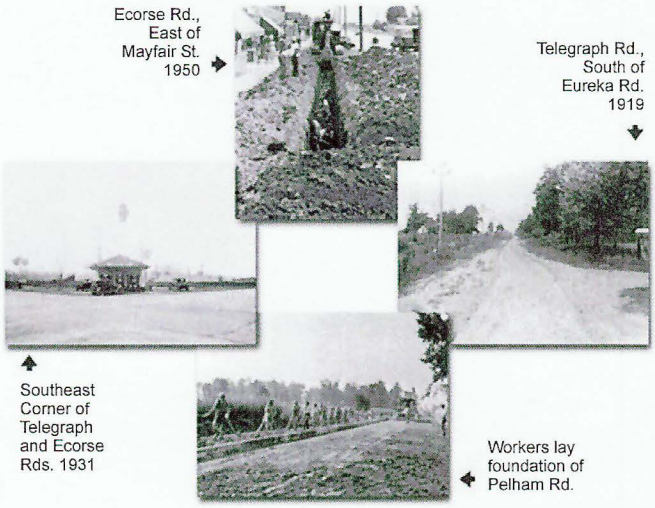
Originally, Taylor was part of Ecorse Township, but area residents found that they lived too far away to participate in the civic affairs and functions of the township. Because of this, the residents petitioned to form a separate community. The petition was granted in 1847 and the new community was named Taylor Township, in honor of General Zachary Taylor, an American hero in the Mexican War who went on to become the 12th President of the United States.

Taylor Township was organized on March 16, 1847 and consisted of the western 24 square miles of the original Ecorse Township. The first Township meeting was held April 5, 1847 at the home of Richard Sutliff. There were 44 in attendance at this important gathering, at which time they elected their Township officers.

Largely an agricultural community, Taylor Township grew steadily over the years, particularly after the opening of the Ford Rouge Plant in nearby Dearborn. Finally, in May of 1968, Taylor Township residents voted to adopt the charter that incorporated the City of Taylor.

The most recent years of Taylor's history have been characterized by development and improvement. No longer agricultural, the community

boasts comfortable neighborhoods, great schools, a variety of shopping opportunities and several industrial parks creating a community where residents can live, work and shop, all conveniently within 24 square miles.



Recent improvements in Taylor include the construction of a new Department of Public Works complex, the renovation of the municipal offices and the completion of a flood control/golf course project known as Lakes of Taylor Golf Club.

In 1996, President William J. Clinton visited the City to dedicate the Public Works building and the renovated City Hall – an historic day for Taylor. In 1998, Andrew Cuomo, the Secretary of the U.S. Department of Housing and Urban Development, became the latest dignitary to visit the community. He praised the City's plan to redevelop the southwest section of the community, calling the Villages of Taylor "a model for the nation."

This Master Plan was created as an official document to guide the continued growth and development of the City into the new century.

What is a Master Plan?

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

The Master Plan identifies and examines a wide range of physical issues including population, housing, land use, transportation, neighborhoods, community facilities and natural resources. The implications of each are analyzed and translated into a series of goals and policies for the City. This effort culminates in the creation of a Master Plan, which provides recommendations for future land use, neighborhood improvements, transportation improvements and special strategies for key areas in the City. Because the Plan offers a balance between the interest and rights of private property owners with what is best for the future of Taylor, this Plan will effectively assist City leaders in making substantive, thoughtful decisions for the long term benefit of the community.

Using the Master Plan

The Master Plan is intended as a guide for City officials in land use, development, zoning and capital improvement decisions. The City Council, Planning Commission and the public should continuously strive to ensure effective use of this document and should reference the Master Plan in order to:

- Review development proposals – to confirm the proposal meets all goals and objectives of the Master Plan.
- Review rezoning requests – to confirm the request is consistent with the City's criteria to consider rezonings including existing conditions, the future land use map, the appropriate timing of the change, consistency with the goals and policies of the Master Plan and potential impacts on the City.
- Provide a basis for amendments to the Zoning Ordinance and Zoning Map – to help realize and enforce Plan goals.
- Understand expectations for the future land use pattern and desired land use types in the community – to guide new development and redevelopment.
- Identify and recommend physical improvements to important resources such as roadways, access management, streetscape and entryways, non-motorized pathways, parks and public facilities.
- Provide specific design standards related to buildings, landscaping and other site improvements for development and redevelopment throughout the community.

The Master Plan is intended as a guide for land use, development, zoning and capital improvement decisions.

The Difference between a Master Plan and a Zoning Ordinance

The Master Plan provides general direction on the future development patterns, policies and actions for community leaders to consider. While the Master Plan does not change the zoning ordinance or zoning of any property, some of the Plan recommendations will be implemented through text and map amendments. Some of the other differences between the Master Plan and the zoning ordinance are listed below.

Master Plan	Zoning Ordinance
Provides general policies, a guide.	Provides specific regulations, the law.
Describes what should happen in the future – recommended land use for the next 20 years, not necessarily the recommended use for today.	Describes what is and what is not allowed today, based on existing conditions.
Adopted under the Municipal Planning Act, Public Act 285 of 1931, as amended.	Adopted under the Michigan Zoning Enabling Act, Public Act 110 of 2006.
Includes recommendations that involve other agencies and groups.	Deals only with development-related issues under City control.
Flexible to respond to changing conditions.	Fairly rigid, requires formal amendment to change.

The Planning Process

From the onset of this comprehensive planning process, the City of Taylor made a strong commitment to ensure participation from the public, regional agencies, public officials, City staff and from experts on the different subject areas. It was also important for the City to go above and beyond the review and adoption procedures set forth in the amendments to the Municipal Planning Act. An excellent City staff structure, along with a highly involved Steering Committee appointed to help guide the process, has been instrumental in gathering public comment and representing various interests within the community.

Process Overview

This document was prepared primarily in cooperation with the Office of Economic and Development Services, the Planning Commission and City Council. The following is an overview of the planning process:

Steps in the Master Plan process:

1. ***Kick Off***
2. ***Data Collection***
3. ***Public Involvement***
4. ***Prepare Draft***
5. ***Agency Review***
6. ***Adoption***

- **Project Kick Off:** Upon commencement of the project, the City, in accordance with the Municipal Planning Act, as amended, distributed a *Notice of Intent* to the required agencies, including surrounding communities and the County. Initial project expectations were discussed at the kick off meeting, as well as the project schedule and general City expectations.

- **Data Collection:** The first step in the process was to identify the current demographic and physical condition of the City. Using data from the U.S. Census Bureau and SEMCOG, the consultant team evaluated various demographic conditions including population, income, housing, education and employment and conducted a physical evaluation of the existing land uses throughout the City. Collectively, these existing conditions were used to identify general trends, opportunities and concerns to be studied in more detail as the project progressed.

- **Public Involvement:** Once data collection was complete, public involvement began, as described in more detail in the following section. Public meetings were held throughout the planning process to not only determine the interests and concerns of residents, but also to gather their thoughts regarding the draft Plan and to involve them in a public hearing prior to adoption of the Plan.

- **Draft Plan Preparation:** Based on comments received through the public involvement process and input from various City departments, a draft set of goals and recommendations were prepared and reviewed by staff and the Steering Committee. Each month, the consultant team prepared the various Master Plan chapters for review by staff and the Steering Committee. The document was revised based on their comments and was then presented to the Planning Commission and City Council for approval of the draft document.

- **Agency Review and Additional Public Involvement:** Once the Steering Committee, Planning Commission and City Council were satisfied with the draft Plan, the City Council authorized distribution of the draft Plan to initiate the required agency review period in accordance with the Municipal Planning Act, as amended.

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

Summary of Public Involvement

Taylor staff and the consultant team employed various techniques in order to maximize the potential for public input during the planning process. As previously noted, involving the community was a primary goal of the City and with this commitment, the City went above and beyond the State-mandated public meetings. Staff also worked diligently to solicit input from the Mayor's office and various interest groups and residents. The following summarizes the various elements of public involvement efforts:

- **Steering Committee:** Recognizing the many other responsibilities and obligations of the Planning Commission, the City chose to develop the Master Plan through an appointed Steering Committee, comprised of 13 people representing various groups, the City administration or themselves as residents-at-large. The Steering Committee met monthly to review project progress and to give direction and feedback to the consultant team. The Committee acted as a conduit between the consultant team and the general public, offering ideas and revisions as they reviewed each draft chapter of the Plan. Their input and attendance at meetings were critical to development of the Plan.

- **Public Workshops in a Box™:** At the project onset, three separate public meetings were held to solicit initial comment and visions from various citizens. To obtain the desired input from all areas of the City, the workshops were held on Saturday mornings in three different locations throughout the City. The first workshop was held on January 20, 2007 at the Lyndon B. Johnson Elementary School located in the northeast quadrant of the City the second workshop was held on January 27, 2007 at the Community Library located in the northwest quadrant; and the third workshop was held at the William Ford Senior Center on February 3, 2007. Each workshop was very well attended by Steering Committee members, elected and appointed officials, City staff, local students and citizens. Attendants were broken into groups of 5 to 10 people. They were ushered through an interactive process whereby each group responded to questions regarding their vision for the future, focusing on elements such as community character, local shopping, recreation, schools, housing, employment and transportation.

- **Public Open House:** Once the City staff and Steering Committee approved a set of goals and recommendations and outlined a vision for future land use, an open house was conducted to gain reaction from the public. Extensive effort was made to invite all residents including distribution of press releases and meeting notices; stories in the local paper; notices posted on the City's Website; postings on various City electronic signs; verbal announcements made at various City meetings; and through features in the Art in the Park brochure. City staff also raised awareness by informing customers doing business at City offices. The open house, held on June 11, 2007, featured various stations presenting existing conditions, draft goals and future land use concepts for participants to view and react to. Each participant was given a brief survey that solicited their response to issues including existing conditions, recreation and natural resources, transportation, community facilities, economic development and future land use. In addition, various photographic images were shown to determine preferred site design elements. While attendance at this meeting was relatively low compared to the turnout at the workshops, the input from this open house along with that obtained during the public workshops and at the Art in the Park event (see below) combined to give the consultant team and Steering Committee valuable insight into the desired future for Taylor.

- **Open House Survey:** In an attempt to capture as much public input as possible, City staff were present at the City's annual Art in the Park event to inform residents of the Master Plan process. Copies of the same survey forms used at the open house were distributed to interested citizens and their feedback was compiled with that received from the open house.

- **Second Public Open House:** A second open house was held on November 3, 2007 to present the draft Master Plan to the public. Notice of this meeting was conducted in much the same way as the first open house. Additional advertisement of the meeting was included in the Taylor Info magazine. The purpose of this open house was to gather reaction to the draft Plan. Stations were set up featuring the various aspects of the Plan and an accompanying survey was distributed to attendees to measure their response.

- **Agency Review Period:** In accordance with the Municipal Planning Act, as amended, the agency review period was initiated in January, 2008. Throughout the process, City staff also met with neighboring communities to discuss shared concerns and issues. This allowed a valuable opportunity for these jurisdictions to discuss the Plan with the City before they submitted their comments.

- **Public Hearing:** Upon completion of the required agency review period, a public hearing was held to allow an additional opportunity for public comment. This was held at a Planning Commission meeting on March 19, 2008.

Chapter 2: Community Profile

Introduction

The following is a snapshot of the City of Taylor today. It serves as a basis for understanding the existing conditions in the City. This information helps in determining goals and recommendations for future land use and development of the City. This profile provides several key findings that provide the basis for understanding trends and influences on the City's growth and development patterns.

Demographic Analysis is focused on:

- ***Population Characteristics***
- ***Housing Characteristics***
- ***Economics***

Population Characteristics

Evaluation of population characteristics provides a better understanding of the residents in Taylor. This information also provides a great deal of insight into determining future needs for the City and its residents.

Characteristics that are important in this process include trends and projections, ethnicity, age, education, employment and income. The following discussion profiles the City and provides a measure of comparison with the characteristics of other surrounding communities.

Population Trends and Projections

Like many Michigan communities, the City of Taylor began as a rural township that experienced most of its population growth after the Second World War. While most suburban communities experienced this growth during the 1970s and 1980s, the Taylor area emerged slightly earlier and became a population center during the 1950s and 1960s (see Figure 2-1). Since then Taylor has grown slightly in population, but since 1980, has seen a decline in population. Outlying communities, like the townships of Huron and Brownstown have experienced population growth as a result of the out-migration that occurred in the 1970s and 1980s. The migration from more populated to less populated areas explains the losses experienced in nearby cities and the resultant increases experienced in the outlying townships.

Figure 2-1: Population Trends: 1950-2010

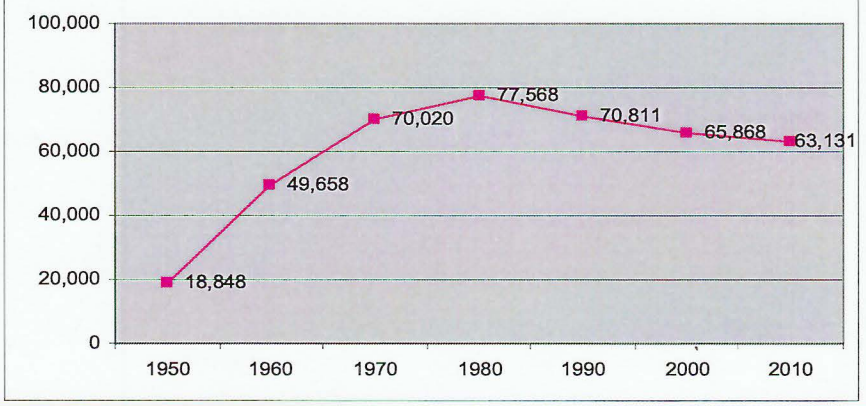


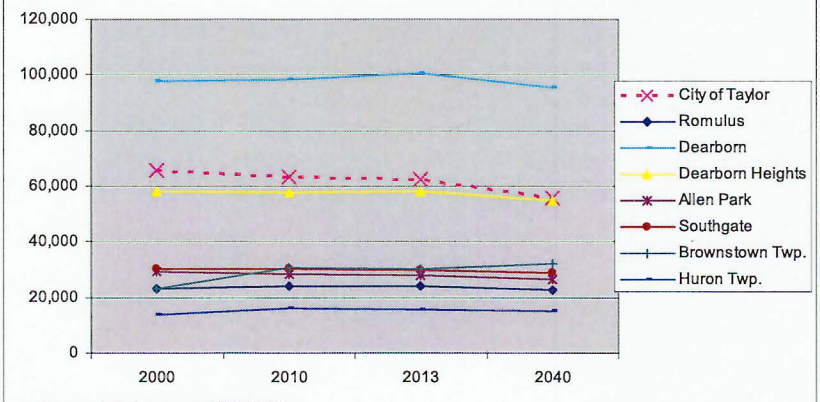
Table 2-1: Population Trends Comparison Communities

	2000	2010	2013	2040
City of Taylor	65,868	63,131	61,265	55,703
Romulus	22,979	23,989	24,037	22,685
Dearborn	97,775	98,146	100,568	95,436
Dearborn Heights	58,264	57,774	57,924	54,611
Allen Park	29,376	28,210	28,008	26,246
Southgate	30,136	30,047	29,738	28,768
Brownstown Twp.	22,989	30,627	30,430	32,124
Huron Twp.	13,737	15,879	15,683	14,884
Wayne County	2,061,162	1,820,650	1,792,365	1,656,931

Source: US Census and SEMCOG

The most current population estimate is provided by the Southeast Michigan Council of Governments (SEMCOG), which estimates that in 2013, Taylor's population was 61,265 (see Table 2-1). This population decrease is indicative of population trends experienced by several local cities and Wayne County in general, and is not surprising given the large surge of suburban growth and outward migration that was characteristic of many Midwestern cities in the 1970s and 1980s. The cities of Dearborn Heights, Allen Park and Southgate have all experienced gradual population declines since 1990, while the outlying townships of Huron and Brownstown experienced rapid population increases. SEMCOG projects these trends to continue in all of the communities.

Figure 2-2: Population Projections Comparison Cities



Source: US Census and SEMCOG

In comparison to other nearby cities, Taylor's population trend is similar to that of comparison cities. As illustrated in Figure 2-2, Taylor along with other local cities are continuing to maintain their current trends, with most expecting further population decline between now and 2040.

Figure 2-2: Population Projections Comparison Cities
Line chart comparing population trends from 2000, 2010, 2013, and 2040 for City of Taylor, Romulus, Dearborn, Dearborn Heights, Allen Park, Southgate, Brownstown Township, and Huron Township. Dearborn remains the largest comparison city, Taylor trends downward, Brownstown Township rises overall, and most other communities show modest decline by 2040. Accessible chart summary: the vertical axis runs from 0 to 120,000 population, and the horizontal axis shows 2000, 2010, 2013, and 2040. The legend lists City of Taylor, Romulus, Dearborn, Dearborn Heights, Allen Park, Southgate, Brownstown Twp., and Huron Twp.

Community	2000	2010	2013	2040
City of Taylor	65,868	63,131	61,265	55,703
Romulus	22,979	23,989	24,037	22,685
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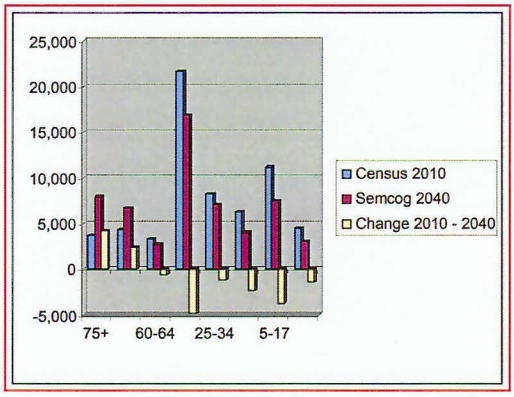
Allen Park	29,376	28,210	28,008	26,246
Southgate	30,136	30,047	29,738	28,768

Forecasted Population by Age, 2010-2040



Age Group	Census 2010	SEMCOG 2040	Change 2010-2040
75+	3,702	7,928	4,226
65-74	4,352	6,710	2,358
60-64	3,300	2,697	-603
35-59	21,642	16,871	-4,771
25-34	8,216	7,038	-1,178
18-24	6,303	4,000	-2,303
5-17	11,147	7,430	-3,717
Under 5	4,469	3,029	-1,440
	63,131	55,703	-7,428

Source: Census; Semcog

The median age of Taylor residents in 2010 was 36.9 years, which is slightly less than those of the state (37.3 years) and the nation (37.2 years). Though Taylor has a relatively young median age, recent trends indicate an aging population, with SEMCOG projecting all but the senior citizen (age 65+ years) segment to decrease in percentage by 2040 (see Figure 2-3). This is expected as the Baby Boom generation approaches retirement age. By 2040, those age 65 years and older will comprise the second largest segment of Taylor's population. This trend indicates a current need for senior housing, low maintenance housing and programming for their recreational and health needs. Comparatively, the segments of school aged children are expected to decrease slightly.

The City of Taylor is becoming more racially diverse. As shown in Table 2-2, the largest portion of the population in 2010 was White (74.7%) with the second largest category being Black or African American (15.7%). Since 2000, Taylor has seen an increase in African American, Hispanic and Multi-Racial residents, while the number of White and American Indian & Alaskan Natives residents has decreased. In addition, a growing segment of the population is multi-racial (2.1%). The multi-racial category was recently added to the U.S. Census surveys due to national trends that indicate more multi-racial families and children. Hispanic or Latino was added as a race category in 2010. In 2012, 2.4% of the national population and 2.2% of Michigan residents were mixed-race. In Taylor, 5.1% of residents reported a Hispanic ethnicity.

Table 2-2: Racial Breakdown City of Taylor

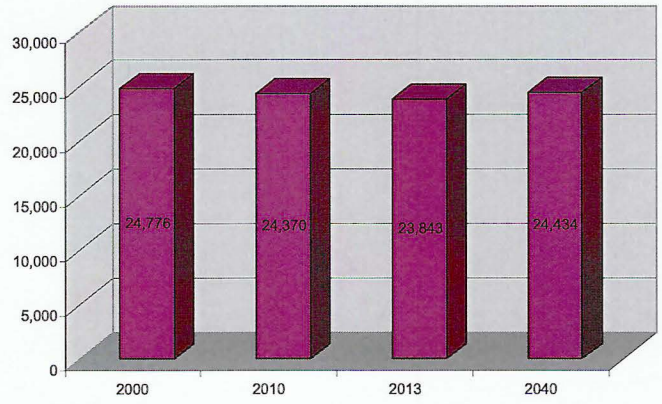
Race	2000		2010	
	#	%	#	%
White	56,731	86%	47,177	74.70%
Black or African American	5,763	9%	9,896	15.70%
American Indian & Alaskan Native	448	1%	eliminated	eliminated
Asian	1,072	2%	1,111	1.80%
Hispanic	2,131	3%	3,209	5.10%
Other	492	1%	385	0.60%
Multi-Racial	1,341	2%	1,353	2.10%

Household Trends and Projections

The size of households in Taylor has declined from 2.56 persons per home in 2010 to 2.54 persons per home in 2013 – reflecting a national trend. Conversely, the number of households decreased from 24,370 in 2010 to 23,843 in 2013. As indicated in Figure 2-4, the number of households will increase by 2040 to 24,434.

The need for housing may continue to increase as the number of homes without children increases and household size decreases, which is also a national trend. As shown in Figure 2-5, Taylor already is dominated by households without children. SEMCOG projects even more households will be without children in the future, and by 2030 expects 71% of all households will be without children. These trends will affect the demand for housing type, size and number, as well as schools. Taylor should also expect more single-income households and more demand for services geared toward single parents such as day care and "latch key" programs.

Figure 2-4: Number of Households City of Taylor



Source: SEMCOG

Figure 2-5: 2010 Household Type City of Taylor

Source: U.S. Census

Housing Characteristics

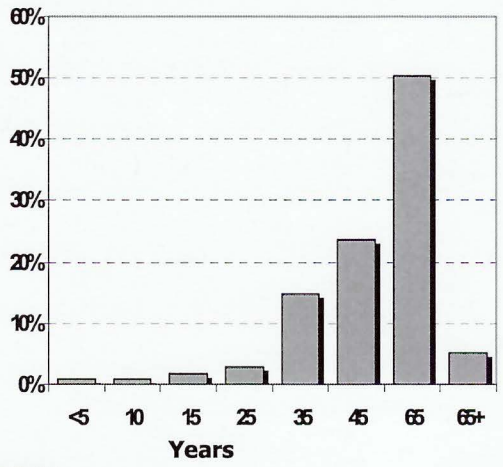
The City's housing stock was analyzed to establish more specific information about residential land uses and neighborhoods. It is important that goals and objectives in this Plan focus on effective strategies related to these elements. Housing characteristics include total housing units, housing unit growth and changes, housing unit type, owner occupancy and housing value.

Housing Trends

Most of the housing stock in Taylor was built in the 1950s and 1960s, and is now about 65 years old. As noted in Figure 2-6, very few houses are less than 15 years old. The U.S. Census reports that in 2010, 26,422 housing units existed in Taylor. With 23,544 households in that same year, it is evident that there is a percentage of housing that is vacant. In fact, in 2010, 8% of the housing stock was reported as unoccupied. This percentage is comparable to that found in suburban Wayne County and slightly lower than the 10% rate seen in southeast Michigan.

According to building permit data collected by SEMCOG, new residential construction has been slightly increasing due to the slowly recovering regional economy.

Figure **2-6:**
Age of Housing in 2010
City of Taylor



Source: SEMCOG

Housing Unit Type and Tenure

As detailed in Table 2-3, the majority (71%) of Taylor's housing stock is detached single family homes. Single family homes dominate the City's landscape in the form of older subdivisions and neighborhoods. Most of Taylor's housing is located in the northern areas of the City, with larger development potential in the southern portions. Recently, more modern-style subdivisions and some urban housing in the form of townhomes and brownstones have been developed in the mid-town and southern areas of the City as younger professionals demand alternative housing types.

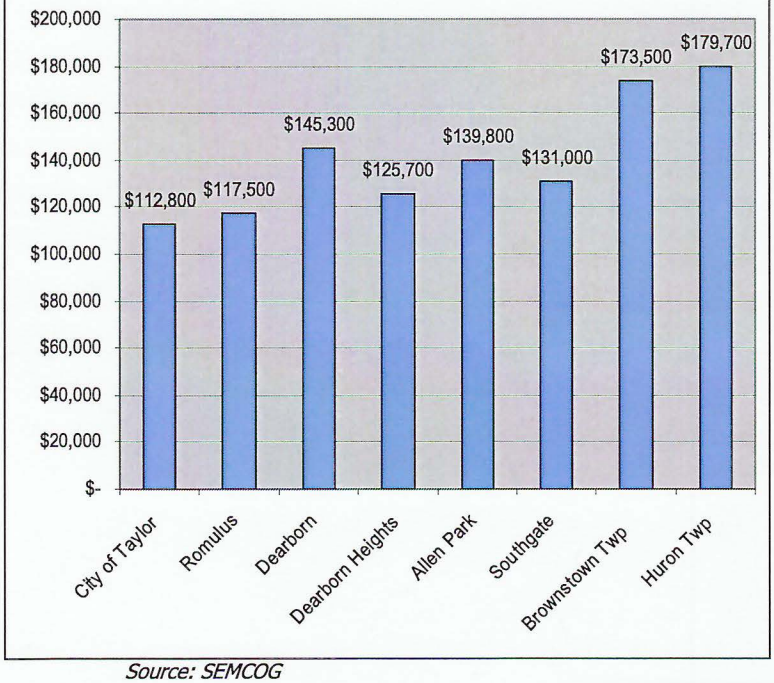
Table 2-3:
2010 Housing Units by Type
City of Taylor

	Percent	
	2000	**2010**
1-unit, detached	71%	71%
1-unit, attached	5%	5%
Duplex	1%	.6%
Multiple Family	19%	19%
Mobile Home	3%	3%
Other	0%	0%

Source: SEMCOG

Of Taylor's 26,422 housing units in 2010, 30% were reported as renter-occupied units. Owner-occupied units comprised 62% of the housing stock. The rest were vacant (8%). More than 20% of those owners have lived in their homes since the 1960s.

Figure 2-7: 2010 Median Housing Value Comparison Communities



Source: SEMCOG

Housing Value

Taylor's housing values are relatively low in comparison to other nearby communities. Figure 2-7 indicates that median housing value in Taylor is the lowest of the neighboring communities. Wayne County reported a median housing value of $121,100, which also exceeds that in Taylor. Not surprisingly, the highest housing values were reported in the outlying townships, where newer development is occurring. By comparison, the age of housing in Taylor is much older than those in the outlying townships, but is comparable to the surrounding cities of nearby Dearborn Heights, Southgate and Allen Park. Older homes are found in Romulus, Dearborn and Dearborn Heights, yet these communities report higher housing values.

Table 2-4 provides a breakdown of housing values by price range. Most homes in Taylor (36%) are valued between $50,000 and $99,999. Very few homes exceed $200,000 in value. One important caution regarding this data: it is based on homeowner estimates of housing value rather than an actual assessment.

Table 2-4: 2010 Housing Values City of Taylor

	Percent
Less than $50,000	14%
$50,000 to $99,000	36%
$100,000 to $149,000	31%
$150,000 to $199,000	12%
$200,000 to $299,000	4%
$300,000 or more	1%

Source: U.S. Census

Rent

In 2010, the median rent of renter-occupied housing units in Taylor was $747. Compared to rent prices in 2000, median rent in Taylor rose $232 per month, which is to $8,964 per year. This equates to approximately 20% of the median household income.

Figure 2-7: 2010 Median Housing Value Comparison Communities

Bar chart comparing 2010 median housing values across nearby communities. Taylor is the lowest at $112,800 and Huron Township is the highest at $179,700. Vertical axis labels shown on the chart are $-, $20,000, $40,000, $60,000, $80,000, $100,000, $120,000, $140,000, $160,000, $180,000, and $200,000.

Community	Median housing value
City of Taylor	$112,800
Romulus	$117,500
Dearborn	$145,300
Dearborn Heights	$125,700
Allen Park	$139,800
Southgate	$131,000
Brownstown Twp	$173,500
Huron Twp	$179,700

Source: SEMCOG

Economics

Education and Income

As shown in Table 2-5, the level of education of Taylor residents is slightly behind those of the County and State. In 2010, 17.9% of the population had not graduated high school, compared to 16.8% in the County and 12.2% in the State. Though education levels are not changing drastically, Figure 2-8 indicates that more residents attended college in 2010 (up 3.6%)and more residents received a Bachelor's Degree (up 2.2%).

Table 2-5: 2010 Educational Attainment

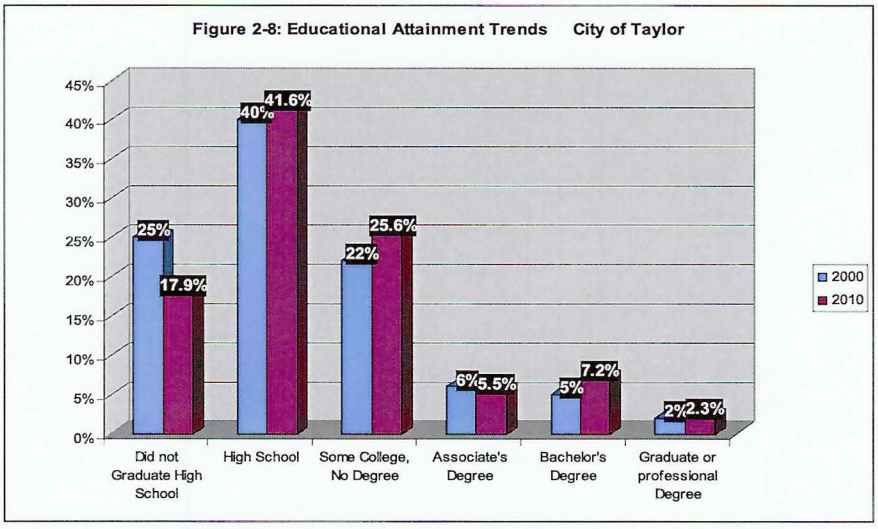
	City of Taylor	Wayne County	State of Michigan
Did not Graduate High School	17.9%	16.8%	12.2%
High School	41.6%	32.2%	28.5%
Some College, No Degree	25.6%	23.9%	23.2%
Associate's Degree	5.5%	6.9%	7.7%
Bachelor's Degree	7.2%	12.5%	17.0%
Graduate or professional Degree	2.3%	7.7%	17.5%

Education levels affect income. The City must consider this along with household trends that indicate more homes may need to be maintained by single incomes.

Household income is in decline in Taylor. The median household income in 1999 was $42,944, down from $43,766 (adjusted) in 1989 (SEMCOG, 2007). Incomes in Taylor are relatively low in comparison with other local communities in Wayne County, but higher than the median income for the County overall. It is also slightly higher than the median national income.

Poverty levels have increased since 2000, when 10.3% of households reported incomes below the poverty line. In 2010, this percentage increased to 15.8% of households.

Figure 2-8: Educational Attainment Trends City of Taylor



Bar chart titled Figure 2-8: Educational Attainment Trends, City of Taylor. The y-axis is labeled from 0% to 45% in 5% increments. A legend identifies 2000 and 2010. Data shown: Did not Graduate High School, 25% in 2000 and 17.9% in 2010; High School, 40% in 2000 and 41.6% in 2010; Some College, No Degree, 22% in 2000 and 25.6% in 2010; Associate's Degree, 6% in 2000 and 5.5% in 2010; Bachelor's Degree, 5% in 2000 and 7.2% in 2010; Graduate or professional Degree, 2% in 2000 and 2.3% in 2010.
Figure 2-8: Educational Attainment Trends City of Taylor

Y-axis labels: 0%, 5%, 10%, 15%, 20%, 25%, 30%, 35%, 40%, 45%.

Data from Figure 2-8: Educational Attainment Trends City of Taylor

Educational attainment	2000	2010
Did not Graduate High School	25%	17.9%
High School	40%	41.6%
Some College, No Degree	22%	25.6%
Associate's Degree	6%	5.5%
Bachelor's Degree	5%	7.2%
Graduate or professional Degree	2%	2.3%

Employment

As shown in Table 2-6, about half of all residents are employed in two industry categories: (1) "Sales and Office," and (2) "Service." "Sales and Office" includes all retail sales jobs. Cities with large shopping malls, like Southland Center in Taylor, typically see a higher portion of retail jobs among residents.

Table 2-6: 2010 Occupations Comparison Communities

	Management Professional & Related	Service	Sales & Office	Fishing Farming Forestry	Construction Extraction & Maintenance	Production Transport & Material Moving	Gov't. Workers
Taylor	19.9%	23.7%	26.2%	0.2%	10.0%	20.4%	8.3%
Romulus	19.1%	21.3%	25.1%	0.1%	9.4%	25.2%	10.6%
Dearborn	40.8%	15.0%	24.2%	0.4%	6.6%	12.8%	12.4%
Dearborn Heights	29.7%	17.9%	29.3%	0.2%	7.6%	15.4%	8.4%
Allen Park	35.3%	16.2%	25.2%	0.3%	8.6%	14.7%	10.6%
Southgate	27.8%	19.7%	28.5%	0.3%	8.4%	15.6%	8.8%
Brownstown Twp.	33.7%	17.4%	24.7%	0.2%	7.0%	17.2%	11.5%
Huron Twp.	15.4%	10.4%	23.1%	0.0%	18.2%	22.7%	10.3%
Wayne County	31.0%	21.1%	25.4%	0.4%	7.1%	15.5%	11.9%
State of Michigan	34.0%	18.2%	24.9%	1.4%	8.1%	14.8%	12.2%

Comparisons show that Taylor residents boast stronger than average employment ratios in the "Service" and "Construction" industries.

Finally, Taylor includes a mix of workers that live close to work and those that commute to outside locations. The average drive time to work for a Taylor resident is 23 minutes, which is lower than Wayne County and Michigan averages.

Most residents travel to work using their own car or truck. In 2010, about 83.6% drove alone to work, while 11.3% carpooled. Just over one percent of residents worked from home and another one percent walked to their place of employment outside the home. The remainder used transit or some other mode of travel.

Chapter 3:
Land Use and Development

Introduction

This chapter evaluates the land use patterns of the City of Taylor. Beginning with a description of the City's existing land use pattern, regional influences and desires of the City, a summary of key issues was developed to help focus attention on important land use issues in the City. In order to address key issues, this chapter includes goals and objectives to be used to guide future land use decisions. This is then developed into a future land use plan that helps to guide development and redevelopment of the City in support of the goals and objectives.

Existing Land Use

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

The consultant team conducted a physical survey in December 2006 to determine the City's existing land use mix. The study was conducted using the existing land use map from the previous Master Plan. The map was field verified and updated to establish the current land use mix. The "Vacant" category on the earlier version was modified slightly to provide a more accurate depiction of vacant land. Table 3-1 lists all of the categories used in 2006. The acreage amounts shown are based upon a parcel basis where each parcel is assigned a single land use designation for the entire parcel.

This chapter evaluates the results of the physical land use study, compares current data to that from the previous Master Plan and explains the existing land use patterns of the City.

The breakdown on land use in terms of acreage is given in Table 3-1. The table also indicates the percent of the total City developed by each land use and the percent of the developed portions of the City each land use comprises.

Each land use category is described in this chapter. Refer to the Existing Land Use Map for the location of the various land uses. Table 3-1 provides an acreage breakdown of each category.

Table 3-1: 2006 Existing Land Use Acreage City of Taylor			
Existing Land Use Category	**Acres**	**Percent of Total**	**Percent of Developed**
Low-Intensity Residential	4,785	32 %	37%
Medium-Intensity Residential	665	5 %	5%
Residential Subtotal	5,450	37 %	42%
Low-Intensity Commercial	207	1 %	2%
Medium-Intensity Commercial	1,038	7 %	8%
Commercial Subtotal	1,245	8 %	10%
Light Industrial	1,296	9 %	10%
Heavy Industrial	459	3 %	4%
Industrial Subtotal	1,755	12 %	14%
Institutional and Civic	966	6 %	7%
Recreation and Conservation	770	5 %	6%
Institutional Subtotal	1,736	11 %	13%
Transportation	2,760	18 %	21%
Developed Subtotal	**12,946**	**86 %**	**100%**
Undeveloped Land	2,179	14 %	
Total	**15,125**	**100 %**	

Source: Existing Land Use Map 2006

Low-Intensity Residential

This category includes single family homes and low-density attached residential, such as clustered, low-rise condominiums. Significant areas of the City were developed with single family detached housing on smaller lots shortly after World War II with between four and six units per acre. These small-lot subdivisions are scattered throughout the City, with the greatest concentration in the northeastern quadrant of the City. The western portion of the City is comparatively less developed with low density residential uses on larger parcels. There have been a number of newer subdivisions in the western portion of the City with lots between two and four units per acre, with most on the west side of the City.

Medium-Intensity Residential

Medium-Intensity Residential land uses include attached residential, such as condominiums, townhouses and apartment buildings. These are scattered in various locations through the City. The multiple-family development throughout the City has been typically low-rise development, with only a few examples of higher density, high-rise development.

Low-Intensity Commercial

Low-Intensity Commercial uses are small-scale businesses that meet the needs of nearby residents such as pharmacies, small convenience retail stores and sit-down restaurants. These uses are sometimes referred to as neighborhood commercial uses and serve lower volumes of customers and are not always auto-oriented. These uses also tend to be on smaller lots in close proximity to residential neighborhoods. While these uses are scattered throughout the City along major arterials, some are located at major intersections within residential areas.

Medium-Intensity Commercial

Medium-Intensity Commercial uses are large-scale or more intense commercial businesses that serve the entire community, the region and motorists along heavily traveled roadways. These businesses are auto-oriented, meaning they may include drive-through windows and offer extensive parking. The largest concentration of these higher commercial uses is along Telegraph Road. There is also a significant area of regional commercial centered around the Southland Mall on Eureka Road.

Industrial

There are a variety of Industrial uses throughout the City. These tend to be concentrated along the rail lines and interstate highways that pass through the City. There has also been a significant amount of industrial development along the western portion of Northline Road. Industrial uses can include research and development facilities, manufacturing, warehousing and distribution facilities. Other consumer service uses are often included in industrial areas such as landscaping/home improvement contractors/retailers, self storage and automotive services.

Institutional

These uses include sites owned by the City of Taylor, including the Municipal complex and fire and police stations. This category also includes County, State and Federal uses such as public schools as well as the Wayne County Community College Downriver Campus, State Police Post, National Guard Armory and one Post Office. Included in the category are semi-public uses that are owned by private organizations such as churches, charter schools, cemeteries and Oakwood Heritage Hospital. Institutional uses are important to the quality of life for residents by ensuring nearby services.

Recreation and Conservation

This category includes public parks and other recreational uses such as golf courses. Major recreational uses include Heritage Park, Taylor Meadows Golf Club and Lakes of Taylor Golf Club, in addition to a number of smaller neighborhood parks located through the City.

Vacant

There are several significant land areas that are currently vacant. These areas are primarily along the western edge of the City.

Land Use Goals and Objectives

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

Goal: Mitigate existing land use conflicts to the greatest extent possible and develop a plan to prevent future conflicts.

Objectives:

1. Concentrate commercial nodes at key locations, approximately a half-mile apart, with deeper lots that accommodate buffers and avoid low-quality, strip-like development. Modify land uses in between the nodes appropriately with supportive uses and activities.
2. Require buffering, in the form of vegetation and attractive fencing, compatible with adjacent uses, for new development that is in conflict with existing, adjacent land uses.
3. Use transitional zoning to minimize land use conflicts, so that high intensity uses are surrounded by gradually less intense uses.

Goal: Using authorized tools, the City will aggressively pursue desired land uses and types of development through purchase of land and sale to desired developers.

Objectives:

1. City-owned property may be converted to open space or pocket parks within neighborhoods in areas currently deficient of parks.
2. The City will pursue a community medical facility designed to meet the specific needs of area residents.
3. Encourage senior housing, providing a full continuum of care, near commercial nodes or retail and service centers, in areas designated for mixed-use or integrated into existing neighborhoods.
4. Promote redevelopment of previously developed sites as a priority over development of greenfield sites.

Goal: The City will present a unified image that identifies and integrates all areas of the Taylor community.

Objectives:

1. Improve entrance points into the City that will attract residents from other communities through beautification efforts including unified landscaping, public art, signage and streetscape amenities that reflect a connected, conscientious community.
2. Apply regulations for coordinated landscaping and site design on a community-wide basis that will relate buildings to one another and to the overall community. Emphasis will be placed on projecting an even more specialized image within well-defined neighborhoods or subareas.
3. Create "City Design" overlay districts for areas within primary gateway areas or corridors to further project Taylor's image upon those entering the City.
4. Incorporate wayfinding elements that signify areas of interest throughout the City's road and pathway systems.
5. Implement design standards for roads at the City's perimeter that coordinate with adjacent communities.

Goal: Encourage efforts to improve the image of the City's retail gateways that may become core areas of the City.

Objectives:

1. Seek out lots that promote shared parking.
2. Enhance the City's night life experience by encouraging a diversity of entertainment-related businesses, including eating and drinking establishments, theatres, comedy clubs, musical venues, cafés, etc.
3. Incorporate wayfinding elements to direct visitors to key areas of interest and strengthen the image of Taylor.
4. Improve existing traffic conflicts, especially at the intersection of Eureka and Pardee Roads, to provide a safer and more efficient road network.
5. Establish pedestrian and bike linkages to and from Heritage Park.
6. Require regional detention areas rather than individual basins to promote adaptive reuse and provide a natural open space.
7. Establish a town square behind Southland Mall that includes a traditional downtown feeling with public fountains and other amenities.
8. Incorporate civic art throughout the City, including the Zachary Taylor Statue.

Goal: Where appropriate, develop form-based codes to address the relationships between building façades and the public realm, the form and mass of buildings in relation to one another and to embrace the existing character of Taylor's corridors.

Objectives:

1. Establish a regulating plan for areas designated for a more urban character.
2. Develop building form design standards that enhance existing architecture and seek to continue the established character of the area.
3. Establish a parking overlay district that encourages shared parking and contributions to municipal lots.
4. Design public spaces and streetscapes to attract pedestrians and enhance the vitality of the area.
5. Establish a clear review process that is streamlined for projects that meet or exceed all form-based code requirements.
6. Include anti-blight elements to protect the longevity of these areas.

Goal: Citizens of Taylor will benefit from expanded commercial options developed as concentrated, specialty districts that allow for the massing of compatible retail or entertainment opportunities into expanded, high-quality retail, dining and entertainment nodes.

Objectives:

1. Evaluate existing corridors and, using professional assessment, marketplace and local needs/availability, determine where commercial nodes are appropriate.
2. Address scattered land use patterns, inadequate commercial lot sizes, high building vacancy rates, poor building conditions and traffic issues through updated land use arrangements and policies.
3. Concentrate compatible commercial uses into nodes, located with and adjacent to established/new residential areas to provide a base of support. Promote compatible mixed-use and infill residential or office uses for those areas between the nodes.
4. Additional retail uses, such as gourmet and healthy/organic markets or specialty shops, will be encouraged to provide a diversity of shopping options for all citizens.

Goal: Re-emphasize the scope of the Midtown planning effort by expanding down Pardee Road to Heritage Park and re-evaluating and improving ordinances.

Objectives:

1. Require curb and gutter along side streets that extend the length of commercial property from the main roadway.
2. Require bump outs adjacent to commercial zoning to strengthen safety and encourage pedestrian traffic.
3. Evaluate and improve the design guidelines to reflect the current vision for Midtown.
4. Gradually reduce the permitted height of structures located farther than half mile from Pardee Road to better integrate commercial buildings with adjacent residential neighborhoods.
5. Expand public parking areas through land purchase and land banking to address future parking needs.
6. Provide a pedestrian connection through Monroe Street to Heritage Park.
7. Require uniform street signs for side streets that correlate to the Midtown character.
8. Implement traffic calming techniques to better integrate vehicular and pedestrian traffic.
9. Recognize Heritage Park as the cultural center of Midtown, improve pedestrian access to the park and continually augment the amenities and activities provided there.

Future Land Use

Introduction

The Future Land Use Plan establishes land use categories, illustrates the location of planned land uses and provides strategies for implementation. This Chapter also provides a rationale for the placement of preferred land uses and the intensity of those uses. The Plan serves as the primary policy guide for future land use decisions, investment in public improvements and coordination of public improvements and private development.

The Plan presents an idealized future indicated by the growth patterns in the City. The Plan, however, also provides the practical guidance local decision-makers need regarding today's issues. It is the intent of the Plan to assist in the orderly development and redevelopment of the City and to assist the community in enhancing its vision for the future.

Factors Considered

Taylor has a number of opportunities and limitations that will influence future development. Positive growth influences include excellent access from I-75, I-94 and Telegraph Road, as well as abundant employment opportunities and availability of land. While the accessibility and high traffic volumes are a draw for commercial uses, other areas need to be set aside for maintaining quiet residential settings.

It is important to consider a number of factors when locating future land uses. The future land use plan should guide the future development pattern of the community into a logical arrangement that maintains the character of the community, provides for economic development and ensures adequate services and land for all types of land uses. These factors include:

- Consistency with existing land use patterns.
- Diminishing incompatible land use relationships.
- Maintenance of aesthetic qualities that contribute to the community character and quality of life.
- Existing planning policies and zoning regulations.
- Availability of infrastructure including utilities, roads and community facilities.
- Preservation of natural features and consideration of the effects of development on the environment.
- Market conditions for various land uses.
- The goals and objectives of the Plan that express the community character desired by residents.

Regional Influences

Taylor's relationship to the larger metropolitan Detroit area has had a profound impact on the development of the City.

- With immediate access to both I-94 and I-75, travelers are provided with links to key Southeast Michigan destinations including Detroit, Dearborn and Ann Arbor. This prime accessibility has allowed Taylor to be a desirable location for businesses and increasingly attractive for residential development.

- The Detroit Metropolitan Wayne County International Airport is located two miles west of the City and has evolved into a thriving international transportation hub. Industrial businesses have emerged in the area because of close access to air freight. The airport has also spurred large scale planning and development efforts by the County, including the Ring Road Corridor Plan along Inkster Road, the Pinnacle Park development project along Eureka Road in the adjacent City of Romulus and the Aerotropolis Plan for the area being promoted by Wayne County.

- The land use pattern in Romulus along the border with Taylor is predominantly heavy industrial, north of Eureka Road, including trucking, warehousing and fuel storage uses. South of Eureka Road the uses are mainly single family residential. Taylor is included in the joint planning effort of the Ring Road Corridor Plan that proposes a loop road running south and east of the airport and includes Pennsylvania and Inkster Roads.

- The City of Dearborn Heights shares the northern boundary of Taylor along Van Born Road. Development along both sides of the street has been predominantly commercial along the frontage, with residential neighborhoods off Van Born Road. There is a large area of industrial development along the north side of Van Born Road between Beech Daily and Inkster Roads. Land is primarily built-out with little expected change.

- Taylor shares its eastern boundary with the cities of Allen Park and Southgate. The land use pattern along the Pelham/Allen Road corridor is somewhat consistent, with residential neighborhoods, institutional uses and commercial uses at major intersections. This corridor is also primarily built-out with little expected change.

- Brownstown Township, to the south, is a semi-rural community occupied by residential, commercial and industrial uses but still has agriculture areas in the western portion of the township. Along the south side of Pennsylvania Road there are a number of industrial uses including the Ford Parts Distribution facility.

Future Land Use Categories

Future Land Use recommendations are summarized in Table 3-2. It indicates a slight increase in residential, commercial and industrial uses and a slight decline in right-of-way, due to the revised interchange at I-94 and Telegraph Road. Each future land use category is described in more detail in the table.

Table 3-2: 2006 Future Land Use Acreage City of Taylor

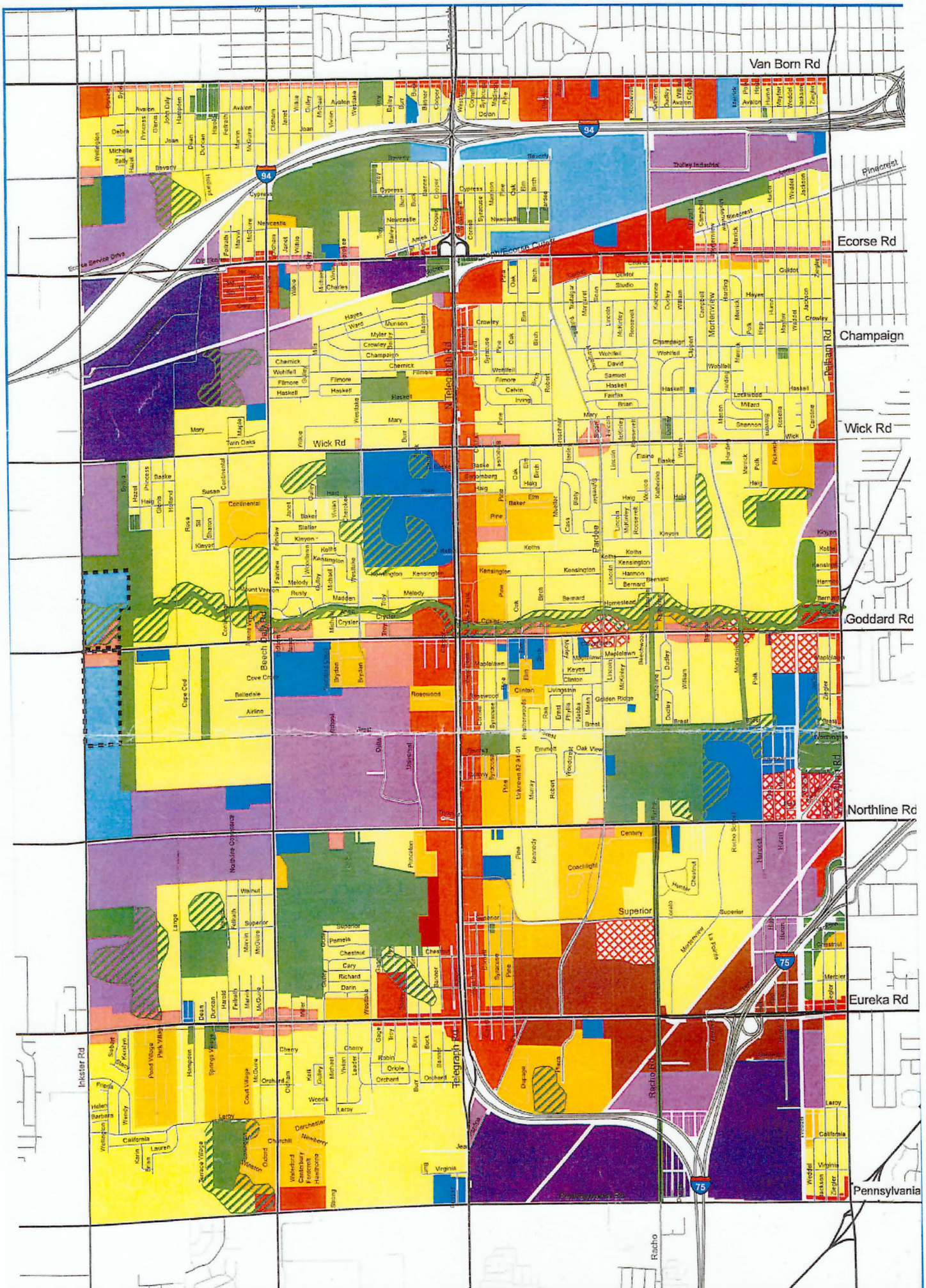
Future Land Use Category	Acres	Percent of Total
Low-Intensity Residential	5,549	37%
Medium-Intensity Residential	1,002	7%
Residential Subtotal	**6,551**	**44%**
Mixed-Use	139	1%
Neighborhood Commercial	266	2%
Community Commercial	892	6%
Regional Commercial	366	2%
Commercial Subtotal	**1,663**	**11%**
Research and Development	379	2%
Light Industrial	1,385	9%
Heavy Industrial	825	5%
Industrial Subtotal	**2,589**	**16%**
Public	547	4%
Recreation/Open Space	1,053	7%
Institutional Subtotal	**1,600**	**11%**
Right-of-way	2,722	18%
Total	**15,125**	**100%**

Source: Future Land Use Map 2008

Residential

Low-Intensity Residential: This category includes areas intended for single family dwellings on individual lots and covers many of the established residential neighborhoods throughout the City. The term "single family" has also been applied to tracts of vacant land in and around such neighborhoods. Within the older neighborhoods of the City, single family residential neighborhoods are around five or six dwelling units per acre; and infill development should be consistent with the existing neighborhood character. Newer developments should be on larger lots to accommodate the larger homes that are typical of these newer subdivisions with densities between three and four dwelling units per acre. While there are some existing scattered duplexes within this designation on the Future Land Use Map, it is not intended to encourage such uses for future development.

Existing schools and churches within residential neighborhoods are also designated as Single Family on the Future Land Use Map; however, future development or redevelopment of such uses may be considered appropriate



Future Land Use

Taylor Master Plan

Future Land Use Categories

- Greenway/Conservation
- Planned Development
- Low-Intensity Residential
- Medium-Intensity Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed-Use
- Public
- Recreation/Open Space
- Research & Development
- Light Industrial
- Heavy Industrial

0 0.25 0.5 1 Miles

1 inch equals 2,521.727234 feet

March 19, 2008

Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

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Community Planning Consultants

Accessible Future Land Use Map Data

Future land use map for the City of Taylor. The map shows the city divided into color-coded and hatched land use areas. Major east-west roads labeled on the map are Van Born Rd, Ecorse Rd, Champaign, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, and Pennsylvania. Major north-south roads labeled on the map include Inkster Rd, Beech, Telegraph, and Pardee Rd. Interstate 94 crosses the northern portion of the map and Interstate 75 crosses the southeastern portion. The map uses colors and patterns to identify future land use categories, with residential areas covering much of the city and larger industrial, open space, public, and commercial areas concentrated along major corridors and freeway interchanges.

The map contains many additional street and parcel labels in very small print. Clearly legible larger labels include South Service Drive, Pinecrest, Taylor Industrial, The Fairlane Club, Cypress, Newcastle, Crowley, Superior, Century, Cherry, Mapletown, Golden Ridge, Oak View, Virginia, and California.

Accessibility note: the original page relies heavily on color and hatching to communicate land use. The legend below converts those visual distinctions into text.

Future Land Use Categories

- Greenway/Conservation
- Planned Development
- Low-Intensity Residential
- Medium-Intensity Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Mixed-Use
- Public
- Recreation/Open Space
- Research & Development
- Light Industrial
- Heavy Industrial

Legible map labels on this reproduction

- Roads and highways: Van Born Rd; Ecorse Rd; Champaign; Wick Rd; Goddard Rd; Northline Rd; Eureka Rd; Pennsylvania; Inkster Rd; Beech; Telegraph; Pardee Rd; I-94; I-75; South Service Drive.
- Places and internal labels: Pinecrest; Taylor Industrial; The Fairlane Club; Cypress; Newcastle; Crowley; Superior; Century; Cherry; Mapletown; Golden Ridge; Oak View; Virginia; California.

0 0.25 0.5 1 Miles

1 inch equals 2,521.727234 feet

March 19, 2008

Data Sources: City of Taylor

MCGI, LSL Planning, Wade Trim

provided they do not disrupt the character of established neighborhoods. (The Community Facilities Map identifies the location of existing schools and churches.) Such uses must be considered special land uses for single family districts in the Zoning Ordinance to ensure compatibility with respect to issues such as traffic generation, buffering and screening.

Any future residential development should be carefully designed to integrate with established neighborhoods in terms of density and house design. A traditional design approach should be taken when considering elements such as massing, size, spacing and architectural styles that are compatible with the surrounding established residential neighborhoods.

Medium-Intensity Residential: Land designated for medium-intensity residential is intended for residential land uses at a higher intensity, or density, than single family to promote a mixture of housing opportunities throughout the City. Primary uses include multiple-family style developments such as duplexes, attached single-family condominiums, townhouse style units and apartments. Senior housing complexes and limited assisted living developments are also compatible with this designation. The expected density range of this classification is between six and ten units per acre.

This designation also works well as a transitional use technique by buffering lower intensity single-family uses from higher intensity commercial uses and roadways with higher traffic volumes. Future development under this designation should be designed to maintain a neighborhood scale and character so as to limit potential adverse impacts to adjacent single family areas.

Mixed Use: Mixed use areas should promote a mixture of residential and non-residential uses, both vertically and horizontally depending upon their location. This includes attached condominiums, upper story residential units, loft apartments, live/work units, as well as small scale retail establishments, personal service businesses, artist studios and offices on lower floors.

Consistent with the Medium-Intensity Residential category, development should maintain a traditional neighborhood scale that is pedestrian-friendly with minimal impact on adjacent neighborhoods. Areas designated on the Future Land Use Map include nodes along Goddard Road at half-mile intersections to help expand upon the Mid Town project concept. Another area proposed is north of the Southland Mall development to provide a transition between the intense Regional Commercial activity to the south and the lower-density Single Family Residential to the northeast and northwest.

Business

Neighborhood Commercial: Neighborhood commercial is intended for office and lower intensity commercial uses that are located to service the immediate area. This designation is appropriate for small scale commercial development including personal service establishments, business services,

retail establishments with fewer than 20,000 square feet and sit-down family restaurants. Multiple family development may also be appropriate within this category, depending upon compatibility with the nature of surrounding land uses. Because of the uses anticipated, this designation is primarily shown on the Future Land Use Map as nodes at intersections with nearby residential uses, which are the primary draw for this designation and as transitional uses to buffer residential uses from more intense uses.

Community Commercial: This designation includes general commercial businesses that attract patrons from a broader service area. Anticipated uses include larger retail establishments, restaurants, financial institutions, as well as "big-box" commercial stores. This designation is planned along Telegraph Road, which is the primary arterial roadway through the City and is traveled by numerous people on a daily basis, including those from both within and outside of the City. Nodes of Community Commercial use are also identified at half-mile intersections along Ecorse Road and Van Born Road due to traffic volumes on these roadways. For future development, strong consideration must be given to access management strategies to improve traffic circulation both in the roadway and between businesses. Additional design standards and guidelines should also be established governing site design elements such as parking, landscaping, lighting as well as architecture and materials.

Regional Commercial: The regional commercial category is intended for the Southland Mall area in the southeastern portion of the City and includes large, high intensity retail developments. Patrons to this area are expected to travel from surrounding communities as well as from within the City. Future development or redevelopment of this area will be important to the City's economic future. The ability to provide a large entertainment/destination area for its residents as well as those outside of the City boundary, is an important aspect of this Plan. As such, a more detailed sub-area plan has been prepared with specific strategies for development/redevelopment of this area. Recommendations include a better organized development and access pattern to the currently disjointed design.

Community

Recreation and Conservation: These areas include both public and private parks and recreation areas such as community parks or golf courses. The Future Land Use Map identifies the established park and recreation areas in the City. Additional details are in the Community Facilities Chapter of this Plan. There is a large drainage way and stream running east to west in the area north of Goddard Road that has also been designated for recreation/conservation purposes. This area is intended to provide an environmental and/or recreational benefit to the City's residents. Additional neighborhood scale parks are anticipated to be developed on City-owned property within established neighborhoods designated as Single-Family, where appropriate.

Public: This designation provides for both public and quasi-public uses, including governmental offices, hospitals, elderly and continuing care facilities and specialty medical uses. The Future Land Use Map primarily identifies such areas as they exist; however, an area fronting Telegraph Road south of Wick Road has been planned to allow for future expansion of Oakwood Hospital. Additionally, the Plan expands the area for the Wayne County Community College campus near Pelham and Northline Roads. In terms of future development, the expansion of established institutional uses must be designed and buffered well to limit their impact upon surrounding residential areas.

Industrial

Research and Development: Areas designated for research and development are intended for research, technology and corporate offices or campuses. This could include research, design, engineering, testing, laboratories, diagnostics and experimental product development. Types of industries could include automotive, electronics, alternative energy technologies, computers, communications, information technology, chemical or biomedical engineering.

The two main areas planned for Research and Development are the area near the I-94/Telegraph Road interchange and along the Inkster Road Corridor. Future development is expected to provide a campus-like setting with high-quality architecture and extensive landscaping. The area along I-94 is highly visible and special treatment should be given to provide a suitable entryway into the community. Taller office buildings with high quality architecture can create a landmark along the I-94 corridor and project a positive image of Taylor as a major center for industry. With Inkster Road being planned for the Ring Road around Detroit Metro Wayne County International Airport, development of this corridor with high-tech Research and Development uses would contribute towards creation of the Aerotropolis being promoted by Wayne County.

Light Industrial: Light industrial is intended for a variety of lower intensity industrial operations, such as light manufacturing and assembly, research, technology and industrial offices. Additionally, a goal of the Plan is to provide opportunities for incubator space for smaller and start-up businesses. Large areas of Light Industrial are designated on the Future Land Use Map along Northline Road, the Norfolk Southern Railway and near I-75. As with any higher intensity land use, site design regulations are necessary to ensure high-quality development. Items such as landscaping, buffering, lighting, vehicular access and building design are all important to ensure compatibility with the goals of the community.

General Industrial: The general industrial category is intended to allow for higher intensity industrial uses, such as manufacturing, major assembly of products, primary metal industries, fuel or hazardous materials handling, truck terminals, distribution facilities and other similar uses. Because of the City's access to major transportation routes, trucking and transportation uses

are anticipated to play a major role in the future economy of the City. While such uses are desirable in terms of tax base and job creation, they must be located appropriately so as to limit adverse impacts to lower intensity uses. The recommended areas for such uses are near the planned interchange of Inkster Road/I-94 and along between I-75 and the Norfolk Southern Railway at the south end of the City. These types of heavier industrial uses are most compatible with the noise environment surrounding the Detroit Metropolitan Wayne County International Airport. Heavy industrial uses in this area are also compatible with the industrial uses planned around the Airport in the City of Romulus.

These types of industrial uses can have significant impacts such as noise, odor, trucking, traffic and large building massing. As with the Light Industrial designation, site design, appearance and buffering are important considerations to ensure that such impacts are limited.

Overlay Districts

Greenway Conservation: This overlay district is intended to help preserve the various natural resources as identified on the Future Land Use Map. Preservation techniques are described further in the Community Facilities and Green Infrastructure Chapter. These techniques should be utilized throughout the City, but should also be specifically focused toward these areas.

Planned Development: Areas within the Planned Development overlay district is located along Inkster Road and includes areas designated for Research and Development and Neighborhood Commercial. It is intended to permit some design flexibility in this area to allow for development of Research and Development or Low-Intensity Commercial uses, while still keeping in mind the nearby residential uses. The flexibility allowed in this district should be used to create meaningful buffers along the development's east boundary to prevent undue impacts to the neighboring residential uses. The development strategy for this area of the City is included in the discussion of the Inkster Road Subarea, later in this chapter.

Commercial Development

The future development and redevelopment of the City's business corridors including Goddard, Telegraph, Van Born, Ecorse and Eureka Roads, are a priority because they must remain vital in order to maintain the community's strong and diverse tax base. Equally important, these corridors must project a positive image for the City as a place where people want to shop and businesses want to locate. Basic guidelines are provided below for commercial uses to ensure quality development throughout the City. Because each corridor possesses its own character, there are specific recommendations for each of the corridors that follow.

Architecture and Building Design

Building and site design can have a tremendous effect on the image of the corridors. Architecture is a key component of good site design. Quality architecture can help ensure that a building/use is compatible with surrounding uses and assist in protecting investment along the corridors.

Building Materials/Colors: Commercial buildings must be constructed in a manner that will ensure longevity and reuse. Building materials should be durable and have an appearance of permanence and substance while being consistent with surrounding buildings. For instance, brick or similar materials are encouraged as the primary building material with limited use of EIFS/dry-vit or other artificial materials. Building colors must be subtle and consistent with the businesses along the corridor.

Roof Shape/Rooftop Equipment Screening: The roof shape and materials should be architecturally compatible with adjacent buildings. Building shapes should incorporate peaked roof lines or archways and other treatments should be used to give variety while complementing the existing buildings in the area. Buildings with flat roofs should have the proportions of two-story buildings and be designed with traditional architectural detailing such as ornamental cornices. In addition, rooftop equipment must be completely screened to protect views from the roadway and adjacent uses.

Proportion and Scale: Proportion deals with the relationship of the height to the width of the building and the relationship of each part to the whole. Scale defines the relationship of each building to other buildings in the area. New building construction and renovations must be consistent with the scale and proportion of surrounding buildings along each of the corridors. For instance, a three story structure would be out of scale in an area of one story buildings. Similarly, a wide building would not fit in a row of narrow buildings.

Entrance and Orientation: Entrances to commercial buildings should use windows, canopies and awnings; provide unity of scale, texture and color to adjacent buildings; and provide a sense of place. In addition, building entrances should be oriented towards the roadway, particularly the sidewalk. A high quality façade and accessible entrance will attract customers and establish a quality image along the corridors. Windows should not be blocked by the back of shelving units.

Rear Façade: There are many areas along the business corridors that warrant consideration of the buildings rear façade design. Along corridors such as Van Born and Ecorse Roads, many of the business areas back up to residential neighborhoods. In the regional shopping area along Eureka Road, rear elevations of businesses may be visible from the street, parking lots and other businesses. Therefore, the rear of the site and the appearance of the building are important considerations. The rear façade should be constructed of a finished quality consistent with the other elevations of the building or should be well-screened with walls and landscaping.

Overhead Doors and Loading: The placement of overhead doors and loading areas should be closely evaluated. Loading facilities and overhead doors should be prohibited along any building side facing a public street. Generally, these areas should be limited to the rear façade of the building. When a retail store backs up to a residential area, adequate screening is necessary to offset the views and noise impacts.

Outdoor Storage: Open outdoor storage should be strictly controlled. Where permitted, it should be allowed with specific requirements for screening. Screening should include a combination of fences and landscaping.

Sustainable Design: Sustainable design identifies ecological, infrastructural, and cultural characteristics of a site and/or building and its related open spaces which result in harmonious integration with the natural environment. The intent is to encourage optimal use of natural or existing features in architectural and site design such that a building's energy use is reduced and the natural environment is thereby enhanced. Standards for sustainable design seek to:

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

Examples of LEED Certified Buildings

The United States Green Building Council's Leadership in Energy and Environmental Design (LEED) provides the benchmark for the design, construction and operation of high performance green buildings and site design. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. A rating system has been developed and is continually updated through an open consensus-based process which is the standard for environmentally healthy neighborhoods around the nation. New developments and revitalization of existing ones can be LEED-certified based on qualifying guidelines. It has been tested and seen that LEED-certified buildings have lower operating costs, promote healthier neighborhoods and conserve energy and natural resources that lead to development that is sustainable over the long term.

The use of LEED-designed buildings should be encouraged in Taylor, especially within the proposed research and development areas. To achieve

the maximum benefits of environmental sustainability, the following concepts should be considered:

- The use of general guidelines of LEED certification programs, including the Neighborhood Development Rating System for site design and Existing Buildings and New Construction Rating System.
- Guiding development to environmentally appropriate infill areas.
- Placing, orienting and configuring buildings on site to minimize energy use by means of day light, solar heating, natural ventilation and shading from vegetation or other buildings.
- The use of a density credit system to render flexibility to site design through set development rights.
- Use of pervious pavers in surface parking lots along with sustainable design concepts like rain gardens in open spaces and landscaped areas to improve storm water quality and reduce storm water quantity.
- Use of shade trees and native-landscaped areas.

Site Design

Elements of a site can affect property values and the overall quality of life for nearby neighbors. Properly designed commercial sites are unobtrusive and do not project noise, odor or light onto nearby residential sites. The following considerations should be made when reviewing new commercial development or redevelopment projects:

Parking Layout: It is recognized that many commercial sites are limited in size and may not accommodate the ideal parking layout; however, where feasible, parking areas should be located in the side or rear yards and views screened from adjacent residential property. They should allow for loading, unloading and waste collection activities in a way that does not require use of audible back-up beacons. On-street parking should only be permitted along the depth of the commercial site so it does not intrude upon neighborhood quality.

Waste Collection/Receptacles: Proper waste removal is critical to public health, particularly in areas within close proximity to residential uses. Collection must be made regularly so odors are minimized, but should be scheduled during business hours so as not to disturb neighbors. Where possible, curbside pick up should be encouraged over use of dumpsters. Proper screening is needed to protect views from adjacent residential neighbors and dumpsters or other garbage storage areas should not be located along a common property line with residential uses.

Lighting: Site lighting should be adequate for security purposes, but should not cause glare or cast light onto neighboring properties or the roadway. Where in close proximity to residential areas, low level lighting such as bollard style fixtures may be used to keep impacts to a minimum.

Landscaping and Buffering

Three components of a landscape plan are described below, each of which plays a different role. Essentially, the landscape plan must provide planting areas that will enhance the site and provide ample internal green space. In addition, plantings should be incorporated to screen and buffer incompatible uses and activities.

Ideally, all standards should be met for new developments. However, some of the older business corridors in the northern portion of the City are established with existing development that predates current zoning standards. In many cases, the size of the site also creates limitations on adding new green space. The key objective with redevelopment is to ensure that the intent of the requirements is met for that particular site.

Street Frontage: Landscaping needs to be provided along the road frontage to create a pleasant appearance along the street and "soften" the visual impact of intensive development. Consistent implementation along a corridor will produce a well landscaped, tree-lined streetscape. The primary emphasis should be on larger scale plants such as large canopy trees to create a sense of enclosure, particularly along the wider roads. Shrubs and flowers should be used, but in natural clusters that accent the building foundations or at points of entry to the site located at the right-of-way. Where parking is located in the front yard, shrubs, a low brick wall or ornamental wrought iron fencing should be provided to screen the parking lot from the sidewalk.

Parking Lot Plantings: The parking lot landscaping needs to be provided to screen large parking lots, improve traffic circulation and safety and provide pedestrian areas through planting islands. Canopy trees should be located within the parking area in landscaped islands and at building foundations.

Buffer Areas: Where a commercial use backs up to a residential neighborhood, screening and buffering is needed between the uses. Buffers should consist of brick walls supplemented with landscaping.

Subarea Plans

The Future Land Use Plan provides general guidance on the development of the overall community and allocates land use types to different areas of the City in order to achieve a balanced mixture of uses and meet the community's needs. There are certain subareas of the City that require more specific guidance in terms of the qualitative aspects of development, such as design standards and minimizing the potential for land use conflicts. The following section describes some of the detailed recommendations for the Midtown area along Goddard Road, commercial development along Telegraph Road, the older urban corridors of Van Born and Ecorse Roads, the regional center along Eureka Road, new research and development along I-94 and industrial development along Inkster Road.

Midtown

Goddard Road east of Telegraph Road is a mixed-use area referred to as Midtown. The corridor is characterized by nodes of neighborhood commercial at major intersections interspersed with residential uses. This area also includes the City Hall, 23rd District Court, Fire and Police Headquarters. Recent infill residential development has included traditional townhouses. The City has made major streetscape improvements for the corridor including sidewalks, street trees and ornamental street lights.

- A mixture of uses should continue to be encouraged along the corridor with commercial nodes interspersed with residential development. Buildings should also have uses integrated vertically with residential or office use above retail uses in two-to three- story buildings.

- Future development along this corridor should encourage a walkable, mixed-use area. Buildings should be built to the front lot line or have shallow front yard setbacks. Pedestrian-scale storefronts should be maintained on the front façade of buildings.

- While the public sidewalks are not wide enough for sidewalk cafés, provisions can be made for restaurants to have outdoor cafés in front or side yard patios, or they can require wider sidewalks in areas where outdoor seating is encouraged.

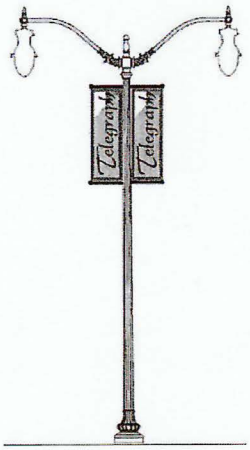
- Parking should be located to the side or rear of buildings. If front yard parking is permitted, it should be limited to a single row and a low, three-foot brick screenwall or ornamental wrought iron fence should be provided in front of the parking to buffer it from the sidewalk.

- Traffic calming techniques described in the Transportation Chapter should be implemented along Goddard Road to improve the walkability of this area. This can include enhanced crosswalks, brick pavers and potentially a narrow-median in the center of the road.

- It is important that Midtown be linked with Telegraph Road. Any redevelopment at the intersection of Goddard and Telegraph roads should have a scale that is appropriate for Telegraph Road and that creates a "gateway" to Midtown. This could include taller buildings located at the northeast and southeast corners of the intersections or special design treatments at the intersection such as low walls and landscaping that tie together the Telegraph and Goddard Road streetscape designs.

- The drain and floodplain that runs north of Goddard Road should be maintained as a greenway providing open space and a walking trail for passive recreation.

Telegraph Road Corridor



Telegraph Road is the most heavily traveled corridor in the City, other than the interstates. A design plan was prepared in 2001 for the Telegraph Road Corridor through Wayne County entitled Telegraph Tomorrow. The Plan was prepared under the direction of the Telegraph Tomorrow Association, made up of Wayne County, MDOT, SEMCOG and all of the local communities along the corridor including the City of Taylor. The goals of this Plan are:

- Strengthen the economic vitality as a major commercial corridor by fostering appropriate development and marketing.
- Improve the effectiveness and efficiency of the road in moving people and goods.
- Improve the overall appearance.
- Improve and strengthen corridor neighborhoods.
- Implement a coordinated safety program.

The Plan outlines a design theme for Telegraph Road to create a distinct identity. These recommendations are summarized as follows:

- Consolidate driveways in new development and redevelopment areas.
- Provide bus shelters for high-use bus stop areas.
- Emphasize pedestrian and vehicular nodes at mile roads and other significant cross-streets with pocket parks and focal points.
- Provide sidewalks for local pedestrian traffic.
- Develop a wayfinding sign system with a coordinated color scheme.
- Relate vehicular traffic to other modes of transportation to ensure that the corridor is suitable for all modes of transportation.
- Develop design standards tailored to fit specific community issues.
- Provide adequate light levels throughout the corridor for vehicular and pedestrian traffic.

Concept Sketch

The Plan included a series of recommended design guidelines to produce a corridor that is attractive with a quality sense of arrival and sense of place through continuity of design. Design guidelines are provided for building appearance, lighting, signage, landscaping, parking lot screening, gateway enhancement, pedestrian circulation, access management, off-street parking and noise buffering.

Eureka Road Corridor

Eureka Road between Telegraph and I-75 is the location for the Southland Regional Shopping Mall and a number of other surrounding regional shopping destinations. The Mall is located on the north side of Eureka Road while the south side of Eureka Road includes a number of small to large shopping centers. Over time, there will be infill commercial development and redevelopment of existing shopping centers.

- The buildings along Eureka Road have a major influence on the character of the corridor. Building materials should be durable and have an appearance of permanence and substance. Brick, stone or similar high quality materials are encouraged as the primary building material. Building colors should be subtle and consistent with the other businesses along the corridor. Building massing should be reduced by incorporating vertical and horizontal breaks, varied rooflines, archways and other treatments. Entrances to commercial buildings should use windows, canopies and awnings; provide unity of scale, texture and color to adjacent buildings; and provide a sense of place. Rooftop equipment should be completely screened from view from the roadway.

- Streetscape improvements should be made along Eureka Road following the guidelines set by the Eureka Ways Plan. Streetlights and other features should incorporate the Eureka exclamation point as a brand identity to help unify the corridor.

- Site frontages should be consistently landscaped to create a pleasant appearance along the corridor, create a canopy tree-lined roadway and begin defining this large space. Shrubs and flowers should be encouraged in natural clusters that accent the entry to sites. Landscape greenbelts should be provided along site frontages to soften the view of

parking lots. Large canopy trees and planting islands should be included in larger parking lots and in general should enhance green space within the site and assist with directing on-site circulation.

- Sidewalks currently exist along both side of Eureka Road; however, the large open parking lots and large setbacks make this area an uncomfortable pedestrian environment. Landscaping would improve the comfort of the environment for a pedestrian. Buildings located closer to the road would improve the environment by creating a better sense of enclosure and would also make walking more plausible by bringing destinations closer to the sidewalk. In addition, improved crosswalks should be installed at all signalized intersections along Eureka Road to facilitate north/south crossings, especially at Pardee Road, where higher pedestrian traffic is expected.

- The combination of traffic volumes and regional shopping destinations make Eureka Road one of the more congested roadways in the City. And unlike Telegraph Road, which has a center median, Eureka Road has a center left turn lane which increases traffic turning movement conflicts and the potential for crashes. Access management is therefore critical to ensure that driveways are properly spaced and aligned, as discussed in the Transportation Chapter. Connectivity between adjacent businesses is also vital to minimizing traffic congestion. Service roads, shared access and connected parking lots should allow traffic to move from one business to another between Telegraph and Racho Roads. This will allow a shopper to visit multiple businesses without needing to pull out into the traffic on Eureka.

- Roadway connectivity is also important for the area south of Eureka Road. Not only will east-west roadway connections assist with traffic flows between businesses, it will also enhance access for the residential area located farther south, many of which have limited, single points of access. These single points of access may pose public safety concerns because if the only road leading into a residential development is blocked by an accident, fallen tree or telephone pole, then both emergency and residential access is cut off.

- Farther south of the commercial area are multiple-family developments, including senior housing and some large areas of vacant land. The open land in this area creates the opportunity to provide additional housing to meet the existing and projected senior citizen population of the community. Ranch condominiums could be developed for retirees and empty-nesters to provide housing in an area convenient to shopping and services. Senior apartments and assisted living facilities could also be provided to meet the full range of needs for seniors.

- This residential area is isolated by the I-75/Telegraph feeder road, the railroad and surrounding commercial development. There is currently no public recreational land to serve the residents of this small isolated area.

The City owns a large tract of woodlands in this area, which could be preserved as a park.

- There is currently a large open stormwater drain that runs along the north side of Eureka Road in front of the Southland Shopping Mall. This drain carries large volumes of water following heavy rain events and currently has the appearance of an open ditch with little landscaping other than mowed grass. Some form of landscape treatment should be made to the drain to improve its aesthetic appearance. Canopy trees and groupings of shrubs on either side of the drain would help create a more natural appearance and improve the image of the corridor.

- Concept plans were prepared by Wade Trim in 2004 for a few development sites along the Eureka Road corridor, including an area north of Southland Mall, the Gibraltar Trade Center and the Taylor Auto Auction. These plans provided three alternative concepts for mixed use developments. These concepts are shown on the Eureka Road Redevelopment Concept map.

Van Born Road and Ecorse Road Corridors

The characteristics of some of the older commercial corridors such as Van Born and Ecorse Roads differ from Telegraph and Eureka Roads and require special attention. Site features include lots that are smaller and shallower compared to other commercial areas. In addition, they are in close proximity to existing residential neighborhoods. Architecture tends to be typical commercial franchise or nondescript strip commercial. Commercial sites often have a large amount of cluttered signage, floor lighting and minimal landscaping. These characteristics should govern the scale and proportion of uses on the sites layout and orientation of development.

- Commercial redevelopment should be focused towards nodes along these corridors to create concentrated activity areas. The intent is to create a series of defined activity centers along these corridors that have a distinct sense of place as opposed to a continuous uniform strip of commercial. Clustering these uses together with surrounding residential and incorporating specific site design standards will promote a comfortable environment that is walkable and accessible for residents, which better facilitates transit-friendly development.

- Located between the commercial areas are clusters of older, obsolete commercial sites that could be redeveloped with brownstone-style townhouses. These will add additional households to these neighborhoods, which will also help support the remaining businesses.

- Buildings should be maintained near the road. This will help to define the streetscape of the corridor and make businesses more visible for motorists and more accessible for pedestrians. Parking should be located in the side and rear yards. Where parking is located along the

frontage, it should be minimized to the greatest extent possible and a low brick wall should be provided between the parking and the sidewalk.

- Streetscape enhancements along these corridors can include street trees within tree grates along the sidewalks and ornamental street lights. A specific design theme could be created for these northern corridors that is distinct from the Midtown and Eureka Road corridor.

- Because these shallow sites abut residential neighborhoods, screening and buffering is vital. Brick walls should be located along the property line between commercial and residential properties. Where there is an alley between the commercial and residential uses, a wall or ornamental wood fence could be provided on the residential side of the alley. Waste receptacles should not be placed adjacent to the residential properties. Lighting should be controlled to ensure that light glare does not spill over onto residential properties.

- While there is a wide variety of retail and commercial service establishments within these areas, development should capitalize on the close proximity of the nearby residential market and provide safe access for non-motorized travel.

- Infill development along these corridors that meets the intent of maintaining a traditional urban corridor should be encouraged in order to increase efficient use of existing infrastructure, revitalize the residential neighborhoods, increase tax base and improve the area's walkability.

I-94 Corridor

The I-94 corridor is the interstate that links downtown Detroit with Detroit Metropolitan Wayne County International Airport, Ann Arbor and points east and west. This interstate is the primary route between Detroit and Chicago and also provides access to Canada via the Ambassador Bridge. This major trade route traverses through the City creating a number of prime development opportunities that are attractive to many businesses. With the reconstruction of I-94 through Taylor and the addition of the single point urban interchange at Telegraph Road, the necessary right-of-way width has been reduced, creating additional land for redevelopment along the south side of the interstate. There is also a large brownfield south of the interstate that can be redeveloped through the Brownfield Redevelopment Authority. The combination of the excess right-of-way and brownfield redevelopment site creates an opportunity for a new high-tech, research and development park.

- I-94 corridor is a heavily traveled expressway. Hence, development along the corridor is a major defining factor in the image and character of Taylor. The view of the City from the interstate is, for many, a first impression of Taylor. It is extremely important that this corridor projects a high-quality image of the City and attracts positive attention to the

community. Development of a new high-tech, research and development park should include high-quality architecture facing the expressway. The development could include landmark high-rise office buildings that line the interstate, further defining the City of Taylor as a unique place along the I-94 corridor and a major component of the area's economic development infrastructure.

- Primary access through the business park would be provided by means of a boulevard that runs from Telegraph to Monroe. This will provide access to businesses in the new office park and also enhance east-west connectivity in this area of the City.

- Landscaping for the boulevard will include evergreen plantings on the south side of the road and trees within the median to buffer the residential to the south from the office buildings along I-94. Taller office buildings should be located closest to I-94 to minimize the visual impacts to the neighborhood.

Inkster Road Corridor/Ring Road

Inkster Road is currently a two-lane roadway with a mixture of industrial uses, old farmstead residences and vacant land. As part of the plans surrounding Detroit Metropolitan Wayne County International Airport and the development of an Aerotropolis to generate additional economic development for the area, a Ring Road concept was developed to enhance access around the Airport. As discussed in the Transportation Chapter, Inkster Road is planned to be widened to five lanes and a new interchange constructed at I-94 as part of the Ring Road concept.

- With enhanced access and the effects of the Airport, uses fronting Inkster Road are planned for light industrial. At major intersections, provisions could be made for limited commercial uses to serve workers in the area, such as restaurants or other service uses.

- The residential areas located farther east will need to be protected from the impacts of these industrial uses. A 300-foot buffer will be maintained along the rear of the industrial uses to protect the residential neighborhoods to the east.

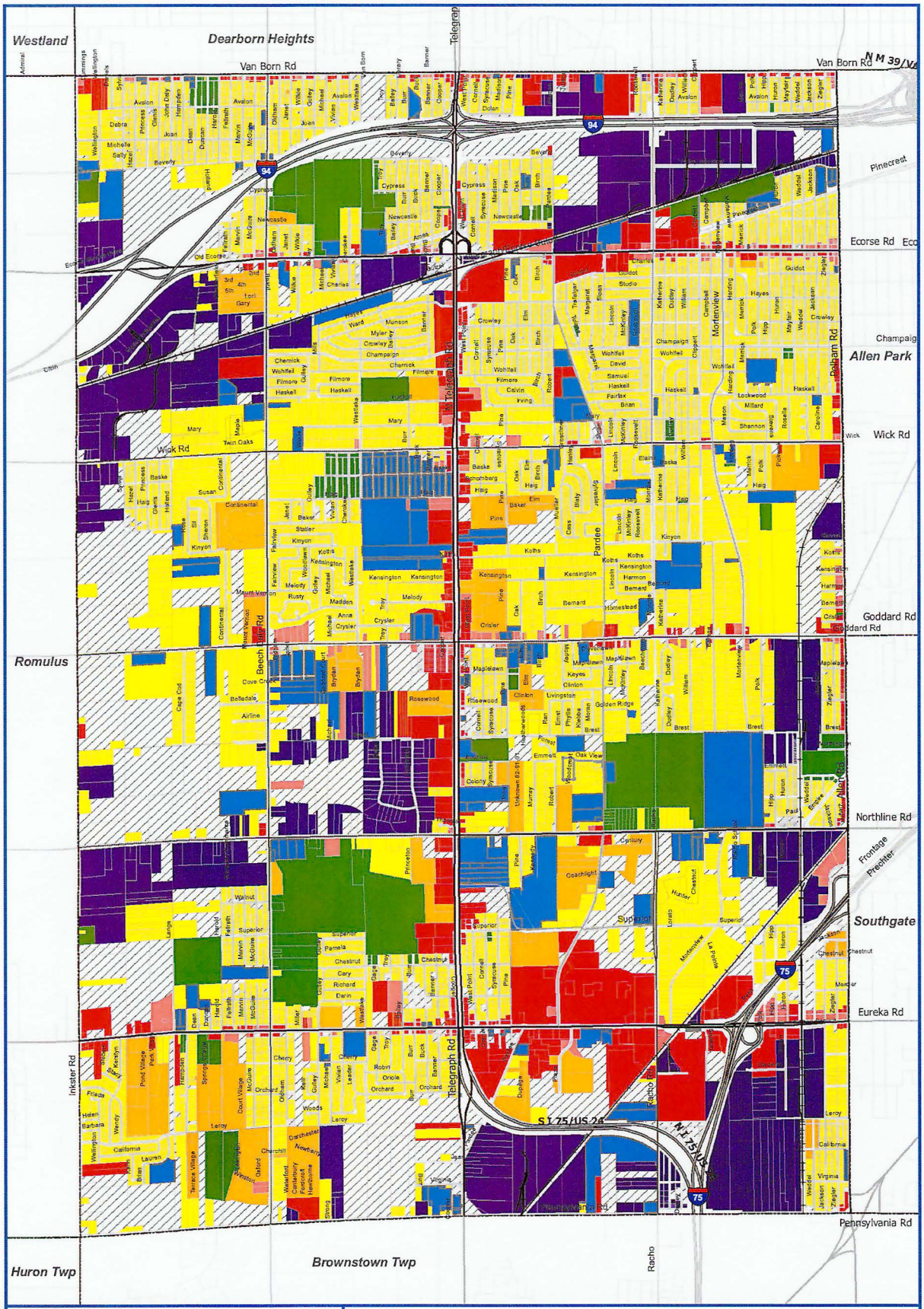
- Locations where the City's west boundary intersects with Ecorse, Wick, Goddard, Northline and Eureka Roads will serve as gateways to Taylor from Romulus, the Airport area and the Aerotropolis. Special landscape treatments should be provided at these corners, which could include signage welcoming motorists to the City of Taylor.

- Special attention must be paid to the architecture to ensure buildings project a high-quality image along Inkster Road. The administrative, office portion of buildings should be oriented towards Inkster Road and appropriately transitioned into the warehouse and manufacturing areas. Administrative/office areas of the buildings should use quality

architecture with variable building lines, rooflines, architectural accents or brick façades. Large building massing should be broken up by vertical and horizontal breaks, windows, varying façades and landscaping. In addition to architectural enhancements, a 50-foot landscape greenbelt should be maintained along Inkster Road.

- Loading areas, overhead doors and outdoor storage areas must be located where they are not visible from Inkster Road and can be screened from residential areas by the 300-foot buffer zone. The buffer zone should include berms with new landscaping and preservation of any existing mature trees or tree rows. Outdoor storage areas need to be completely screened through a combination of opaque fences/walls, berming and landscaping.

- Because Inkster Road will serve as a new access point to I-94, access management should be considered to ensure that driveways are properly located and aligned to minimize impact on traffic congestion and safety, particularly with the roadway serving truck traffic. Access management standards are discussed further in the Transportation Chapter.



Existing Land Use

Taylor Master Plan

Residential	Business	Community	Other
Low-Intensity	Low-Intensity	Recreation & Conservation	Industrial
Medium-Intensity	Medium-Intensity	Institutional & Civic	Transportation
			Vacant

TAYLOR
MADE FOR YOU

LSL Planning, Inc.
Community Planning Consultants

0 0.25 0.5 1 Miles
1 inch equals 2,508.644541 feet

March 19, 2008
Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

N

Accessible Exsisting Land Use Map Data:

Color-coded existing land use map of Taylor, Michigan, bordered in blue. The map shows parcel-level land use across the city. Yellow low-intensity residential parcels dominate most neighborhoods. Orange medium-intensity residential, pink and red business parcels line major corridors, purple industrial areas cluster along freeway and rail corridors, blue institutional and civic sites are scattered throughout, green recreation and conservation areas appear in several large blocks, gray marks transportation areas, and diagonal hatching marks vacant land. Major adjacent communities and boundaries labeled on the map include Westland, Dearborn Heights, Allen Park, Romulus, Huron Twp, Brownstown Twp, and Southgate. Major road and route labels include Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, Inkster Rd, Beech Daly Rd, Telegraph Rd, Pelham Rd, Pardee, Racho, I 94, I 75, S I 75/US 24, and M 39. Other visible labels include Pinecrest, Champaign, Frontage, and Prechter. A north arrow marked N appears at the lower right.
Existing land use map for the Taylor Master Plan.

Accessibility note: This page is a dense parcel-level map with many additional local street labels printed in very small type. The title, legend, scale, source text, and the most legible road and place labels are transcribed below; the image description summarizes the full map.

Visible map labels

- Adjacent communities: Westland; Dearborn Heights; Allen Park; Romulus; Huron Twp; Brownstown Twp; Southgate.
- Major east-west roads: Van Born Rd; Ecorse Rd; Wick Rd; Goddard Rd; Northline Rd; Eureka Rd; Pennsylvania Rd.
- Major north-south roads: Inkster Rd; Beech Daly Rd; Telegraph Rd; Pelham Rd; Pardee; Racho.
- Route labels and other visible labels: I 94; I 75; S I 75/US 24; M 39; Pinecrest; Champaign; Frontage; Prechter; N.

Map legend and credits

Legend group	Land use type	Map symbol
Residential	Low-Intensity	Yellow
Residential	Medium-Intensity	Orange
Business	Low-Intensity	Pink
Business	Medium-Intensity	Red
Community	Recreation & Conservation	Green
Community	Institutional & Civic	Blue
Other	Industrial	Purple
Other	Transportation	Gray
Other	Vacant	Diagonal hatch

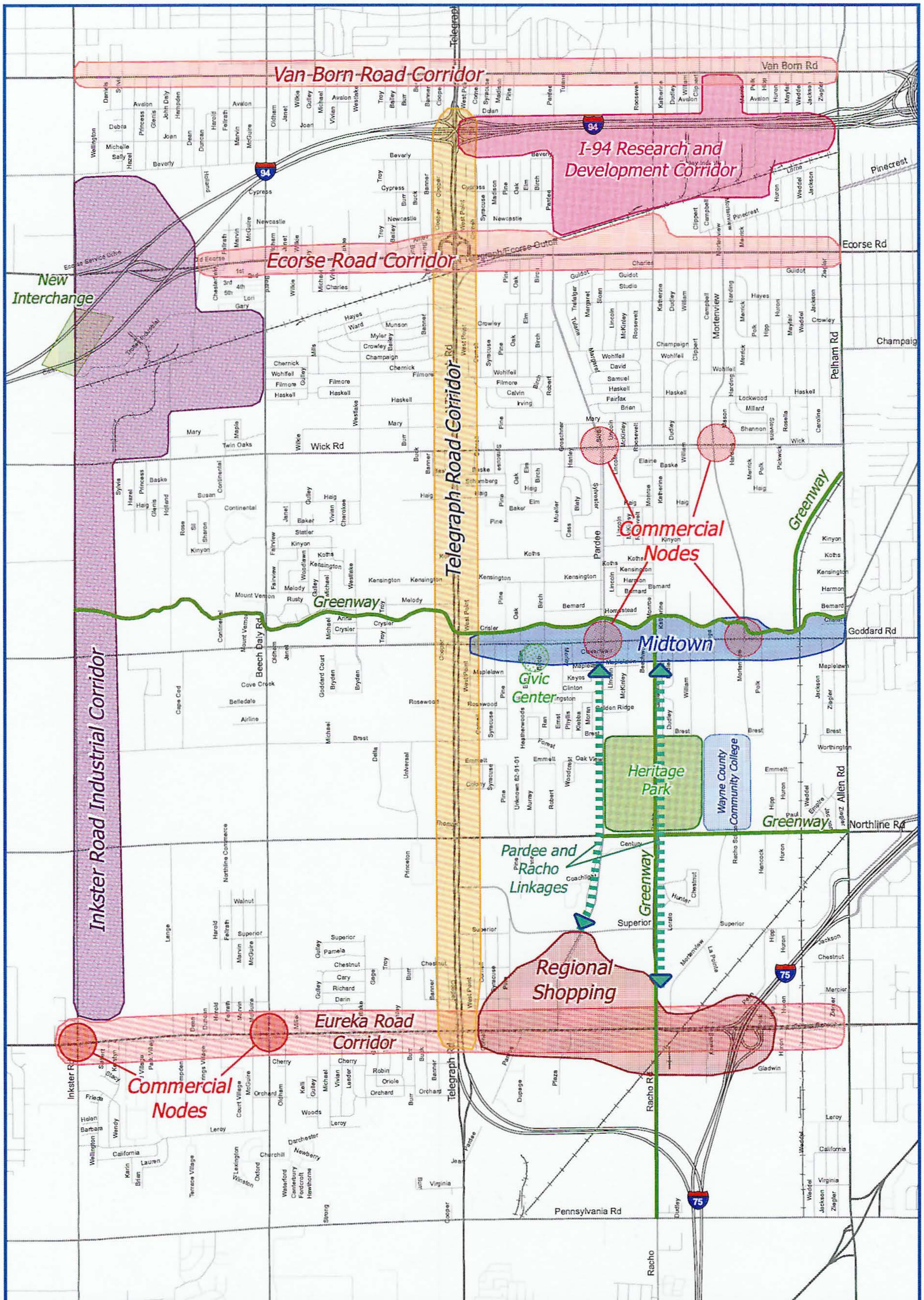
Scale: 0 0.25 0.5 1 Miles

1 inch equals 2,508.644541 feet

March 19, 2008

Data Sources: City of Taylor

MCGI, LSL Planning, Wade Trim



Master Plan Subareas

Taylor Master Plan

TAYLOR MADE FOR YOU

LSL Planning, Inc. Community Planning Consultants

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008
Data Sources: City of Taylor
Michigan CGI

This page is a color-coded city map showing planning subareas over a street grid in Taylor, Michigan. The map emphasizes east-west corridors, north-south corridors, greenway linkages, commercial nodes, and major destination areas.

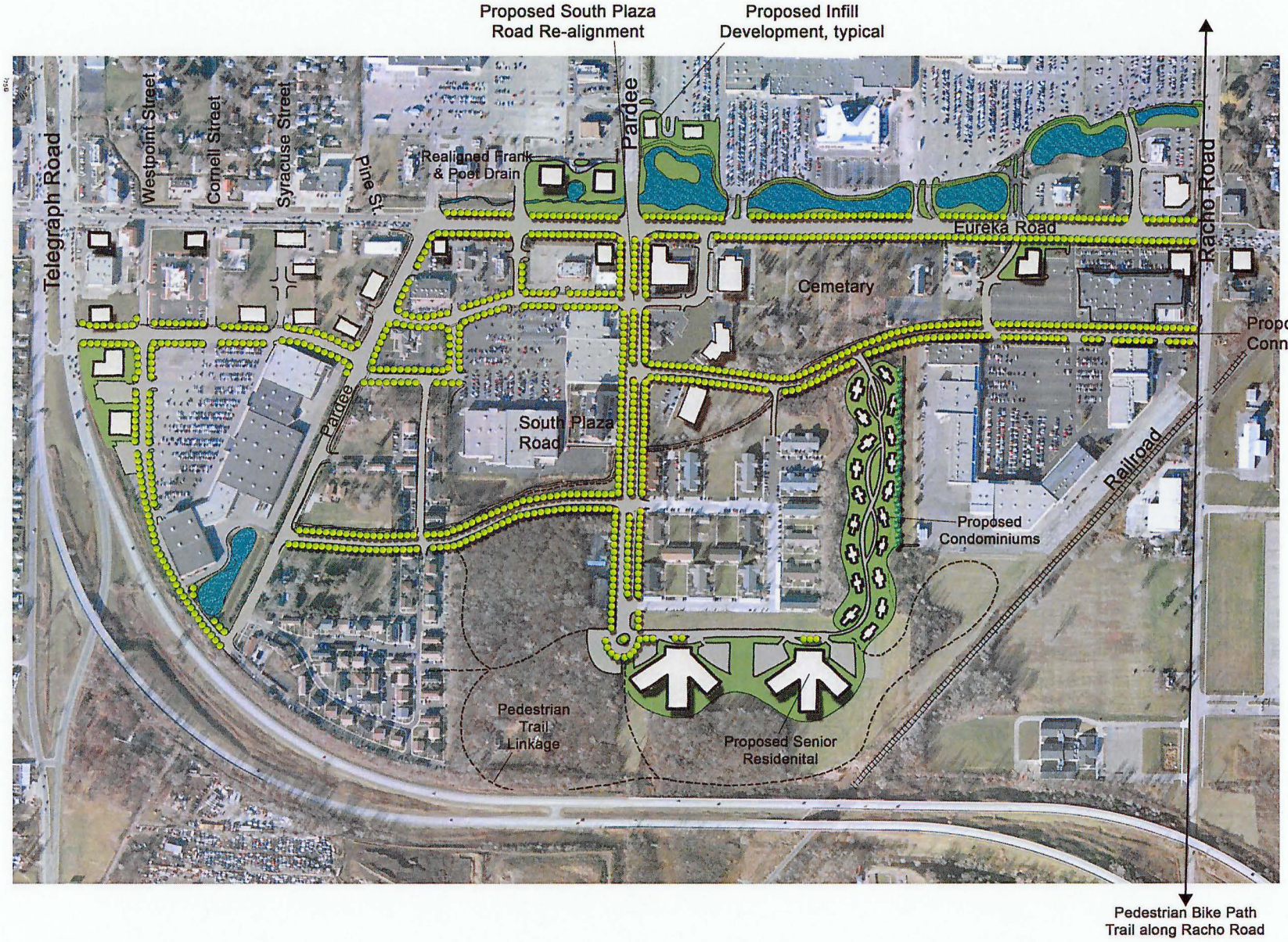
Prominent map labels: Van Born Road Corridor; I-94 Research and Development Corridor; Ecorse Road Corridor; Telegraph Road Corridor; Inkster Road Industrial Corridor; New Interchange; Commercial Nodes; Greenway; Midtown; Civic Center; Heritage Park; Wayne County Community College; Pardee and Racho Linkages; Regional Shopping; Eureka Road Corridor.

Major road and transportation labels visible on the base map include: Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Pennsylvania Rd, Inkster Rd, Beech Daly Rd, Telegraph Rd, Pelham Rd, Allen Rd, Racho Rd, Champaign, I-94, and I-75.

The map uses shaded areas and lines rather than a separate legend. The accessible table below restates the labeled areas so the planning structure does not rely on color alone.

Subarea or feature	Description from the map
Van Born Road Corridor	Broad east-west corridor across the top of the map, following Van Born Rd.
I-94 Research and Development Corridor	Large corridor in the upper right and upper middle portion of the map, adjoining the I-94 alignment.
Ecorse Road Corridor	East-west corridor through the upper middle of the map along Ecorse Rd.
Telegraph Road Corridor	Central north-south corridor following Telegraph Rd.
Inkster Road Industrial Corridor	Large north-south corridor on the west side of the map along Inkster Rd.
New Interchange	Labeled freeway interchange area on the west side near the upper left portion of the map.
Commercial Nodes	Multiple circular nodes are shown, including a cluster around the Midtown area and another pair along Eureka Rd near Inkster Rd and Telegraph Rd.
Greenway	Green routes run east-west and north-south, linking neighborhoods, Midtown, Civic Center, Heritage Park, Northline Rd, and the Regional Shopping area.
Midtown	Blue east-west district centered around Goddard Rd, just east of Telegraph Rd.
Civic Center	Small labeled area south of Midtown and west of the north-south greenway.
Heritage Park	Large park area south of Midtown and east of Telegraph Rd.
Wayne County Community College	Labeled site east of Heritage Park.
Subarea or feature	**Description from the map**
Pardee and Racho Linkages	Green linkage shown between the Northline area and the Regional Shopping area.
Regional Shopping	Large area centered on Eureka Rd east of Telegraph Rd and west of I-75.
Eureka Road Corridor	East-west corridor across the lower portion of the map, passing through the Regional Shopping area.

Additional map symbols: a north arrow appears in the lower right corner, and interstate shields mark I-94 and I-75.
Logos and footer text: Taylor Made For You. LSL Planning, Inc. Community Planning Consultants.
Scale: 0 0.25 0.5 1 Miles.
1 inch equals 2,500 feet.
March 19, 2008.
Data Sources: City of Taylor. Michigan CGI.
North arrow symbol shown.



Eureka Road Subarea

Master Plan
Taylor, MI

October 30, 2007

NORTH

AeriaI PIanning map for the Eureka Road Subarea in Taylor, Michigan. The map shows Telegraph Road at the top, Racho Road at the bottom, Eureka Road running north to south near the right side, Pardee running east to west through the middle, a railroad along the lower left to lower right diagonal, South Plaza Road near the center, a cemetery near the center-right, proposed senior residential buildings on the southwest side, proposed condominiums southeast of the senior residential area, a pedestrian linkage in the western open area, a pedestrian bike path trail along Racho Road, proposed infill development along Eureka Road, a proposed South Plaza Road re-alignment, and a proposed road connection at the southeast corner. Blue ponds and green landscaped corridors line several streets and development areas.

Map description

This page is an aerial planning diagram with existing streets, buildings, parking fields, rail lines, and open land overlaid by proposed development, street trees, landscaped corridors, ponds, and circulation improvements.

Text appearing on the map

Map labels and callouts

Label	Placement or meaning on the page
Telegraph Road	Major road labeled across the top edge of the map.
Westpoint Street	Street label in the upper-right residential area.

Label	Placement or meaning on the page
Cornell Street	Street label below Westpoint Street in the upper-right area.
Syracuse Street	Street label below Cornell Street in the upper-right area.
Pardee	East-west road labeled through the center-right portion of the map.
Pine St.	Short diagonal street label near the center-right area.
Realigned Tank & Poe Drain	Drain corridor label near the right-center side of the map.
South Plaza Road	Road label placed over the large retail and parking area near the center of the map.
Cemetery	Label in the central-right block west of Eureka Road.
Eureka Road	North-south road labeled along the right half of the map.
Racho Road	Road label across the bottom of the map.
Railroad	Diagonal transportation corridor labeled along the lower half of the map.
Pedestrian Linkage	Dashed looping path area shown in the western open space.
Proposed Senior Residential	Callout labeling two large proposed residential building footprints in the southwest portion of the map.
Proposed Condominiums	Callout labeling proposed condominium development near the southeast of the cemetery and north of the railroad.
Pedestrian Bike Path Trail along Racho Road	Callout with arrow along the lower-left edge of the page.
Proposed South Plaza Road Re-alignment	Right-side callout pointing toward the Pardee and South Plaza Road area.
Proposed Infill Development, typical	Right-side callout pointing to typical infill sites along Eureka Road.
Proposed Road Connection, typ.	Callout near the lower-right edge pointing to a new connection at Racho Road.

Visual content transcribed for accessibility

- Rows of small green circles line many streets, indicating extensive landscaped street edges or street trees.
- Several blue water features or ponds are shown near the upper-left commercial area and repeatedly along the east side of Eureka Road.
- White building footprints with dark outlines indicate existing and proposed buildings throughout the subarea.
- A large commercial area with parking lots occupies the north-central portion of the map near Telegraph Road and South Plaza Road.
- An open western area between the curved roadway and development blocks contains the dashed Pedestrian Linkage.
- Two large proposed senior residential buildings sit within green landscaped space in the southwest portion of the plan.
- A long, curving green landscaped feature with repeated small white shapes runs west of the cemetery and north of the proposed condominiums.
- The cemetery occupies a central-right block and remains a prominent existing feature within the plan.
- The railroad forms a diagonal edge across the lower portion of the subarea.
- Along Eureka Road and at several intersections, small building pads indicate proposed infill or redevelopment sites.

Southland Area Plan

Gibraltar Trade Center Area Plan

Auto Auction Area Plan

Southland Area Plan

Gibraltar Trade Center Area Plan **Auto Auction Area Plan**

Eureka Road Redevelopment Concepts

Taylor Master Plan

Wade-Trim 2004 Study

TAYLOR
MADE FOR YOU

I-94 Subarea

Master Plan
Taylor, MI

October 30, 2007

0 100' 200' 400'
SCALE: 1"=200'

Aerial concept plan map for the I-94 Subarea in Taylor, Michigan. The map is based on an aerial photograph and shows Telegraph Road at the north, Monroe at the south, Ecorse Road at the west, and I-94 at the east, with proposed green development areas, tree-lined boulevards, detention ponds, building footprints, and labeled streets and planning notes. Concept plan map showing the I-94 Subarea and proposed development pattern.

Accessible description

The page is a planning map over an aerial photograph. The site is organized around major roads and development parcels. Telegraph Road forms the north edge. Monroe forms the south edge. Ecorse Road is

along the west side. I-94 is along the east side. Pardee Road runs east-west through the upper portion of the site. Trolley Industrial Dr. is labeled near Monroe on the southeast side. RR Tracks run diagonally along the southwest side of the proposed development area.

Existing neighborhood streets and features labeled on the map include Newcastle Street, Cypress Street, Beverly Road, and Miller Clapham Park. The residential neighborhood lies west of Beverly Road and north of Pardee Road. Proposed development areas are shown in light green. Rows of small yellow circles mark street trees or landscaped edges. Blue water features indicate detention ponds or rain gardens. White building footprints line the west side of I-94. A landscaped boulevard with roundabouts and sidewalk connections runs through the southern and eastern portions of the site.

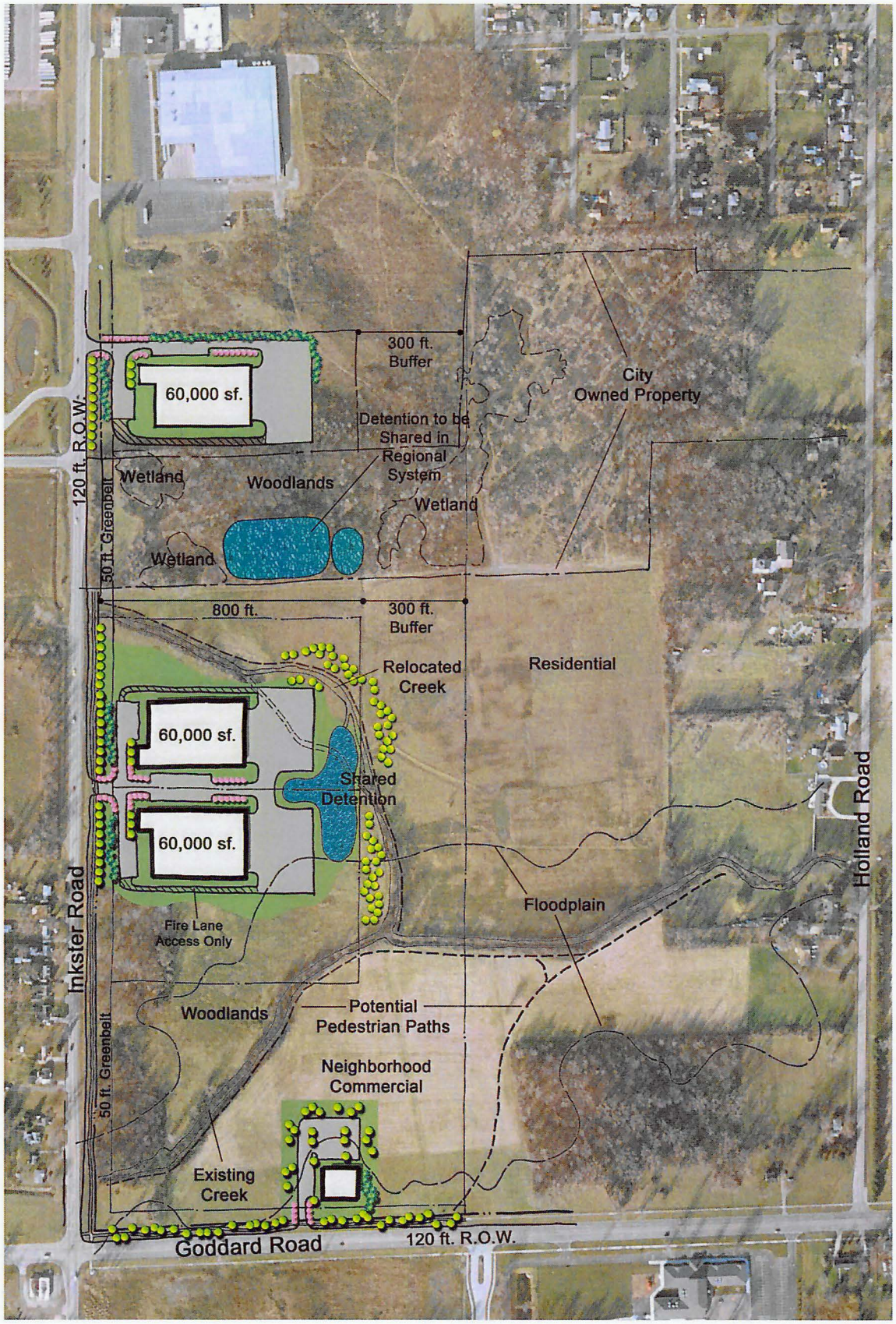
Planning notes printed on the map include: Pedestrian connections to Boulevard; Shared water detention, typ.; Potential Underpass Pardee Road; Sidewalk along new streets; 2 acre lot, typ.; 20 ft. Buffer; 20 ft buffer and Boulevard adjacent to residential; Landscaped Boulevard with sidewalk connections to Monroe & adjacent neighborhood; and Shared water detention, or rain garden with walkway around.

Visible labels and notes

Label	Location or role on the map
Telegraph Road	North edge of the mapped area.
Ecorse Road	West edge of the mapped area.
Pardee Road	East-west road crossing the upper-middle portion of the map.
Monroe	South edge of the mapped area.
I-94	Major highway along the east edge.
Trolley Industrial Dr.	Labeled near Monroe on the southeast side.
RR Tracks	Diagonal rail line along the southwest side of the planned area.
Newcastle Street	Existing north-south neighborhood street west of the proposed site.
Cypress Street	Existing north-south neighborhood street west of Beverly Road.
Beverly Road	North-south road between existing neighborhood and proposed eastern development.
Miller Clapham Park	Existing park west of the proposed development area.
Pedestrian connections to Boulevard	Note pointing from the existing neighborhood toward the proposed boulevard.
Shared water detention, typ.	Note applied to blue water features along the I-94 frontage.
Potential Underpass Pardee Road	Note along I-94 near the Pardee Road crossing.
Sidewalk along new streets	Note within the western green parcel south of Pardee Road.
2 acre lot, typ.	Typical parcel size note inside large green development blocks.
20 ft. Buffer	Buffer note along the RR Tracks edge.
20 ft buffer and Boulevard adjacent to residential	Note in the central development area near Beverly Road.
Landscaped Boulevard with sidewalk connections to Monroe & adjacent neighborhood	Note in the southwest green area near Monroe.

Label	Location or role on the map
Shared water detention, or rain garden with walkway around	Note beside the central blue pond and boulevard feature.
I-94 Subarea	Map title in the side title block.
Master Plan Taylor, MI	Document identification in the side title block.
October 30, 2007	Date in the side title block.
North	North arrow label in the side title block.
Scale: 1"=200'	Scale text in the side title block.
0, 100, 200, 400	Scale bar markings.

(Note: A few tiny site annotations inside the building pads and parking areas are too small to read confidently from the supplied page image. The major map labels and planning notes above are the legible text content.)



Inkster Road Subarea

Master Plan
Taylor, MI

NORTH

October 30, 2007

Aerial conceptual plan map for the Inkster Road subarea showing proposed development sites, environmental features, buffers, detention areas, pedestrian paths, and surrounding roads.

Map text and layout description

The page shows an aerial base image with planning annotations. Inkster Road runs along the west side, Holland Road along the east side, and Goddard Road along the south side. A large city-owned property occupies the northeast portion of the site. Proposed development includes three buildings labeled 60,000 sf. and a neighborhood commercial area near Goddard Road. Environmental and infrastructure features shown on the map include wetlands, woodlands, an existing creek, a relocated creek, shared detention, floodplain, potential pedestrian paths, greenbelts, right-of-way widths, and 300 ft. buffers.

Note: Repeated map labels are listed separately below so the full page text is available to screen readers in a clear reading order.

Text on map	Approximate location or meaning
Inkster Road	West edge of the map, shown vertically.
120 ft. R.O.W.	West edge near the upper portion of Inkster Road.
50 ft. Greenbelt	West edge along Inkster Road near the upper development area.
60,000 sf.	Northwest building pad.
Wetland	Immediately south of the northwest building area.
Woodlands	Upper central area below the northwest building area.
300 ft. Buffer	Upper central to upper right portion of the site.
Detention to be Shared in Regional System	Upper central-right note connected to detention features.

Text on map	Approximate location or meaning
Wetland	Upper right near the detention note.
City Owned Property	Large outlined area in the northeast portion of the map.
Wetland	Central-left wetland near the blue pond feature.
800 ft.	Horizontal dimension across the middle of the site.
300 ft. Buffer	Central-right buffer note below the 800 ft. dimension.
Relocated Creek	Curving feature east of the two central building pads.
Residential	Open area in the central-right portion of the site.
60,000 sf.	Upper building of the paired central development along Inkster Road.
60,000 sf.	Lower building of the paired central development along Inkster Road.
Shared Detention	Blue detention feature east of the paired central buildings.
Fire Lane Access Only	Below the paired central buildings.
Woodlands	Lower left-center wooded area west of the potential pedestrian paths.
Potential Pedestrian Paths	Lower center of the map.
Neighborhood Commercial	Lower center development area near Goddard Road.
Existing Creek	Lower left area near Goddard Road.
50 ft. Greenbelt	West edge along Inkster Road near the lower portion of the site.
Floodplain	Lower right-center area extending toward Holland Road.
Goddard Road	South edge of the map.
120 ft. R.O.W.	South edge along Goddard Road.
Holland Road	East edge of the map, shown vertically.

Inkster Road Subarea
Master Plan
Taylor, MI

Chapter 4: Residential Neighborhoods

Introduction

Residential is the most abundant land use in the community. Taylor is comprised of neighborhoods that define and characterize the residential qualities of the City, which is an important component of this Plan. This chapter evaluates the conditions of residential neighborhoods and provides a foundation for needed improvements and characteristics to be preserved.

The majority of Taylor's neighborhoods were created between 1945 and 1975. Homes built in the two decades following World War II (WWII) tended to be smaller ranches and bungalows built on small lots, common during the post-war era. This aging housing stock is now facing a number of maintenance issues, common in many first-tier suburbs around metro Detroit. These older homes often have age-related maintenance issues, size and lot constraints and many lack features that modern homebuyers seek, such as attached two-car garages, large rooms, multiple bathrooms and ample storage space.

While there has been a significant amount of residential development in more recent years, the City needs to encourage home maintenance, improvement and expansion in some of the older neighborhoods, as well as provide opportunities for in-fill development. In general, first-tier suburbs must make a concerted effort to modernize homes in order to attract new residents, encourage current citizens to stay and revitalize a sense of pride in the community. There are a number of actions Taylor can take to promote the desired results.

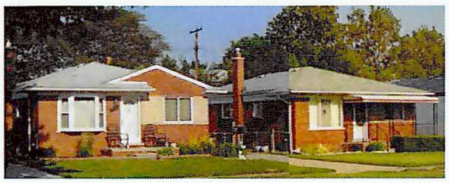
Housing Characteristics

There is a wide variety of housing in Taylor that represents a long history of the community's development. Older housing that predates WWII is scattered throughout the City and serves as a reminder of the rural history of the community. The decades following WWII represented a boom in housing development with large neighborhoods of small, post-war bungalows and ranches, which are typical of many first-tier suburbs around metro Detroit. With large land area remaining available, there is a range of more modern housing developed from the 1970s to new housing that is being developed today.

Neighborhood characteristics were inventoried and mapped for the City. Maps on the following page show the age and size of each type of individual home. Building materials were also considered during the inventory. Patterns of building material were noted only in those neighborhoods developed during the 1940s and 1950s, as shown on the map of Generalized

Neighborhood Types. Other housing groups described below contained homes built with a variety of materials. Since no distinct pattern of building materials were noted, they have been mapped as one group. While there are other variations from one house to another, the Generalized Neighborhood Types Map categorizes each subdivision based upon the predominant housing type in the neighborhood into the following generalized groups:

- **Pre-WWII Residential:** While there are a number of homes scattered throughout the City that predate 1940, these tend to be individual homes that are either old farmsteads or individual parcels along section line roads. There are only a couple contiguous subdivisions that were developed with pre-1940 homes.



- **Post-war (1940s and 1950s) Bungalows and Ranches:** The era of greatest growth in the City was the post-war decades of the 1940s and 1950s. During this time, large tracts of land were developed with small bungalows and ranches. These homes tend to be small in comparison to modern standards; typically 800-1,000 square feet with two to three bedrooms and one bathroom. Many of the platted subdivisions have small lots of 40 or 50 feet in width. For the purpose of mapping these neighborhoods, they have been divided into two general categories: neighborhoods where most homes include brick and neighborhoods where the homes are predominantly aluminum siding.

- **1960s and 1970s Colonials and Ranches:** By the mid 1960s, homes started to become larger with greater square footage and more bedrooms. Attached, two-car garages also became the norm. In order to accommodate the larger homes with attached garages, lots also became larger. Housing construction remained strong in the 1960s to early 1970s and there are a number of subdivisions in Taylor with single story ranches, split level and two story colonials typical of this era.

- **1980s to Present Single Family Residential:** Following the recession of the 1980s, home construction slowly began to resume, however not at the same rate of prior decades. During the late 1990s and early 2000s, there was an increase in development of new residential subdivisions; however this has again slowed with the most recent recession. These more modern homes tend to be larger and of higher quality than the older housing stock in the City. Most of the newer subdivisions tend to be in the central area of the City.

- **Attached Residential/Condominiums/Townhomes:** There are also areas of the City developed with attached condominiums and townhomes. Most include conventional condominium complexes. However, the recent Midtown development on Goddard Road represents traditional, urban development that is becoming more prevalent with trends in new-urbanism or neo-traditional development.

- **Multiple Family/Apartments:** There are significant areas of the City occupied by multiple family complexes. Many apartment complexes in the City date from the early 1970s or before.

- **Manufactured Home Parks:** There are three manufactured home parks in the City. Two of these are relatively new parks located in the southern portion of the City on Beech Daly near Pennsylvania. There is also an older manufactured home park at the intersection of Beech Daly and Ecorse Road. This manufactured home park was developed at a higher density and does not offer the amenities of newer developments. The age and condition of the older park combined with the impacts of Detroit Metropolitan Wayne County International Airport, I-94 and nearby heavy industrial uses make redevelopment of the site with a non-residential use preferable.
- **Neighborhoods with Mixture of Housing Types:** There are a number of neighborhoods that have a mixture of housing types. These tend to be scattered throughout the City with neighborhoods of larger lots and other areas with individual parcels fronting major roads. Unlike most of the higher density neighborhoods where similar homes were "mass-produced" by a single builder in a short period of time, these neighborhoods developed on a lot-by-lot basis over a long period of time. As a consequence, these neighborhoods tend to be more diverse with an older house adjacent to a new house that was recently built.

Neighborhood Goals and Objectives

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

Goal: Encourage the provision of an appropriate mix of housing types.

Objectives:

1. Evaluate and update zoning requirements that currently impede modernization of existing housing stock.
2. Develop and adopt programs to encourage availability of owner-occupied housing affordable for entry-level buyers, empty-nesters and many service-oriented employees (e.g., teachers, public safety and public service employees).
3. The City will encourage development of the desired owner-occupied housing where the City owns large tracts of land and can control the specific type of development that will be constructed there. Priority will be given to redevelop Brownfield or reclaimed sites over greenfield sites.
4. Encourage housing, in a variety of forms, to address the underserved population in need of physical or psychological assistance.

Goal: Residential development should present a safe, unique and high quality image through creative design that enhances the desirability of new housing development and strengthens existing neighborhoods.

Objectives:

1. To establish and respect existing neighborhood identities, the City should work with neighborhood and homeowner associations to establish and maintain unifying design amenities including lighting, landscaping, fencing, entrance features, street trees and signage.
2. The City should require new residential developments to include attractive landscaping, signage and streetscapes that complement existing neighborhoods.
3. Encourage safescaping, where appropriate.
4. Require existing neighborhoods and businesses to maintain their premises to a standard consistent with new development through code enforcement.
5. Use Community Development Block Grant (CDBG) funds to continue the home repair program, which aids both lower income residents as well as neighborhoods in general.
6. The City will encourage the development of neighborhood and homeowner associations and will work with them to implement neighborhood improvement and rehabilitation programs.
7. Incorporate open spaces and pocket parks into neighborhoods through ordinance requirements for new development and land acquisition programs for existing developments.
8. Revise ordinances to include natural buffering techniques that use berms and landscaping in appropriate areas instead of walls or fences.
9. Inventory blighted houses and establish programs to rehabilitate or remove them.
10. All neighborhoods should include designated pedestrian and bike paths that are interconnected with other neighborhoods and a community-wide pathway system that connects them to significant landmarks and community facilities.

Goal: Develop housing to meet the needs of an aging population.

Objectives:

1. Maintain homes of a size, style and ownership type, in appropriate locations, that do not require extensive maintenance, to provide independent living options.
2. Encourage housing for the physically handicapped to address the needs of this underserved population.
3. Locate other senior housing/care facilities in proximity to community amenities, services and shopping.

Housing Recommendations

Taylor's neighborhoods are diverse in nature, ranging from more rural neighborhoods characterized by unpaved roads and larger lot sizes to more urban development with curb and gutter streets and narrow lots. This mixture of housing options allows families to grow into larger homes without having to move out of the community. As developments are planned, they should be designed so as to complement and enhance the existing character of the surrounding neighborhoods. While certain goals of this Plan may suggest more drastic change from what exists today, such as the plans for Midtown, this chapter seeks to retain neighborhood character while improving the quality of homes, public facilities and infrastructure.

The following represent a series of recommendations for maintaining and enhancing the quality of the City's residential neighborhoods.

Great Neighborhoods...

- ***Have distinct centers and edges***
- ***Are of a walkable scale***
- ***Balance a mix of uses and activities***
- ***Include interconnected streets and pathway systems***
- ***Have street systems that create a comfortable, safe environment***
- ***Include living areas and front entries as the prominent home feature***
- ***Use unifying elements to help identify the neighborhood***
- ***Embrace their historic, cultural and civic resources***
- ***Have a formal organization***

Housing Preservation and Maintenance

The importance of day-to-day maintenance of housing units cannot be overemphasized. To ensure the preservation and maintenance of existing housing by property owners, Taylor should use a variety of basic strategies/programs to improve the appearance and value of existing neighborhoods, as described below.

The City of Taylor should consider the following tools when contemplating housing rehabilitation and maintenance programs:

- **Housing Rehabilitation Programs:** The City's Community Development Department currently administers a home repair program that offers no interest loans, funded through the U.S. Department of Housing and Urban Development (HUD). Money is available through the CDBG program for repairs to bring homes into compliance with local codes, to remove safety hazards and barriers to mobility and to improve energy efficiency. Other housing programs the City should consider include those for larger-scale housing rehabilitation, housing façade improvements, emergency repair grants, tax abatements, free paint and free smoke alarms.

- **Programs to Encourage Ownership:** The City should encourage home ownership in areas with increased renter-occupied dwellings. As an example, the City recently started a new program providing down payment assistance for first time homebuyers. This can help increase community awareness and investment, which over time can lead to stronger neighborhoods and improved safety and aesthetics. The following programs should be considered:

    - The Michigan State Housing Development Authority (MSHDA) offers low-interest loan programs that give lower income people an opportunity to buy their first home.

- The Wayne County Land Bank manages abandoned, underutilized and blighted properties and works to bring properties obtained through tax reversion or donation into viable use. This offers an opportunity to obtain property at a low cost that can then be rehabilitated.
- The Wayne County TURBO (Transforming Underdeveloped Residential and Business Opportunities) program works in conjunction with the Wayne County Land Bank and encourages investment and improvements to low and middle-income investors. The program provides two options that work as tax rebates for either addition or expansion of existing buildings, or for developments that include a total rehab or new construction. The third option is for Brownfield eligible activities related to large developments involving total rehabilitation or new construction. In order to qualify under the program, property owned or purchased must be located within an eligible TURBO District.

As demand for these programs increases, the City may have an opportunity to conditionally approve financing for those that follow more extensive guidelines or for those willing to participate in desired community programs. These conditions could include implementing enhanced design improvements (e.g. development of an attractive second floor addition over a simple dormer addition), use of high quality building materials (e.g. use of cement fiberboard siding over vinyl), participation in desired special assessment districts or spearheading development of active community or homeowner associations.

- **Community/Neighborhood Reinvestment Programs:** Continue to work in coordination with local lending institutions and realtors and explore the availability and application of neighborhood investment/reinvestment programs.

- **Neighborhood Associations:** The City encourages the creation of and coordination with existing neighborhood associations and organizations, including condominium associations. Such organizations can coordinate with the City and develop improvement and organizational strategies that apply to their respective neighborhood area, such as a neighborhood watch program. Neighborhood organizations can also work with the City to set up special assessment districts (SAD) for infrastructure and streetscape improvements, such as road and sidewalk maintenance and decorative street lighting. The City should offer a variety of incentives to reward the neighborhood revitalization efforts of these organizations. The City could also offer to meet annually with condominium associations to provide guidance on how to manage legal and maintenance issues.

- **Annual Neighborhood Beautification Programs (Clean-up Programs):** The City currently hosts an annual spring disposal day, which allows residents to dispose of unwanted items and other items

from their residential spring clean-up. The City hosts an annual residential hazardous waste day, so residents can dispose of items such as batteries, electronics, paint and other hazardous chemicals that cannot be placed in a landfill. To build upon these services, the City should consider additional clean-up days, or curbside pick-up of large-scale trash, debris, appliances and other items and possibly expanding their hazardous waste services to include collection sites for the regular disposal of household products such as paints, vehicular fluids and the like.

- **Education Programs:** Conduct community awareness programs on blighting influences, annual refuse collections and comprehensive code enforcement efforts throughout residential neighborhoods and nonresidential areas adjacent to residential neighborhoods. As part of a City newsletter and Web site, the City should continue to provide information on existing codes and ordinances, clean-up efforts, rehabilitation and other housing assistance programs.

- **Codes and Ordinances:** The City should review its building codes and ordinances to determine the extent to which maintenance issues may be addressed by existing regulations. Where regulatory deficiencies exist, the City should consider stricter requirements. Efforts should be extended to both owner and renter-occupied properties.

- **Enforcement Practices:** In the event sufficient regulations exist, the City should review its enforcement policies and procedures to identify ways in which to improve regulatory enforcement of existing laws. This review should include an analysis of the City's violation management procedures and penalty (fine) structure.

- **Municipal Civil Infractions Ordinance:** The City recently enacted an ordinance allowing the issuance of civil infractions as an additional enforcement tool. The ordinance and its use should be continually monitored and reviewed on a regular basis to ensure effective and efficient use.

- **Rental Inspection Programs:** A rental housing inspection program was established in Taylor in 1999. It ensures that rental properties are compliant with current codes and ordinances prior to occupancy. Originally, these programs focused on the quality and safety of building interiors, but over time and as compliance with local codes has improved, the focus is shifting toward exterior concerns including the conditions of driveways, parking and landscaping. The City has noted a need to establish a smoke detector program for both rental and owner occupied housing. The City may wish to require that all housing provide hardwiring for smoke detectors to further protect residents from the potential danger of fire. The City should apply for CDBG funding to initiate such a program.

- **Infrastructure Maintenance:** A well-maintained infrastructure is very important to perceived neighborhood quality. Broken sidewalks, streets with potholes and broken curbing all portray images of neighborhood instability, declining property values and negatively reflect on the community as a whole. It is therefore imperative that surface infrastructure be regularly inspected and improved as necessary.

- **Traffic Calming:** The perception of neighborhood livability is strongly influenced by such factors as traffic volumes and speeds. A traffic calming program, as described in the Transportation Chapter, could be instituted in neighborhoods that have problems with cut-through traffic.

- **Maintenance of Anchor Facilities:** Anchor facilities in a neighborhood with schools, parks and religious institutions must be well-maintained. Each neighborhood should have a park to serve recreation and as a focal point for neighborhood social activities. Neighborhoods that require additional park space are highlighted in the Community Facilities Chapter. Schools are another important element to a strong neighborhood. Having schools within walking distance of home has been shown to have a positive impact on children's well-being and on the value of homes.

- **Maintenance of Existing Neighborhood Character:** To the extent possible, existing neighborhood character should be considered during design of new homes and subdivisions. This can be achieved by linking new home design and development layout to existing homes within a specified distance from the new home. Items such as lot size/width, setbacks, building height, lot coverage, building placement, architecture and building materials should be in harmony with existing homes. Driveways should be located consistent with other homes on the block and complementary landscaping, including similar street trees, should be considered for new construction. Another way to ensure consistency between newer and older homes is to establish a local architecture review committee that is responsible for reviewing plans for new construction. These committees can be implemented by the City, but are most effective when initiated by the local residents or homeowner associations.

- **Neighborhood Safety:** Proper planning of neighborhoods can prevent future crime. Traffic calming, street layout and architectural requirements can all enhance safety in a neighborhood. More specifically, roads should be designed to prevent cut-through traffic and encourage lower speeds and the layout of homes can provide a more pedestrian scale, encourage neighbor interaction and overall awareness of the street.

In-Fill Development

With some neighborhoods, such as those with the smaller 1940-50s ranch homes, the desire is to see larger homes, either through expansion or redevelopment. In other neighborhoods that have an established quality, such as those with brick homes, the desire is to protect the integrity of the established character and make changes more incrementally. In all cases, as new dwellings are built it is important to respect the character of the neighborhood. Where in-fill development or redevelopment is proposed, the physical composition of development needs to be in keeping with the existing character of the neighborhood. The following recommendations will help guide in-fill development/redevelopment and ensure new construction is compatible with the strong neighborhood framework.

- Building materials should be high-quality such as brick. The intent is to ensure that new construction is durable and timeless. Features such as front porches, peaked rooflines, dormer windows, bay windows and gables that face the street should be encouraged.

- Special consideration needs to be given to the street-side of the residences. The orientation of residences must be designed to display the architectural and residential qualities of the structures, create a comfortable environment for residents, visitors and those passing by and promote interaction between neighbors. This can be accomplished by utilizing a few key techniques that will orient the living areas of the home and the front door as the dominant feature or point of emphasis. Homes should provide usable front porches to not only serve as a point of refuge at the front door but also encourage greater neighborhood interaction and "eyes on the street." Shallow setbacks from the sidewalk bring the private and public space closer together for easier interaction and access.

- Garages and garage doors should be located in the rear yard and not dominate the front façade of homes. Where attached garages are proposed on residences, the prominence of garage doors along the public street should be minimized and other features such as porches and windows accentuated. This can be accomplished by standards that:

    - Require the garage to be set back from the front wall of the living area of the home.
    - Limit the length of the garage wall along street-facing façades.
    - Require that the front door to the house be oriented to the street and open onto a porch that faces towards the street.
    - Require a minimum amount of street-facing windows.

Enhancing Bungalows

First-tier, inner-ring suburban communities whose housing stock was primarily built between 1946 and 1970, face a number of significant and common issues associated with having an older, established housing stock. Cities such as Taylor have many positive attributes due to their proximity to urban and suburban amenities. However, rehabilitating the aging and obsolete housing stock in first-tier suburbs presents a challenge. These homes often have maintenance problems because of their age, size and lot constraints and many of them do not include features that modern homebuyers are looking for, such as two-car garages, large bedrooms and plenty of storage space. Providing opportunities to expand and rehabilitate bungalows, one of the most prevalent housing types in the City, is a top priority.

Bungalow Expansion Concepts: Post-war bungalows are common in Taylor. These modest, one-story and two-story wood frame houses were built in huge numbers after WWII to house soldiers returning from the war and starting families. While the small scale, neat appearance and colonial detailing of post-war bungalows have a certain charm, these houses tend to be monotonous when they occur in large numbers.

For the neighborhoods developed in the 1940s and 50s to remain viable, these types of homes need to be able to be enlarged and upgraded to compete with newer, larger homes. The following key elements were identified for improving post-war bungalows:

- **Increase Flexibility:** Nuclear families were the original market niche for the post-war bungalow. These types of households are no longer the dominant market force that they were in the 1950s. For bungalows to regain a competitive edge in the regional housing market, they need to be attractive housing options for a wide range of potential households, including older residents, young singles and single parent families.
- **Maximize Usage and Efficiency:** Post-war bungalows are small houses. It is important to look for ways to use every square inch of available space, open floor plans to increase the perception of spaciousness and to find easy ways to increase living space.
- **Add Architectural Variety:** Because groups of bungalows were often built quickly by a single developer, there is a lot of repetition in their floor plans and exterior features. Improvements should include ways to add variety to the architecture and increase the curb appeal of the housing stock.

Bungalow expansion should respect the most desirable features of this housing type, including a compact floor plan and a first floor bedroom, yet capitalize on their potential. The following list describes examples of how bungalows in Taylor can be expanded.

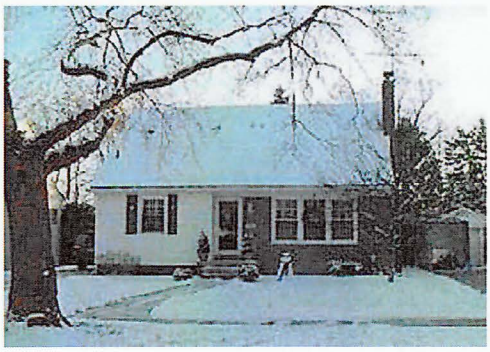
- First floor expanded master bedrooms, a feature that has much appeal to prospective homebuyers.
- Opening up the first floor living, dining and kitchen areas to create better spatial flow and to maximize the flexibility and efficiency of these small houses.
- Conversion into two-floor homes with additional bedrooms or even bathrooms on the second story.
- Bold modifications for the exterior façades to overcome the "cookie cutter" effect that often occurs when neighborhoods have block after block of bungalows.

User-friendly guides for improving bungalows should be prepared for the City's residents, using the combined expertise of architects, planners, residents and City staff and officials to provide advice about how to more specifically adapt these floor plans into larger living spaces.

Below are two example concepts of how a typical bungalow can be expanded to add floor space on the second floor. The existing building is presented on the left and an illustration of one possible redesign concept is offered on the right.

- **Example One**. A new bedroom suite with a second bathroom is added in the example below. Seasonal outdoor living space is added with the porch.

- **Example Two**. A second bedroom with a new bathroom and added play space is added upstairs in this example. This example also adds a porch.



Zoning and Building Codes

For homeowners and developers planning remodeling projects, one of the most frustrating and confusing parts of the process is understanding how zoning and building codes relate to rehabilitation. Building and zoning codes tend to focus on new construction and the high standards set forth in these codes can make rehabilitation projects financially infeasible for homeowners, discouraging improvement projects that would benefit the entire neighborhood.

The combination of small lot sizes and zoning ordinances that promote more modern, large-lot development often presents a major barrier to remodeling and redevelopment. However, there are a number of techniques that communities can use to make zoning regulations more accommodating for residential rehabilitation. The City can help to encourage redevelopment of existing structures by revising current ordinances to remove zoning restrictions that create the most problems and provide flexibility in other ways for housing that meets the design standards desired for older neighborhoods.

In Taylor, this may mean relaxing the front yard setback requirement to allow for a porch and the addition of living space over the porch. In addition to new or expanded second floor bedrooms, the porch provides residents with seasonal outdoor living space. In some cases, "pushing forward" an existing porch would allow expansion of first floor living space. In many prototypical bungalows, this would mean expansion of a living room and master bedroom. For others, this change would mean relocating the master bedroom upstairs and a kitchen/dining room expansion on the first floor. In any case, the reinvestment encouraged by merely relaxing the front yard setback will help to update the housing stock.

The City can also use its local ordinances to offer incentives that encourage exceptional architectural design, use of higher quality building materials, participation in a special assessment or other things that the City determines

to be in the best interest of the community overall. Incentives that are offered at the developer's option can lessen the negative image often associated with strict regulations while strengthening the developer's commitment to the project.

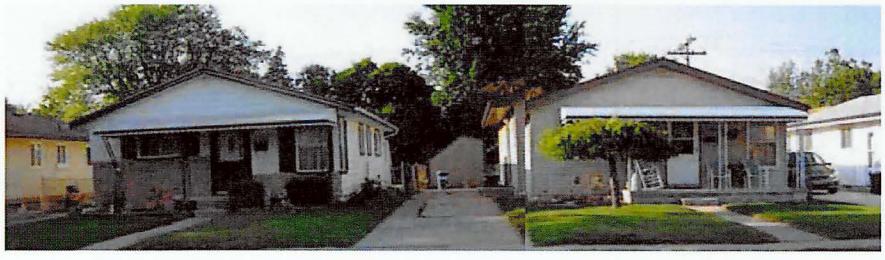
Rehabilitation Finance

Rehabilitation projects have a beneficial effect on neighborhoods and can improve Taylor's image. Because these projects are often expensive endeavors for families, Taylor will encourage residential remodeling and redevelopment by helping residents find the necessary funding. Options may include City loans for residential rehabilitation projects, making City funds available to residents through low-interest loans and grants, by helping residents, non-profit organizations and developers learn about local, State and Federal programs that can assist in home rehabilitation and by providing other incentives to encourage homeowners and developers to rehabilitate older housing, such as tax incentives.

Tax abatements are one type of tax incentive that Taylor should consider. Some homeowners feel that when they invest a substantial amount of money in home improvements, they are penalized for their efforts by having to pay higher taxes. To counter this disincentive, cities can abate property taxes on the value of improvements. In addition to abating the value of improvements to existing houses, tax abatements can be used to reduce the tax liability for new residential construction. The City may abate a percentage of the value of new construction for a set number of years. Tax abatement for new construction would provide an incentive for developers to create new housing in the target neighborhoods, such as the northwest corner of the City, which currently contains the City's highest proportion of renters.

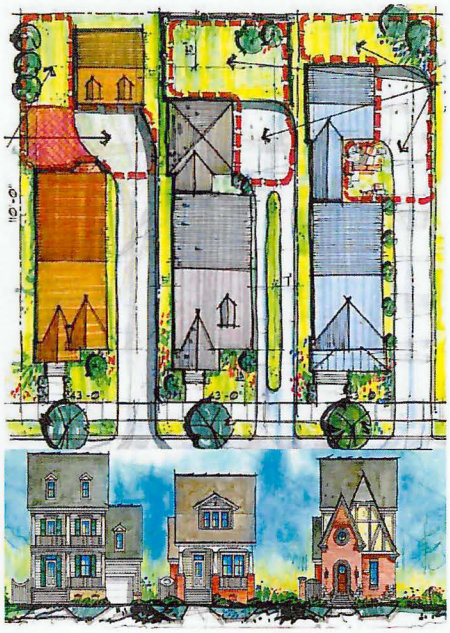
Redevelopment of Outdated Housing

There are a number of neighborhoods with small ranches or bungalows, typically with fewer than 1,000 square feet in area and on smaller lots of around 50 feet wide. These homes are outdated and do not offer many of the amenities desired by home buyers. In many areas of the City, homes can be expanded as described in the previous section, particularly the neighborhoods with brick homes. In those neighborhoods where the housing costs are lower, such as neighborhoods with small aluminum/vinyl sided homes and homes on slabs, gradual redevelopment of the neighborhoods should be encouraged. Any redevelopment should be initiated by property owners and driven by the market, with the City's role as facilitating or assisting the homeowners.



The small lot sizes that are characteristic in these areas are a limiting factor in redevelopment. In order to develop a home that is more characteristic of modern subdivisions in the City, there would need to be a combination of lots. This could be done through a builder purchasing three homes and redeveloping the lots with two homes; splitting the center lot between the two new home sites. A program the City could consider is acquiring individual dwellings that are vacant or obtained through back-taxes and selling the lot at a discount to adjacent homeowners if they are willing to build a larger home.

If combination of lots to build larger homes is impractical, smaller lots could be redeveloped with a more urban form of development that is characteristic of neighborhoods developed prior to WWII. These types of development are often referred to as "New Urbanist" or "Traditional Neighborhood Design" (TND). Many communities are developing new neighborhoods following the TND style of development that resemble historic neighborhoods in places like Detroit and Dearborn. These neighborhoods were developed at a time when the automobile was relatively new and neighborhoods were still designed for pedestrians. They were tight-knit neighborhoods with shopping, schools and parks all within walking distance – something that many modern suburban communities are trying to recreate. New Urbanist development, with their compact nature and efficient design, is starting to include more cutting-edge elements that include higher-quality building materials, advanced architectural design and in some cases, even LEED (Leadership in Energy and Environmental Design). These developments also promote smaller setbacks to provide the pedestrian scale desired. Many of Taylor's older neighborhoods have the small lots on a basic grid system that could serve as a foundation for this type of redevelopment.



To the left is an example of a traditional neighborhood development with narrow lots. These residential homes contain certain general elements:

- Homes are located on small lots with shallow setbacks: 15 - 20 foot front yard, 5- and 10- foot side yards, where compatible with established neighborhood character.
- Traditional architecture with doors and windows facing the street.
- All homes have front porches or stoops with many homes having large covered front porches encouraging neighborhood interaction.
- Garages are located in the rear yard, either attached or detached with access drives between homes or access from rear alley.
- Neighborhoods are walk able with sidewalks and neighborhood destinations such as parks within a quarter mile. All neighborhoods include public open space such as parks, plazas or common greens.
- Residential neighborhoods are developed as part of a mixed-use community with schools and neighborhood convenience shopping within walking distance.

The City could adopt some form of TND overlay district that would give the option to redevelop portions of certain neighborhoods with new housing following strict design standards.

Multiple Family Housing

Multiple-family housing is provided throughout the City, in a variety of forms. The primary stock of multiple-family housing is found in the central and southern portions of the City. The most commonly found are apartment-style housing, characterized by larger parking lots and buildings with few building entrances. Some complexes include a grouping of smaller multiple-family homes and some even with individual entrances. This arrangement of housing units, where they are attached, yet provide individual entrances and privacy, are termed attached single-family units. More modern approaches to attached single-family housing include townhomes, condominiums and converted single-family homes. These are becoming more desirable to those looking for high-quality housing with low maintenance requirements, particularly to younger residents, retirees or those whose families are reducing in size. Recent efforts by the City to revitalize some of the older multiple-family housing stock have been successful. Taylor is one of few communities to pass a self-imposed millage for housing rehabilitation. The special millage, passed in 1996, assesses one dollar for each thousand dollars of taxable value for all properties in Taylor. This money has been used by the Taylor Community Development Corporation (TCDC) toward conversion of apartments to owner-occupied housing. These efforts should continue, as some of the more concentrated areas of multiple-family housing have raised concerns about safety and other social ills that sometimes arise in high density areas.

To ensure that quality multiple-family housing options remain in Taylor, the following should be considered for new and existing housing developments:

- Quality building materials should be used in the building design. This will improve the perceived value of the units and in some cases can provide a safer building in case of fire or natural catastrophe.

- Attractive landscaping is needed to create a neighborhood character and to provide useable open spaces throughout multiple-family developments.

- Internal circulation should be provided in such a way as to create private recreation areas for residents. It is important that any private areas be designed with safety in mind and include appropriate lighting, landscaping and are easily visible to residents.

- Where possible, attached single-family housing should be provided. These include a limited number of units (i.e. fewer than 5) per building, each with their own entrance and garage. Attached single-family options provide ownership opportunities in a setting that is more affordable.

- Appropriate safety measures must be included in any larger multiple-family development. More specifically, the following can provide a safer environment:
    - Balcony railings should be low in height and should not be solid or obstruct views.
    - Common building entrances should include self-locking entrances.
    - No more than four units should use the same entrance; if possible, assign parking spaces or provide attached garages to provide even safer entry.
    - Where needed, locate stairwells and elevators in a central location where traffic is higher.
    - Limit building entrance points to two or less and ensure all entrances are well-lit highly visible and accessible.
    - Require all building façades to include windows.
    - Ensure proper lighting of all parking and pedestrian areas.
    - Design landscaping, dumpsters and loading areas to avoid creating blind areas or hiding places.

An example of housing preservation, maintenance and improvement is embodied in a recent effort by the City's Office of Economic and Development Services. The City recently created a revised development plan for the Parks and Ponds of Taylor, a housing complex located near the intersection of Eureka and Inkster Roads. The development is currently divided by a north/south brick wall that effectively splits the property into two separate, yet similar apartment complexes. Virtually all of the units in The Ponds use Section 8 housing vouchers and The Parks are mainly market-based rental units, but some units are also supported by Section 8 vouchers. Presently there are 875 units contained within the two complexes.

A conceptual site plan for the development of the Parks and Ponds of Taylor, shown on the next page, was developed by Wade Trim in December 2007 that shows an alternative layout. It effectively divides the property through use of a pond and park-like setting instead of the formerly used brick wall. The plan as diagramed would eliminate 231 units, leaving 644 total units and represents a 27% reduction in the number of housing units. This will create more open space for passive recreation. The existing pool and community center located along Eureka Road will remain for use by all apartment residents. The City is currently conducting a feasibility study to provide the development with wind generated power at virtually no cost.

The apartments shown to the north of the pond would be refurbished as needed. The City envisions use of Section 8 housing subsidies in these units. The owner-occupied condominiums located south of the pond are planned to maintain a separate access from Leroy Street to the south. They will be remodeled and sold at affordable rates, estimated to be between $45,000 and $55,000 per unit. The City is considering federal subsidies like the Section 8 homeownership program, which allows current Section 8 renters to use their vouchers toward a mortgage rather than rent. It is argued that use of this option can help stop the cycle of poverty since new condominium

owners will gain equity on their owner-occupied units. In addition, new owners will benefit from federal tax returns available for interest costs associated with their new mortgages. New owners are more likely to stay in their condominium for longer tenures and raise their children in Taylor.

Continuum of Housing

Providing a continuum of housing involves consideration of all residents and providing housing options to suit their needs. Analysis of resident age, income and family sizes are required to identify deficiencies in the housing supply. Elements such as housing values, gross rent, size and location can all play a role in providing a range of housing options for residents today, tomorrow and long into the future. Because they are not often documented, the needs of certain segments of the population, such as the homeless or disabled, must be acknowledged in a more general sense.

Housing for the Aged: Table 4-1 shows the population distribution in Taylor as reported by the U.S. Census in 2000. The age groups have been categorized into general groups according to their typical housing needs. It is clear that the largest segments of the population are within the young families group. This age group is expected to demand larger home sizes within close proximity to schools and parks. In addition, as the largest age

Providing appropriate senior housing options is increasingly important as the general population ages. Fewer financial resources are available to older residents and so they need affordable options that are safe, attractive and stimulating. Many seniors live in established neighborhoods and some find their financial resources strained over time, leaving them to struggle to maintain their homes, or even worse, to heat them or pay their mortgage at all. Others live in multiple-unit complexes, in assisted living or nursing facilities. The level of care provided can be described using several factors, as summarized in Table 4-2: 1) daily activity (dressing and personal care); 2) community services (laundry and cleaning services); 3) overall health (physical and emotional); 4) health services (medication and nursing care); 5) community activity (social events, golf, outings, etc.); and, 6) environmental (personal independence).

Table 4-2: Senior Housing Services

Type of Housing	Type of Service	Level of Service Provided
Independent Living	Daily Activity	*None* ◆ *Comprehensive*
	Community Services	*None* ◆ *Many*
	Overall Health	*Poor* ◆ *Good*
	Health Services	*None* ◆ *Skilled Nursing*
	Community Activity	*None* ◆ *Many*
	Environmental	*Limited* ◆ *Independent*
Assisted Living	Daily Activity	*None* ◆ *Comprehensive*
	Community Services	*None* ◆ *Many*
	Overall Health	*Poor* ◆ *Good*
	Health Services	*None* ◆ *Skilled Nursing*
	Community Activity	*None* ◆ *Many*
	Environmental	*Limited* ◆ *Independent*
Nursing Home	Daily Activity	*None* ◆ *Comprehensive*
	Community Services	*None* ◆ *Many*
	Overall Health	*Poor* ◆ *Good*
	Health Services	*None* ◆ *Skilled Nursing*
	Community Activity	*None* ◆ *Many*
	Environmental	*Limited* ◆ *Independent*
Continuous Care Retirement Community	Daily Activity	*None* ◆ *Comprehensive*
	Community Services	*None* ◆ *Many*
	Overall Health	*Poor* ◆ *Good*
	Health Services	*None* ◆ *Skilled Nursing*
	Community Activity	*None* ◆ *Many*
	Environmental	*Limited* ◆ *Independent*

Source: Move, Inc.

The City of Taylor should ensure their local ordinances provide for the retention and development of a full range of senior housing options, including:

- **Independent Living:** Independent living, often referred to as retirement communities, congregate living or senior apartments, are designed specifically for independent senior adults who want to enjoy a lifestyle filled with recreational, educational and social activities with other seniors. These communities are designed for seniors who are able to live on their own, but desire the security and conveniences of community living. Some communities, often congregate living or retirement communities, offer organized social and recreational programs as a part of everyday activities, while others like senior apartments provide housing with only a minimal amount of amenities or services.

Some independent living communities offer abundant recreational activities and others provide basic services like laundry, meals, local transportation or planned social activities or outings. Communities can be either "age inclusive" or "age exclusive." Age inclusive communities attract retirees, but do not have age-requirements whereas age exclusive communities do have senior age-requirements (usually a minimum age of 55).

Independent living communities are not licensed by local, State or Federal agencies and are often managed by a private company providing the services. Private funds are most often used, although some senior apartments are subsidized and accept Section 8 vouchers. Medicare and Medicaid do not cover payment since no healthcare is provided.

- **Assisted Living:** Assisted living provides a combination of residential housing, personalized support services and healthcare. These residential settings maximize independence, but do not provide skilled nursing care. Assisted living facilities are sometimes referred to as residential care facilities, adult living facilities or adult foster care. Care can be provided in a single residence or in a group setting. Larger facilities typically offer the same features as independent living communities with the added service of personal care. They are designed to meet the individual needs of those requiring help with daily activities, such as dressing and cooking, but do not need the skilled medical care provided in a nursing home. According to the State Department of Human Services, there are currently twenty small group assisted living homes in the City. These homes are licensed to care for up to six adults. Two medium group homes exist in Taylor that have the capacity to care for between seven and twelve adults. Only one large group home exists, with a capacity of thirteen to twenty adults. Collectively, these facilities offer care to the aged, mentally ill, physically handicapped, developmentally disabled and Alzheimer's patients.

  Costs for assisted living depend on the number of services and accommodations that they offer. Most assisted living communities accept private pay only, which can be supplemented by long-term care insurance policies, provided they cover assisted living.

  Adult foster care facilities are regulated by the Michigan Adult Foster Care Facility Licensing Act (P.A. 218 of 1979). The law was passed to ensure proper care is provided in adult care facilities and identifies the State Adult Foster Care Licensing Advisory Council as the regulating body, not local government, whose authority is superseded by State law.

  Although many assisted living communities and nursing homes cater to individuals with Alzheimer's disease and other related memory disorders or dementia, there is a growing trend towards facilities that provide specialized care and housing tailored to the special needs of individuals with such illnesses. These facilities offer care that fosters individual skills and interests in an environment that helps to diminish confusion and

agitation. Specialty services are provided in a secure environment, such as activity programs designed to include reality orientation classes and specially trained professional staff are skilled in handling the behavior associated with memory impairments. Many facilities that specialize in Alzheimer's or related dementia disorders have building design features that assist with the problems associated with this disease: color-coded hallways, visual cues and secure wandering paths for additional security.

Similar to assisted living communities, most provide assistance with dressing, grooming, bathing and other daily activities. Assistance with medications differs according to State regulations. Meals, laundry and housekeeping are usually provided within private and semi-private rooms in a residential type setting.

- **Skilled Nursing Care (Nursing Home):** Nursing homes, or skilled nursing facilities, are designed for seniors who are in need of 24-hour nursing care. Nursing facilities provide many of the same residential components of other senior care options including room and board, personal care, protection, supervision and may offer other types of therapy. Their on-site medical staff sets them apart from other types of senior housing. Nursing care is provided by registered nurses (RNS), licensed practical nurses (LPN) and nurses aides at all hours of the day. Standard services provided include housekeeping and linen service, medically planned meals and snacks, trained medical staff, professional service staff-activity directors, social workers, etc. Additional services may include on-call physicians and services, physical, respiratory and speech therapists, medications, personal care and laundry service.

  Nursing homes are licensed and regulated by State Department of Public Health and are individually certified by the State for Medicare and Medicaid. They must also meet federal requirements.

  Often families purchase long-term care insurance in anticipation of nursing home costs, while others must depend on other forms of financing. Facilities accept a variety of Medicare, Medicaid, private insurance carriers and private funds.

- **Continuing Care Retirement Communities:** Continuing Care Retirement Communities (CCRC) are residential campuses that provide a continuum of care, from private units to assisted living and then skilled nursing care, all in one location. CCRCs are designed to offer active seniors an independent lifestyle from the privacy of their own home, but also include the availability of services in an assisted living environment and on-site intermediate or skilled nursing care if necessary.

  Retirement communities offer a variety of residential services including cleaning and laundry service, meals in common dining areas, grounds maintenance, security and social, recreational and cultural programs. Health care services often include contracted services, personal care and

Table 4-3: Housing Size in Bedrooms - 2010 City of Taylor		
Number of Bedrooms	**Total Housing Units**	**Percent**
Total Housing Units	**25,427**	
No bedroom	89	0.4%
1 bedroom	1,182	4.6%
2 bedrooms	7,920	31.1%
3 bedrooms	13,776	54.2%
4 bedrooms	2,070	8.1%
5 or more bedrooms	390	1.5%

Source: US Census

help with daily activities, nursing and rehabilitative care, respite and hospice care and Alzheimer's care.

Retirement communities are often compensated according to a contract that prescribes the extent of care, or charge residents when additional care above the basic services is provided. Depending on the level of medical care provided, retirement communities may be regulated similarly to nursing homes or adult foster care facilities. There is no federal agency that oversees them.

Average Housing Size

As the size of families and households decreases, as evident in recent trends the need for smaller homes will increase. In Taylor, where 90.3% of homes have three or fewer bedrooms (see Table 4-3), this may be a welcome change. Over time, these smaller families can be expected to occupy many of the smaller homes that have been diminishing in desirability for the past several years. In addition, these smaller homes are more reasonable for empty nesters or senior independent housing.

To ensure the stock of these smaller homes remains desirable, the City must continue its residential programming, paying particular attention to strengthening neighborhoods, revitalizing older neighborhoods and ensuring proper parks and services remain.

Affordability

When reviewing Taylor's demographic profile, it was clear that there is a need for quality affordable housing. In 2010, 17.2% of Taylor's families and 26.8% of individuals reported incomes below the poverty level. For individuals, the poverty threshold was $11,139 in 2010. The threshold for families is relative to the number of adults and children in the family.

Despite these thresholds, a generally accepted threshold for affordable housing is one that does not cost a household more than 30% of its gross income. Analysis of affordable housing, therefore, is measured by comparing household income to housing values and gross rent. Table 4-4 shows the values of owner-occupied homes in 2010, along with an estimate of yearly mortgage costs. In calculating mortgages, the following parameters were assumed:

- Mortgage term is 30 years
- Rate is fixed at 6.5%
- Annual homestead taxes are $2,857 (based on median home value of $121,100)
- Annual insurance costs are $1,000
- Utility costs are not included
- Zero down payment

Table 4-4: Housing Values & Mortgage Rates - 2010 City of Taylor

Home Value	Number of Homes	Approx. Yearly Mortgage Rate
Less than $10,000	199	$3,756
$10,000 to $14,999	456	$6,480
$20,000 to $29,999	242	$6,864
$30,000 to $39,999	273	$7,620
$40,000 to $59,999	751	$9,744
$60,000 to $79,999	1750	$11,502
$80,000 to $99,999	2555	$12,564
$100,000 to $124,999	3236	$15,204
$125,000 to $149,999	2594	$16,848
$150,000 to $174,999	1628	$19,308
$175,000 to $199,999	834	$21,324
$200,000 to $249,999	710	$25,908
$250,000 to $299,999	234	$30,000
$300,000 to $499,999	254	$44,268
$500,000 to $999,999	0	$89,652
$1,000,000 or more	45	$98,448

Source: U.S. Census and www.planningtips.com

The largest category of homes in Taylor are valued between $100,000 and $125,000 and cost roughly between $10,335 and $12,231 in annual mortgage costs. Rental units must also be considered, as they tend to offer more affordable housing rates. Gross rent is summarized in Table 4-5, which shows largest number of rental units in Taylor cost between $500 and $750 per month, or roughly $6,000 to $9,000 per year.

Table 4-6 indicates annual household income levels and annual affordable housing cost thresholds, calculated at 30% of gross income. The affordability threshold of a family is that portion of their income that is reasonable to spend on housing costs in a year. The highest number of households in Taylor can afford a home that cost between $15,000 and $22,500 annually, which equates to a home value of approximately $150,000 to $250,000.

In conclusion, there appears to be a slight deficiency in the number of housing units (either owner- or renter-occupied) that cost less than $7,500 per year and a slight surplus of homes that cost more than $7,500 per year. As noted, most of the housing in Taylor is within a moderate price range and provides adequate housing supply for households making an income over $35,000. Larger housing deficiencies exist for families making less than $10,000 or more than $75,000.

Table 4-5: 2010 Gross Rent

Monthly Rent	Yearly Equivalent	Number of Units
less than $200	less than $2,399	385
$200 to $299	$2,400 to $3,599	303
$300 to $499	$3,600 to $5,999	415
$500 to $749	$6,000 to $8,999	2263
$750 to $999	$9,000 to $11,999	2573
$1,000 to $1,499	$12,000 to $17,999	1422
$1,500 or more	$18,000 or more	79

Source:SEMCOG

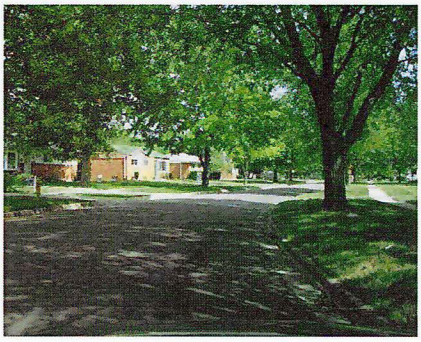
Table 4-6: 2010 Household Income & Affordable Threshold

Income Range	Affordability Threshold*		Number of Households
	low	high	
Less than $10,000	$0	$3,000	2,096
$10,000 to $14,999	$3,000	$4,500	1,620
$15,000 to $24,999	$4,500	$7,500	2,915
$25,000 to $34,999	$7,500	$10,500	2,822
$35,000 to $49,999	$10,500	$15,000	4,064
$50,000 to $74,999	$15,000	$22,500	5,037
$75,000 to $99,999	$22,500	$30,000	2,600
$100,000 to $149,999	$30,000	$45,000	1,869
$150,000 to $199,999	$45,000	$60,000	316
$200,000 or more	$60,000	$0	205
*Affordability Threshold is equal to 30% of income			

Source: SEMCOG

Streetscape Enhancements

In addition to the character of the homes, the public streetscape can also be a major defining element for a neighborhood. The public streetscape consists of a number of elements: the roadway, sidewalks, street trees and street lighting. These elements are important to maintaining and enhancing the neighborhood character. Recommendations for commercial corridors are discussed in the Transportation Chapter.



- Street trees enhance the appearance of the roadway. Street trees should be provided between the street and the sidewalk to provide shade and to alert drivers that they are in a residential area and should slow down.
    - The City currently participates in the Restoration of Our Trees (ROOT) program, which allows residents to purchase trees at a reduced cost to enhance the character of their neighborhood by replacing Ash trees destroyed by the Emerald Ash Borer. The cost of the trees is offset by donations from the DTE Energy Foundation.
    - Another program the City could offer is a street tree planting program where residents can pay the City to have a street tree installed in front of their home. The City could purchase the trees in bulk and install all of the trees at the same time during the fall. By purchasing the trees in bulk and contracting for the installation all at once, the City could obtain a discount, which would allow residents to add a tree in front of their home at a lower cost.
- Neighborhood associations are encouraged to coordinate with the City on planting and beautification programs. Events such as an annual planting day can further enhance the character of a neighborhood.
- Sidewalks need to be provided along all streets and should be at least 5 feet wide. Future infill development must continue this system by providing sidewalks along the street as well as connections to homes and existing pedestrian routes.
- Local residential streets should be of sufficient width for on-street parking, but not overly wide where excessive speeding would be encouraged.
- Neighborhoods need an integrated circulation system that conveniently links with surrounding neighborhoods. When new residential developments are proposed, street connections need to be considered to create reasonable walking distances with small block sizes and to connect with existing road network. Additional recommendations for transportation enhancements to residential corridors are found in the Transportation Chapter.
- Other elements such as building design and scale, exterior materials, texture and color can all affect the desirability of a residential street. Ideally, these elements should combine to create a comfortable environment for pedestrians and residents, while maintaining established neighborhood character where it already exists.

Buffering between Residential and Non-Residential Uses

Allowing businesses in neighborhoods can be a positive component to a neighborhood by providing conveniently located services. It can also negatively impact neighborhoods through improper screening and encroachment. Commercial activity tends to infiltrate residential neighborhoods in maturing communities. This is evidenced where commercial activity infringes on residential neighborhoods, such as along Taylor's main corridors of Telegraph, Ecorse and Eureka Roads. Some areas may become ripe for conversion to commercial use, such as residential adjacent to the more shallow commercial properties along Van Born Roads. When this occurs, it is important to establish appropriate transitional land uses to prevent conflicts.

- Better screening and landscaping are required to separate the negative impacts of existing and planned non-residential uses on surrounding neighborhoods. This should be done with brick walls supplemented by landscaping.

- Lighting needs to be downward directed cut-off fixtures that prevent light from spilling onto residential properties.

- Waste receptacles and loading areas need to be screened and setback from adjoining residential properties.

- Access needs to ensure that traffic is not increased on residential streets.

- The design of the building needs to incorporate architecture that enhances the quality of the neighborhood, with mechanical equipment properly screened and setback to not create noise issues with nearby residences.

Another common area of land use conflict is industrial adjacent to residential. There are a number of areas where higher intensity industrial uses are immediately adjacent to residential neighborhoods. In some instances, industrial uses are accessed from residential streets, such as along Lorne Street in the northeast portion of the City. To mitigate the impacts of incompatible uses, the City should require buffers or additional landscaped areas along the rear of industrial uses. These areas should include larger setbacks, heavy evergreen landscaping and possibly walls or fences, where needed.

Where the impact of commercial or industrial uses on the residential area becomes greater, emphasis is needed on providing buffers between uses. This would include masonry walls supplemented with landscaping.

Airport Noise Impacts on Residential

A major factor affecting Taylor's neighborhoods and the quality of life for its residents is the Detroit Metropolitan Wayne County International Airport, located one mile west of the western boundary of the City. As a result of the Airport, City residents are impacted by aircraft noise. Aircraft approaches and departures pass over the City and noise from ground run-ups can be heard in Taylor. The primary flow of air traffic on the four main parallel runways is departures to the southwest and arrivals from the northeast. Flights arriving from the northeast pass over the northern portion of Taylor. However at certain times, departures may be to the northeast, which increases the noise levels over the northern portion of the City. There are also two east-west runways. While these runways are used less often, when they are in use, flights pass over the southern portion of the City along the Northline and Eureka Road corridors.

At the time this Master Plan was prepared, the Airport was in the process of updating the Part 150 Noise Compatibility Study to identify measures that could be taken to reduce the impact of aviation noise upon surrounding communities. The Plan includes noise exposure maps and identifies methods of reducing noise impacts. Changes to air traffic operations that divert aircraft away from densely populated areas, improvements to the airport to abate noise impacts and land use programs for noise impacted areas are all being evaluated as part of the study.

The noise exposure maps indicate that the greatest noise impacts from aircraft operations in the western portion of the City. A day-night noise level (DNL) of 65 or higher is considered undesirable for noise sensitive land uses such as residential and schools. Only small areas at the western edge of the City are within the 65 DNL noise contour. Larger areas of the City are impacted by 55-65 DNL. While these levels are within Federal Aviation Administration (FAA) guidelines for acceptable noise levels for residential, noise from aircraft operations can still be a significant annoyance to residents.

Some measures that the Airport is currently implementing include the following:

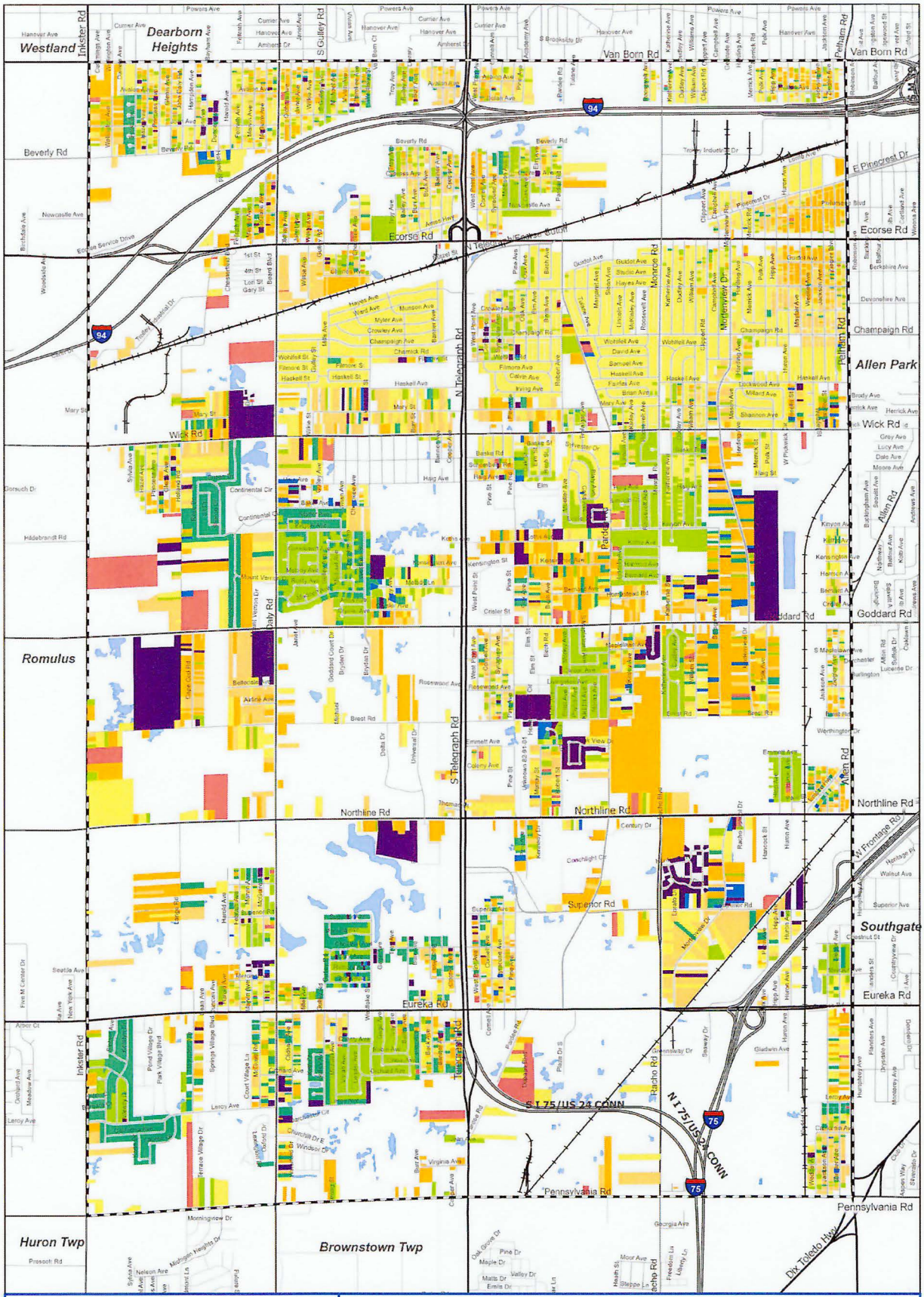
- Preferential runway use was recommended to maximize south flow runway use where the population density is much lower.
- Flight tracks for departing aircraft were dispersed to even out noise impacts, as opposed to concentrating over flights along a specific corridor. There was discussion during the current Part 150 Study update of concentrating flights over the I-94 corridor. This would have had a significant adverse impact on residents of Taylor and Allen Park. This option for concentrated over flights along the I-94 corridor was strongly opposed by a majority of communities surrounding the Airport and was ultimately rejected.
- Restrictions were placed on flight training.

- Limitations were placed on the times and locations of aircraft maintenance ground run-ups. These run-ups are often conducted in evening hours and create a significant noise impact. The Airport is currently considering installing a Hush-house to reduce noise impacts from ground run-ups.
- Earth berms were constructed around the perimeter of the Airport to contain some noise at the ground level.
- A noise monitoring system was installed surrounding the Airport.
- A noise complaint office was established.

The City should consider the noise impacts of the Airport in planning for neighborhoods, including location of new housing and assistance to existing homeowners with sound insulation programs. Higher construction standards may also be required in neighborhoods impacted by noise from the Airport. Additional insulation and the use of noise-reducing materials can further protect residents from the adverse impacts of the Airport.

At the time this City Master Plan was prepared, the Wayne County Airport Authority was in the process of preparing a new Master Plan for the Airport. The draft Airport Master Plan includes construction of a 5th parallel runway, extension of an existing runway, expansions to terminals, additional parking facilities to the north and south of the airport, an Airport transit system, air cargo development and a number of Airport facility improvements.

The new parallel runway is proposed to be located on the southeast side of the Airport - one mile closer to the City of Taylor. The noise contour maps contained in this Plan were based upon the runway configuration at the time the City Master Plan was prepared, with four parallel north/south runways. If this expansion is implemented, it will likely shift the noise contours shown on the Map farther east into the City, increasing noise impacts on City residents. Approaches to the new runway will be from the northeast and will cross the north side of Taylor. Those residents that will be impacted the most by the new runway will be in the north and western areas of the City. Not only will residents by impacted by this new runway, but residents will also be impacted by the projected increase in aircraft operations. While impacts will be greatest on the western side of the City, all residents are affected by the Airport.



Residential Housing

Taylor Master Plan

Single Family Homes - Year Built

Pre-1920	1941 - 1950	1961 - 1970	1981 - 1990
1921 - 1940	1951 - 1960	1971 - 1980	1991 - Present

0 0.25 0.5 Miles

March 19, 2008
Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

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Map titled Residential Housing, Taylor Master Plan. Citywide parcel map of Taylor showing single family homes by year built with eight color categories. Surrounding communities labeled Westland, Dearborn Heights, Romulus, Allen Park, Southgate, Huron Twp, and Brownstown Twp. Major readable roads and highways include Van Born Rd, Beverly Rd, Ecorse Rd, Wick Rd, Champaign Rd, Goddard Rd, Northline Rd, Superior Rd, Eureka Rd, Pennsylvania Rd, Inkster Rd, Telegraph Rd, Pelham Rd, Allen Rd, I-94, and I-75.

Residential Housing

Taylor Master Plan

Map description: This page is a parcel-level thematic map showing **Single Family Homes - Year Built** across Taylor. The map uses eight colors to distinguish housing age and shows major roads, highways, municipal boundaries, water features, and surrounding communities.

Readable surrounding community labels: Westland; Dearborn Heights; Romulus; Allen Park; Southgate; Huron Twp; Brownstown Twp.

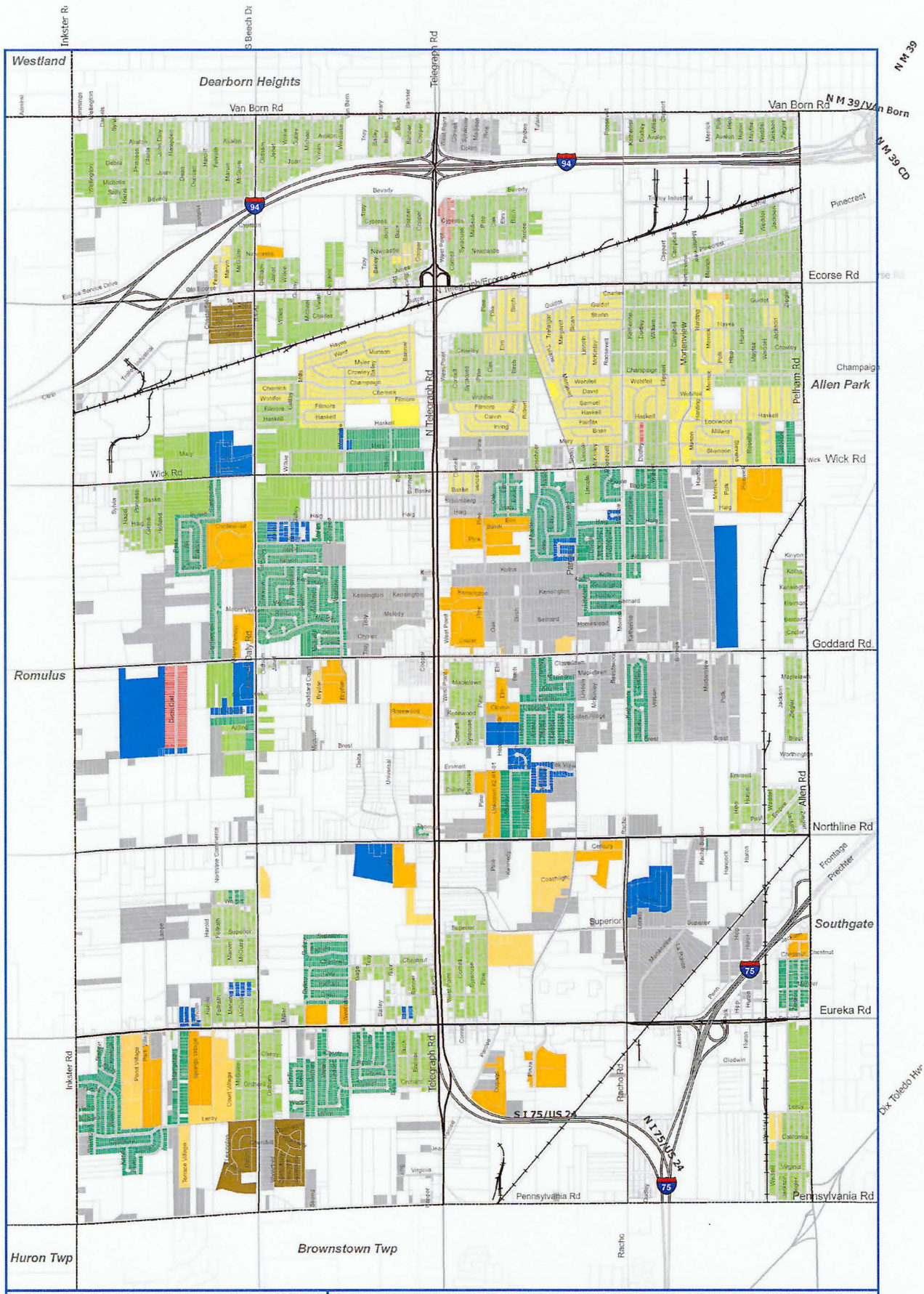
Readable major road and highway labels: Inkster Rd; Van Born Rd; Beverly Rd; Newcastle Ave; Ecorse Service Drive; Ecorse Rd; Wick Rd; E Pinecrest Dr; Champaign Rd; Goddard Rd; Northline Rd; Superior Rd; Eureka Rd; Pennsylvania Rd; N Telegraph Rd; S Telegraph Rd; Pelham Rd; Allen Rd; I-94; I-75; N I-75 / US 24 Conn; S I-75 / US 24 Conn; Dix Toledo Hwy.

Accessibility note: The supplied page contains many additional neighborhood street names and parcel labels in very small type distributed throughout the map. The major readable labels, full legend, scale, date, sources, and key graphic elements are transcribed below for screen-reader access.

Single Family Homes - Year Built

Map color	Year built
Salmon pink	Pre-1920
Orange	1921 - 1940
Light gold	1941 - 1950
Pale yellow	1951 - 1960
Light green	1961 - 1970
Green-teal	1971 - 1980
Blue	1981 - 1990
Purple	1991 - Present

Scale bar shown: 0, 0.25, 0.5 Miles.



Residential Housing

Taylor Master Plan

Generalized Neighborhood Types

- Pre-WWII Neighborhoods
- Post-War: Brick (1940s and 1950s) Bungalows/Ranches
- Post-War: Sided (1940s and 1950s) Bungalows/Ranches
- 1960s-1970s Colonials and Ranches
- 1980s-Current Modern Neighborhoods
- Attached Residential/Condominiums/Townhomes
- Multiple Family/Apartments
- Manufactured Home Parks
- Mixed Housing Types

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

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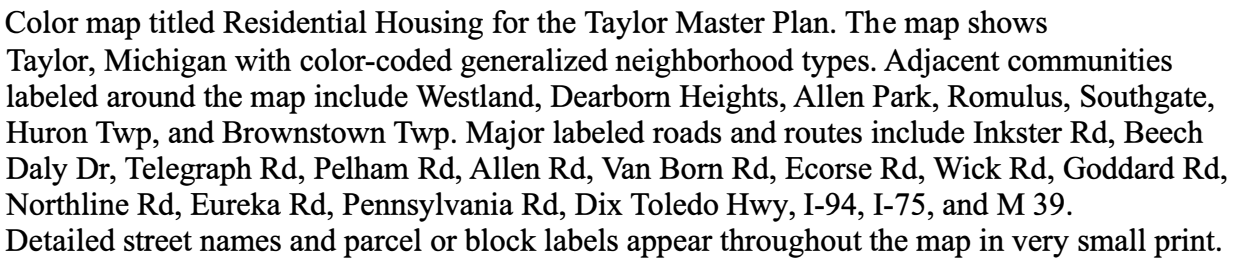
Residential Housing

Taylor Master Plan



Color map titled Residential Housing for the Taylor Master Plan. The map shows Taylor, Michigan with color-coded generalized neighborhood types. Adjacent communities labeled around the map include Westland, Dearborn Heights, Allen Park, Romulus, Southgate, Huron Twp, and Brownstown Twp. Major labeled roads and routes include Inkster Rd, Beech Daly Dr, Telegraph Rd, Pelham Rd, Allen Rd, Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, Dix Toledo Hwy, I-94, I-75, and M 39. Detailed street names and parcel or block labels appear throughout the map in very small print.

This page is a full-page residential housing map with extensive color coding and many small street labels.

Legible map labels

- Adjacent communities: Westland; Dearborn Heights; Allen Park; Romulus; Southgate; Huron Twp; Brownstown Twp.
- Roads and highways: Inkster Rd; Beech Daly Dr; Telegraph Rd; Pelham Rd; Allen Rd; Van Born Rd; Ecorse Rd; Wick Rd; Goddard Rd; Northline Rd; Eureka Rd; Pennsylvania Rd; Dix Toledo Hwy; I-94; I-75; M 39.
- Other clearly legible map text: Pinecrest; Frontage Prechter.

Generalized Neighborhood Types

Neighborhood type	Color shown in legend
Pre-WWII Neighborhoods	Pink
Post-War: Brick (1940s and 1950s) Bungalows/Ranches	Yellow
Post-War: Sided (1940s and 1950s) Bungalows/Ranches	Light green
1960s-1970s Colonials and Ranches	Green
1980s-Current Modern Neighborhoods	Blue
Attached Residential/Condominiums/Townhomes	Light yellow
Multiple Family/Apartments	Orange
Manufactured Home Parks	Brown
Mixed Housing Types	Gray

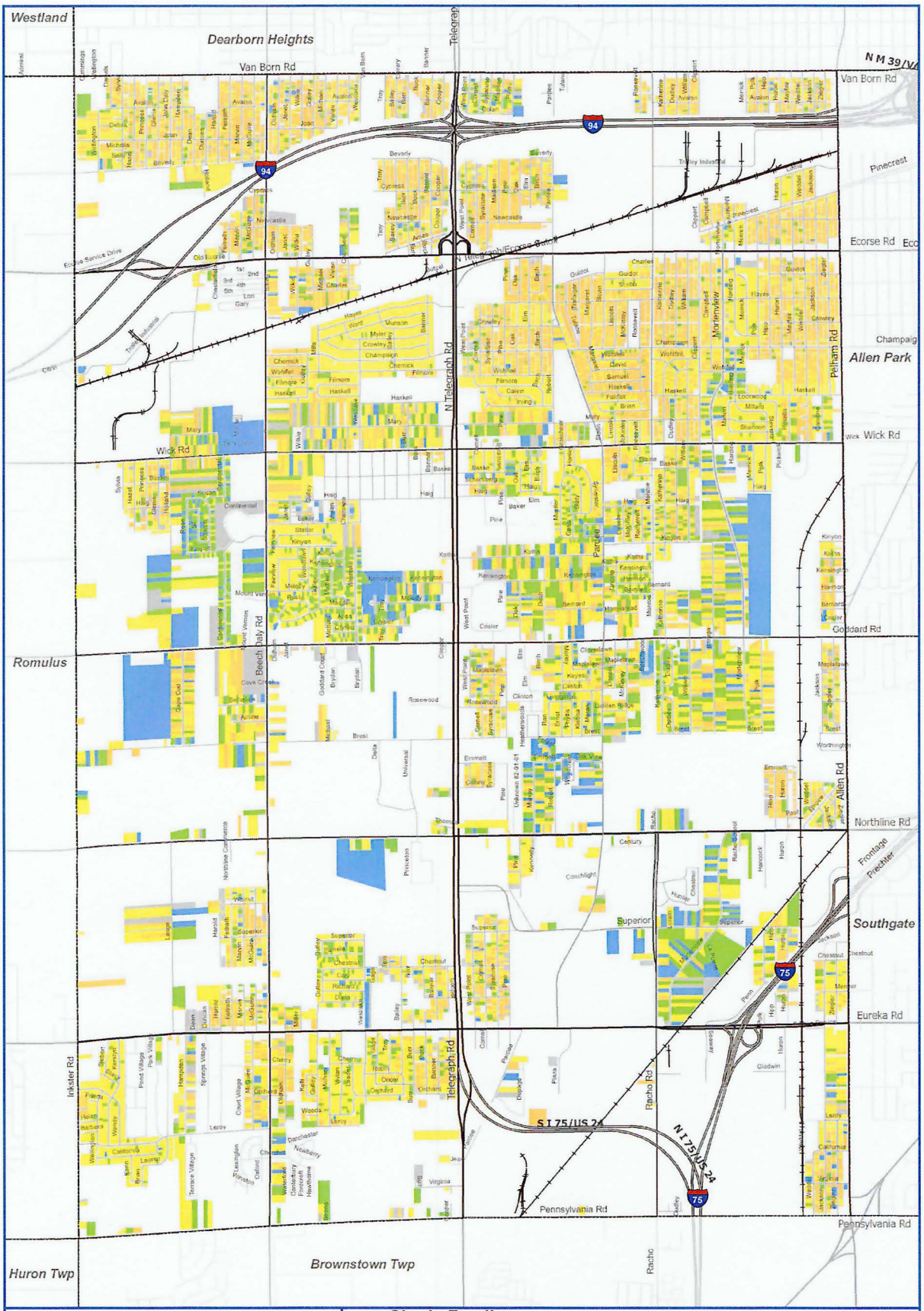
0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor

MCGI, LSL Planning, Wade Trim



Residential Housing

Taylor Master Plan

Single Family Residential Floor Area

- Less than 1,000 Square Feet
- 1,000-1,500 Square Feet
- 1,500-2,000 Square Feet
- More than 2,000 Square Feet
- No Data

0 0.25 0.5 1 Miles

1 inch equals 2,508.644541 feet

March 19, 2008

Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

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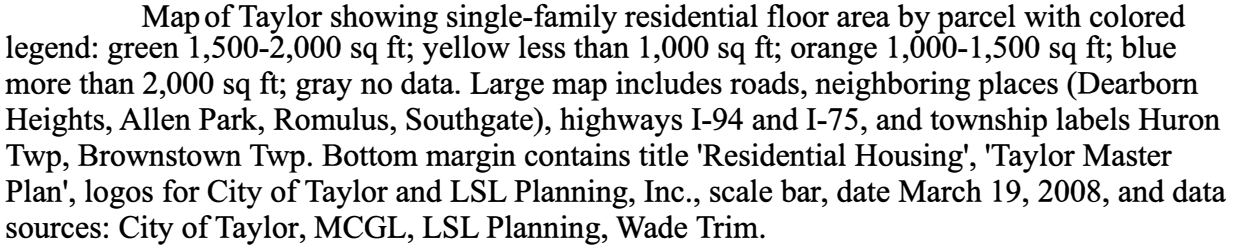


Map of Taylor showing single-family residential floor area by parcel with colored legend: green 1,500-2,000 sq ft; yellow less than 1,000 sq ft; orange 1,000-1,500 sq ft; blue more than 2,000 sq ft; gray no data. Large map includes roads, neighboring places (Dearborn Heights, Allen Park, Romulus, Southgate), highways I-94 and I-75, and township labels Huron Twp, Brownstown Twp. Bottom margin contains title 'Residential Housing', 'Taylor Master Plan', logos for City of Taylor and LSL Planning, Inc., scale bar, date March 19, 2008, and data sources: City of Taylor, MCGL, LSL Planning, Wade Trim.

Map: Residential Housing — Taylor Master Plan (visual map reproduced). All textual content from the map is transcribed below for accessibility.

Map transcript — all visible text

Map perimeter labels (clockwise from top-left): Westland; Dearborn Heights; N M 39 1/2; Allen Park; Southgate; Brownstown Twp; Huron Twp; Romulus.

Major roads and highways visible on the map (as labeled): Van Born Rd; I-94; Wick Rd; Goddard Rd; Northline Rd; Eureka Rd; Pennsylvania Rd; I-75; S I 75 / ILS 24 (ramp label visible); N 127th St (partial); other minor street names visible across the map but not all legible at this resolution; rail line and other road network shown.

Main map title (in bottom panel): Residential Housing

Subtitle: Taylor Master Plan

Legend title: Single Family

Legend subtitle: Residential Floor Area

Color	Meaning
☐	1,500-2,000 Square Feet
☐	Less than 1,000 Square Feet
☐	1,000-1,500 Square Feet
☐	More than 2,000 Square Feet
☐	No Data

Scale bar and notes in bottom panel:

- Scale marks: 0, 0.25, 0.5, 1 Miles
- Note: 1 inch equals 2,508.644541 feet

Date (map creation): March 19, 2008

Data sources (as printed): Data Sources: City of Taylor; MCGL, LSL Planning, Wade Trim

Logos and branding (text visible near logos):

- TAYLOR MADE FOR YOU (City of Taylor logo area)
- LSL Planning, Inc. (logo area)

Orientation symbol: north arrow visible in bottom right corner of the map.

Additional visible map annotations and labels (transcribed as readable): The map shows a dense pattern of colored parcel/lot blocks across the city area indicating the single-family residential floor area categories noted in the legend. Parcels colored yellow dominate (less than 1,000 square feet), with pockets of orange (1,000-1,500), green (1,500-2,000), and blue (more than 2,000). Larger blue areas appear where non-residential parcels or larger homes exist. Township and adjacent municipality names are printed along outer map margins (Westland, Dearborn Heights, Allen Park, Southgate, Romulus, Brownstown Twp, Huron Twp). Several unlabeled industrial or large-parcel areas are shown as larger solid color blocks, particularly in western and central-west portions of the map. Major interchanges for I-94 and I-75 are shown on the map with ramps and connectors illustrated.

Map note about measurement: 1 inch equals 2,508.644541 feet (repeated in bottom panel).

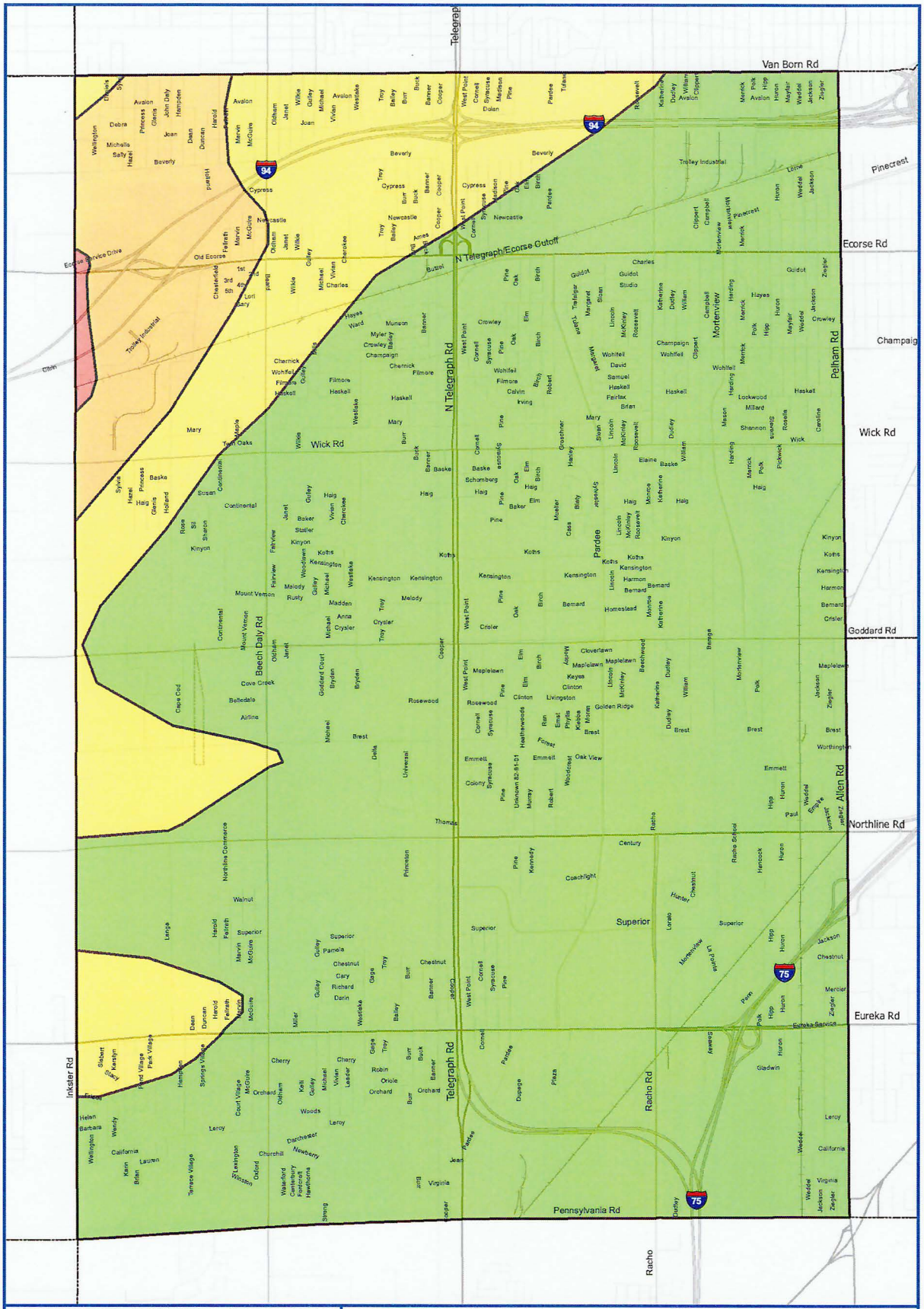
Handwritten note: (No handwritten notes visible on the page.)

This transcript includes every legible word and label from the supplied PDF page image.

Accessibility note:
Some smaller street names and parcel labels on the map are not legible at this resolution; where the label text was unreadable, the map content is described rather than transcribed character-for-character.

Residential Housing — Taylor Master Plan. Map date: March 19, 2008. Data Sources: City of Taylor;

Taylor Master Plan



Projected Airport Noise Contours

Taylor Master Plan

Day Night Average Noise Levels (DNL)

- > 65 DNL
- 60-65 DNL
- 55-60 DNL
- < 55 DNL

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor, Detroit Metro Wayne County Part 150 Noise Compatibility Study Update 2007

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Map of Taylor showing projected airport noise contours over a street map. The map is color-coded by Day Night Average Noise Levels. Most of the city is shaded green for less than 55 DNL. Yellow areas for 55-60 DNL appear mainly along the western side and across the upper portion of the map. Tan areas for 60-65 DNL appear in the northwest and west. A small red area for greater than 65 DNL appears near the far western side by Ecorse Service Drive. Major roads and labels visible include Van Born Rd, Ecorse Rd, Champaign, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, Inkster Rd, Telegraph, N Telegraph Rd, Telegraph Rd, Beech Daly Rd, Pelham Rd, Allen Rd, Racho Rd, N Telegraph Ecorse Cutoff, Ecorse Service Drive, I-94, and I-75. Smaller readable labels on the map include Pinecrest, Beverly, Cypress, Newcastle, Mary, Superior, Chestnut, Cherry, Thomas, Rosewood, Kinyon, Kensington, Bernard, Mercer, Jackson, Virginia, and California.

This page is a full-page thematic map from the Taylor Master Plan showing projected airport noise contours across the city street grid. The map uses color to show four airport noise ranges and places them over local streets, highways, and neighborhood labels. The green area, representing the lowest noise range, covers most of the city. Yellow and tan contour bands spread across the west and northwest portions of the city, and a small red area marks the highest projected noise level near the west edge around Ecorse Service Drive.

Clearly legible labels on the map: Van Born Rd, Ecorse Rd, Champaign, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, Inkster Rd, Telegraph, N Telegraph Rd, Telegraph Rd, Beech Daly Rd, Pelham Rd, Allen Rd, Racho Rd, N Telegraph Ecorse Cutoff, Ecorse Service Drive, I-94, I-75, Pinecrest, Beverly, Cypress, Newcastle, Mary, Superior, Chestnut, Cherry, Thomas, Rosewood, Kinyon, Kensington, Bernard, Mercer, Jackson, Virginia, and California.

Note: the original map contains many additional neighborhood street labels printed at very small size.

Day Night Average Noise Levels (DNL)

- ☐ > 65 DNL
- ☐ 60-65 DNL
- ☐ 55-60 DNL
- ☐ < 55 DNL

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor, Detroit Metro Wayne County Part 150 Noise Compatibility Study Update 2007

Chapter 5: Transportation

Introduction

Transportation routes have played a significant role in shaping the character of the City. Development has been influenced by transportation routes through the City, including I-94, I-75, Telegraph Road and the three rail lines.

It is important to consider transportation when planning for the future to ensure these systems can support other goals for the City, such as land use development. Transportation, as it applies to Taylor, includes not only the road system, but also pathways, sidewalks, railroad lines and transit, all of which are addressed in this chapter.

Existing Transportation Conditions

Gateway Bridge

Still new to Taylor, the Gateway Bridge was a public/private collaboration to enhance the image of metro Detroit, improve the regional transportation system and provide future encouragement for similar regional partnerships. The bridge represents the gateway into the City and contributes a "sense of having arrived somewhere." It is also a source of community pride for resident families.

Public Roads

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

The NFC system has a five-tiered hierarchy in Taylor and the Functional Classification Map should be referenced for exact designation. Streets should be designed, constructed and maintained in accordance with this hierarchy.

- **Interstates:** These roads are at the top of the NFC hierarchical system and function as important shipping and travel corridors. Interstates provide a national network of freeways that carry traffic between states. Within Taylor, I-94 and I-75 are included in this category.

- **Principal Arterials:** Principal arterials generally carry long distance, through-travel movements. They also provide access to important traffic generators, such as major employment centers and regional shopping areas. These routes include Telegraph Road, Pelham Road, Allen Road, Van Born Road, Ecorse Road, Northline Road and Eureka Road. They are important routes through the City and are primary entrances, or gateways, into the City from outlying areas and from the interstate.

- **Minor Arterials:** The primary function of minor arterials is to move traffic between principal arterials and local streets and between major parts of the City such as neighborhoods, employment and shopping. The majority of the key routes in the City are classified as minor arterials such as: Inkster Road, Beech Daly Road, Racho Road, Wick Road, Goddard Road and Pennsylvania Road. Most of the minor arterials provide important roadway links into the City and to major activity areas and are considered secondary gateways.

- **Collector Streets:** These streets serve as a link between local streets and arterial streets. The most significant collector streets in the City are Pardee Road, Monroe Road, Mortenview Drive and Superior Road.

- **Local Streets:** Local or neighborhood streets primarily provide access to individual properties and homes. The City of Taylor has a fairly well interconnected grid pattern to the local street network, particularly in the northeast portion of the City. This helps to disperse local trips and reduces overall traffic congestion on major streets. This pattern of interconnected local streets should be maintained with all new residential development.

Non-Motorized Pathways

The term "non-motorized transportation" refers to sidewalks and pathways that are to be used exclusively for walking, biking, rollerblading and other modes of travel that do not involve motorized equipment such as a car, motorcycle or moped. Providing a separate system for non-motorized travel is important to improve accessibility throughout the community, to promote a healthy lifestyle for residents and to help relieve congestion on the roads. In many of the established residential neighborhoods, a well-developed sidewalk system is in place. In addition, wider pedestrian pathways exist along many of the major road corridors. Connections to other regional recreational paths and local destinations should be considered as part of the planning process. Additional forms of travel, such as dedicated bike lanes, may also be considered where pedestrian-to-bicycle conflicts currently exist or are expected to occur.

Transit

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

- **Fixed Route Line-haul Service:** Offers specific time points along an established route.
- **Connector Service:** Provides curb to curb service on a demand-responsive basis.
- **Community Transit:** Assists with a community transit service to help meet the specific needs of seniors.

It is important to consider transit as a valuable asset to the transportation system because it offers an alternative to the private automobile, thereby reducing congestion on the roads and offering an affordable form of transportation. Transit routes should continue to coincide with existing and planned key destination points in the City including the Telegraph Road corridor, Southland Regional Shopping Center, Wayne County Community College, Oakwood Heritage Hospital, employment areas and neighborhoods.

Rail

There are three rail lines that pass through the City of Taylor, which have had a positive impact on industrial development and the economic growth of the community. The east-west line is the Norfolk Southern line, which runs along the south side of I-94 with rail spurs serving industrial uses along this corridor. In the southeast area of the City there are two north-south lines. One is a Norfolk Southern line and the other is Canadian National. These two lines intersect at a location referred to as the Penford Junction near the I-75/Allen Road interchange. The rail lines are important assets in supporting further economic development in the community and land use decisions should continue to capitalize on their availability.

Air

The Detroit Metropolitan Wayne County International Airport is two miles west of the City of Taylor. The airport serves all types of air travel including 15 major airlines for commercial flights, five commuter airlines, six charter airlines, two cargo airlines and four international airlines. There are a total of three terminals to serve the various airlines. There are many accessory operations on-site including numerous hangars for storage and repair of planes, offices and storage for airport maintenance and operations and a Wayne County Roads storage yard.

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

Airport Master Plan and Part 150 Noise Compatibility Study: During preparation of this Master Plan, the Airport was undertaking a number of planning projects including updating the Airport Master Plan and a Part 150 Noise Compatibility Study.

The Airport Master Plan was considering options for airport expansion, including additional runways. The draft Airport Master Plan included construction of a 5th parallel runway, extension of an existing runway, expansions to terminals, additional parking facilities north and south of the airport, an airport transit system, air cargo development and a number of facility improvements on the Airport. The implications of Airport expansion on Taylor were discussed on page 68.

The Part 150 Noise Compatibility Study was being updated to address measures that could reduce the impact of aviation noise on surrounding land uses. The Part 150 Study includes noise exposure maps and identifies methods of reducing noise impacts. Changes to air traffic operations to divert aircraft away from densely populated areas, improvements to the airport to abate noise impact and land use programs for noise impacted areas were all evaluated as part of the study. This study and the implications on Taylor were discussed in greater detail on pages 67-68.

Transportation Goals and Objectives

In order to address the current and future transportation issues, a clear set of policies is needed upon which to base decisions and determine project priorities. The goals and objectives listed below are based on technical evaluations of current and anticipated traffic conditions and input from City staff and citizens. Following each goal statement are objectives that provide more specific direction to accomplish the City's vision.

Goal: Improve existing infrastructure through maintenance and upgrades, specifically focused toward achieving maximum efficiency of existing roads and utilities, with expansions constructed only where necessary.

Objectives:

1. Continue to work with local road authorities, such as Wayne County and MDOT, to coordinate signalization and light-timing.
2. Apply Intelligent Transportation System (ITS) technology to all new and redeveloped roads and intersections.
3. Separate turning movements at high volume intersections. Provide right turn lanes along major thoroughfares to minimize vehicular crashes and improve traffic flow.
4. Implement access management techniques along primary corridors, create a street system that provides unified access and efficient circulation systems and pursue a business loop designation for some of the City's primary commercial corridors.
5. The City will implement an intersection hierarchy to prioritize improvements in an effort to encourage travel along roads and intersections that are designed to carry large volumes of traffic.
6. Revise ordinances to encourage use of secondary access points, such as side streets or alleys rather than accessing directly from arterials.
7. The City will improve the half-mile roads where appropriate to better distribute traffic.
8. The City will develop an inventory of existing road conditions and will properly plan for their maintenance, improvement or reconstruction as necessary.

Goal: Provide the citizens of Taylor with various travel options through a multi-modal system of transportation.

Objectives:

1. Improve the public transportation system through development of transit shelters, expanded routes and schedules that consider employment shifts and demographic trends.
2. Inventory all existing modes of travel and the extent of service to determine needed improvements and/or ways to integrate them into a comprehensive and interconnected transportation network.
3. Improve the current Dial-A-Ride bus program by adding more busses and drivers to meet the rising demands of an aging population.
4. The City will establish a future road right-of-way plan, directly linked to the Master Plan and other planning efforts, that provides the basis for dedication requirements that will apply to new developments or that directs City staff toward areas where right-of-way acquisition efforts are needed.

Goal: Encourage a healthy, walkable community made possible by the development of an interconnected network of pathways and sidewalks that connect primary residential areas to local and regional commercial, educational, municipal and cultural uses.

Objectives:

1. Require that new developments provide wide pathways along their frontages, with internal sidewalks that connect storefronts and homes.
2. The City will augment the pathway and sidewalk system by using drainage corridors as linear parks and by integrating City-owned parcels as resting places or passive parks along the way.
3. Aggressively pursue grants as a financial means to construct critical connections or provide public amenities such as benches or improved activity nodes throughout the network.

Motorized Transportation Plan

Several street design elements, including right-of-way width, street length, condition, signage, driveway placement, sidewalks and speed, when combined with the aesthetic elements of parking, setbacks, street trees and building design, frame the perceived character of a given road or corridor. These factors can affect how people use the transportation system and thus, require attention during the planning process. Proper planning for the transportation system in Taylor is important to provide proper access to various destinations, but can also impact the safety of travel.

It is important that area roadways foster safe travel for all modes of transportation and are easy to navigate. Road design elements in the City reinforce the desired image and can cause motorists to drive at certain speeds. For example, residential streets should include design elements that make drivers intuitively travel at a low speed and wider commercial corridors should not be excessively wide so as to encourage speeds in excess of the posted limit. In many places in Taylor, the road system is properly designed, while in other cases, improvements need to be considered. This Plan relies on a range of approaches to help ensure the future transportation system operates safely and efficiently, but also in context with the character of the City.

The provision of alternative travel options can alleviate road congestion by diverting automobile traffic into other modes such as bicycle or public transit. These alternatives must be attractive and cost-effective in order to be relevant. This Plan seeks to identify ways to encourage use of alternative travel options to provide access to those without automobiles and also to provide recreational opportunities for all residents. Providing an interconnected system of sidewalks, bike lanes and pathways will encourage more use and can decrease the number of vehicle trips caused by a lack of other options.

Roadway Improvements

Street capacity refers to the ability of a roadway to accommodate expected traffic flows with an acceptable amount of travel delay. Traffic engineers measure this capacity through a comparison of the volume of traffic on the road during the peak travel hour to the designed capacity or the amount of traffic the road is designed to accommodate. This comparison determines the amount of congestion on the road or the average delay per vehicle. This statistical analysis is then translated into a "level-of-service" that is indicated by a letter grading system (from A to F) or a "volume-to-capacity ratio" (V/C). Streets and intersections with current or projected poor traffic operations, usually areas with a level of service D or below, should be considered for improvements. Actual traffic conditions, including crashes, need to be monitored annually, or more frequently as needed, to adjust the list of recommended projects. Additional street connections should also be considered where it would improve access to areas, provide alternative travel

routes, reduce travel time and disperse traffic. Specific recommended roadway improvements include the following:

1. Create a new I-94 interchange at Inkster Road in combination with widening Inkster Road as discussed in 2 below following the recommendations of the Ring Road Plan. The interchange would likely involve a reconfiguration of the existing Ecorse Road interchange with some form of combined interchange and collector/distributer roads along I-94. The new interchange could include a Single Point Urban Interchange (SPUI) or other design feature similar to the Telegraph Road SPUI.

2. Widen Inkster Road from two to five lanes. This would be consistent with the Ring Road Plan and provide enhanced access to existing and planned industrial development along the Inkster Road corridor in both Taylor and Romulus.

3. Install an entrance ramp from westbound Eureka Road to northbound I-75. This is a partial interchange and westbound traffic is currently required to make a directional cross-over west of the interchange to access the expressway ramp from eastbound Eureka Road.

4. Penn Street, on the north side of Eureka Road west of I-75, provides access to existing retail centers, including a Home Depot. This roadway should be extended west parallel to Eureka Road and the access point with Eureka Road signalized.

5. Development on the south side of Eureka Road currently has a disjointed circulation system and is not interconnected, requiring traffic to utilize Eureka Road to travel between adjacent sites. The road system needs to be better integrated through roadway connections as a part of new development in this area.

6. The center left turn lane for Racho Road needs to be extended north from Pennsylvania Road to the I-75 Connector along the frontage of the industrial uses along this roadway.

7. Telegraph Road between Pennsylvania Road and the I-75 Connector needs to be improved with the addition of a center left-turn lane.

8. Pennsylvania Road between Allen Road and Inkster Road needs to be widened to five lanes.

9. Between Pardee and Allen Roads, a north-south road connection needs to be made to connect Brest Street to Northline Road. This could be made by extending Mortenview Road south to Northline Road or through another alternative connection. This will help alleviate congestion on Pardee Road, which is currently the only north-south connection in this area of the City.

10. Beech Daly Road needs to be widened to five lanes to accommodate existing and future development on the west side of the City.

11. The intersection of Pardee and Wick Roads is at an irregular angle and should be improved to provide more of a right angle intersection.

12. Beverly Road should be connected between Telegraph Road and Monroe Road to provide enhanced access for office and industrial uses along I-94.

13. Improvements are needed to the intersection of Ecorse and Monroe Roads to provide turn lanes and enhance access management for the retail uses near the intersection.

14. A connection between Champaign Street and Telegraph Road should be considered to enhance access to this neighborhood. Due to concerns of cut-through traffic, neighborhood traffic and access management needs along Telegraph Road should be studied before any such connection is made.

15. Monroe Road needs to be extended to Goddard Road to enhance circulation in and around the Midtown area.

16. Access management needs to be applied to consolidate driveways near the intersection of Ecorse and Monroe Roads to improve traffic flow and safety.

17. Beech Daly Road needs to be widened to a five lane road between Wick and Ecorse Roads.

18. Trolley Industrial Drive should be connected between Holland and Beech Daly Roads to provide enhanced access between Inkster and Beech Daly Roads.

19. Pardee Road needs to be widened to add a center left turn lane between Superior and Northline Roads.

20. Plaza Street currently has a jog that creates an offset intersection from Pardee Road at Eureka Road. Plaza needs to be realigned so that it will be directly aligned with Pardee Road, creating a four-way intersection.

21. In order to provide an alternative access to the Southland Mall area, a connection between Superior Road and the mall should be made, as illustrated in the Eureka Road Redevelopment Concept Map on page 34.

Road Right-of-Way

Many of the streets in Taylor were originally designed for much lower traffic volumes than they are expected to handle now or in the future. Right-of-way width and development can both limit the possibility of road widening, intersection improvements, installation of medians and/or the addition of desired pathways.

To ensure road rights-of-way are adequate to accommodate planned improvements, both motorized and non-motorized, the City should consider revising the setback requirements along major roadways. Traditionally, setbacks are measured from the front property line, which often requires road improvements that are planned after the development to encroach into the front yards of projects and increases the number of non-conforming setback situations. The preferred method of measuring setbacks uses the road centerline as the baseline for measuring setbacks. This allows the City to plan early for corridor improvements, then establish required setbacks to accommodate them and ensures any development that occurs between the planning stage and the construction stage will remain consistent with the desired, long-term setback line. This approach will also facilitate right-of-way acquisition and can eliminate unnecessary costs to move expensive infrastructure, pavement or buildings. Ideally, a right-of-way plan would be developed that identifies the desired right-of-way width for certain corridors in the City, considering the desired character and function, as well as the existing development patterns along each corridor. For example, right-of-way width may be less along Goddard Road, where the City envisions a more pedestrian-oriented development pattern with slower vehicle speeds, reduced front setbacks and wider sidewalks located closer to the road. Conversely, wider right-of-way widths may be needed along Northline Road, where pathways currently exist and limited general commercial uses are planned, and therefore fewer road widening or other improvements are expected to be needed in the future.

Street and Corridor Character

This section addresses the following main character elements: expressway viewsheds, entryways, wayfinding and corridor character. A viewshed is an area within view of motorists from an identified roadway.

Expressway Viewsheds: Over 200,000 vehicles a day pass through Taylor along the expressway corridors of I-94 and I-75. Motorists' perceptions of the City are largely created from views along the expressways or from their experience at the interchanges. The Michigan Department of Transportation recently completed construction of a redesigned expressway interchange at I-94 and Telegraph Road. The previous design was upgraded to a Single Point Urban Interchange (SPUI), which has reduced the expressway's right-of-way needs and has opened up previous right-of-way for development. This new interchange includes unique features such as the suspension bridge design, as well as other design elements such as stamped concrete and color

applications that distinguish this interchange with others along the I-94 corridor. While the suspension bridge is unique to the Telegraph Road interchange location, the City should pursue similar design improvements as part of any future interchange reconstruction project, in order to maintain a unified image along the expressways.

A number of other techniques that can also help promote a quality community image are described below:

- Work with MDOT to ensure the design of physical improvements use diverse materials for bridges and medians (not just standard concrete), extensive landscaping and appropriate lighting so the expressways contribute to the urban landscape.
- Develop programs that work to upgrade the appearance of billboards or toward their eventual removal.
- Promote use of the State's standard freeway logo signs and informative signs along the expressways to help direct motorists to activity areas and eliminate the need for additional billboard signage.
- Develop special zoning standards to help ensure uses near interchanges are well designed in terms of access, landscaping, lighting and signs.
- Use a coordinated system of directional signs (sometimes called wayfinding) to help direct visitors to various destinations throughout the City once they have exited the expressway.
- New development should be attractive when viewed from I-94 and I-75 and should either stand out in an attractive way due to architectural or tasteful eye-catching elements or should blend into the environment through use of attractive landscaping and vegetative screens.
- Visible building elevations from both the street and the expressway should present an attractive façade that is designed in concert with the front elevation.
- Views of associated on-site facilities (such as parking, loading and outdoor storage) should be appropriately screened from view through the use of interior landscaping and screening where necessary.
- The City should work with the County to encourage community art and landscaping along exit ramps and entrance ramps to provide a welcoming gateway into the City. A combination of physical elements and landscaping should be used to provide color and design that is attractive year-round.
- Maximize opportunities to utilize State-funded beautification efforts along I-94 and I-75.

Entryways: Entryway features can be used to announce the key gateways into Taylor. Some of these areas can include expressway off-ramps or points where major roads or pedestrian pathways enter into Taylor. Entryways should include features such as "Welcome to Taylor" signs and should also include identifying landscaping, knee-walls, sculptures or other structural elements. The key is to develop a design theme that repeats itself at the various entryways. Though not every element must be used at every entryway, a selection of several correlating elements should be used to maintain consistency. Entryway treatments can be used as minimally or extensively as desired and can be used to promote the nature of various areas within the community.

Wayfinding: Wayfinding is used to improve circulation throughout the City. This term quite literally refers to "finding your way around" and can apply to anyone seeking to find a particular destination or area. Key destinations, including local parks, civic buildings, large educational institutions or commercial centers are often difficult to find by visitors or new residents. Providing people with easily accessible and properly identified routes can improve their perception of the City by eliminating motorist frustration.

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

Major Street Corridors: The City of Taylor has made significant efforts toward corridor improvement, especially along Telegraph Road. In general, however, many of the major streets do not exemplify the image the City wishes to project. Image is created in many ways by the nature and mix of land use patterns, road condition, traffic speed and safety, signage, landscaping and driveway design, to name a few. Most roads in Taylor are urban in nature, with curb and gutter design and are physically adequate to serve residents. However, the visual condition of roads could benefit from an improved character that unifies the road system so travelers feel connected to the location they are in along the corridor, not the corridor itself.

Corridor character is based on many factors, including land uses, road width, type of traffic, streetscape and the adjacent site design. Since these factors in combination influence how the street is perceived, the following suggestions should be considered to improve the operation and appearance of the City's residential and commercial corridors:

- **Residential Corridors:** New development and road improvements along residential corridors should complement the residential character and include landscaping, streetscape and street design amenities that reflect the residential neighborhood. Land use or other changes which would alter the current balance of activity or physical characteristics or dramatically increase traffic speeds by increasing the intensity of use or design of the roadway, should be discouraged.

  Streets in residential areas should make drivers intuitively travel at a low speed. Designated speed limits should be appropriate for residential areas, with operations controlled through enforcement and traffic calming measures where needed. Residential corridors typically should have two travel lanes with turn lanes at major intersections or access points. Residential street design should include sidewalks or pathways, especially where they can provide access to schools and parks. Where some type of widening is justified, a maximum of three lanes should be used.

  With any new roadway development, roads should be required to tie into the existing road network. The use of cul-de-sacs and other dead end streets are discouraged except in areas where natural features, such as wetlands or existing adjacent development patterns preclude through streets. An interconnected system of streets maintains the efficiency of the overall road network, provides motorists with multiple route options, which helps to reduce driving distances, diffuse traffic and reduce traffic volumes on major roads. Connected streets also provide continuous routes that enhance non-motorized transportation. Special consideration needs to be given to the network design to discourage use by through traffic that does not have an origin or destination within the local neighborhood.

- **Commercial Corridors:** Street width and scale, sidewalks, building setbacks, design speed, right-of-way width, street trees, signs and even pavement markings can contribute to the street function and driver perception, which can affect vehicle speed and driver care. Because of their high visibility, as viewed by the motorist, the character of commercial corridors can dramatically impact the overall image of the City of Taylor. Successful commercial corridors should be free of unsightly clutter and be easy to navigate. The major road corridors in Taylor must be considered as design elements that reflect the City's quality and character. In some areas of the City, such as along Telegraph Road, design elements reinforce the desired image, while in other areas improvements should be considered, including the concepts below:

  - **Greenbelts and Landscaping:** With new development and redevelopment projects along roadways intended for general commercial, landscape greenbelts should be provided. For commercial sites where visibility from the road is important, the

landscape greenbelts should be designed to enhance the aesthetics of the site and soften views of parking lots with canopy trees and shrub plantings within a greenbelt along the road frontage. For industrial developments, a greater amount of landscaping may be needed to compensate for the scale of buildings and evergreen trees may be necessary for screening. Exceptions to this recommendation include areas of the City that are planned for neo-traditional development design, such as along Goddard where the Midtown initiative is underway. This area will see buildings dominate the streetscape, much as it did in history. This alternative to conventional, single-use lots creates a more urbanized character that should be encouraged in strategic areas.

- **Streetscape Enhancements:** Streetscape enhancements can include street trees, ornamental lighting and signage. Street trees should be provided between the curb and sidewalk for all new developments. Streetscape improvements similar to those completed on Telegraph Road should be implemented on Eureka Road or other major roadways. In these areas, increased buffers between the roadway and sidewalks should be encouraged, not only to create a safer pedestrian environment, but also to improve the flow of traffic turning into and out of commercial driveways. Ornamental street lights not only provide aesthetic enhancement, but also improve the comfort and safety of the roadway for pedestrians. Ornamental street lighting can serve as a strong unifying element for certain pedestrian-oriented districts like Midtown. Ornamental lighting should complement the surrounding areas to help unify distinct neighborhoods or unique areas of the City. Signage can also enhance the streetscape by reinforcing the City's desired image and can work in concert with these other elements to create a unified character for the area.

- **Multi-Modal Options:** All streets need to be considered from a multi-modal perspective and designed to serve all users, moving by car, truck, transit, bicycle, wheelchair or on foot. Sidewalks and non-motorized pathways need to be included as part of the streetscape. Sidewalks should be required along all roads and wider pathways should be encouraged where feasible and required where they have the potential to connect to other regional pathways.

- **Corrective Design Concepts:** In areas where road congestion or safety is a concern, corrective actions should be considered. Corrective actions can include selective street widening, intersection improvements and the replacement of center turn lanes with medians. Medians increase capacity, typically have significantly fewer crashes than streets with a center turn lane and provide a visual amenity. Corrective actions can also include use of access management concepts, such as closure or redesign of driveways and connection of uses through service drives. Many of Taylor's main corridors are shared with neighboring communities. In these

instances, it is recommended that the City cooperate with their neighbors to address the issues and realize a vision for the corridor together.

Public Transit

Convenient access to transit is a critical component of the City's Transportation Plan. Many residents are in need of transportation options as an alternative to personal automobile use. In addition, developing a community with a multi-modal transportation system will help maintain the long term health and sustainability of the community. Therefore, the City of Taylor should consider transit needs when evaluating development projects.

In order to have the critical mass to make public transit viable, the density of development needs to be sufficient to support transit and shopping and employment destinations need to be designed to be transit-oriented. A common standard sited by transit authorities is a threshold of seven dwelling units per acre or seven jobs per acre to create the critical mass to make transit viable. Areas of lower intensity that are served by transit need to be offset by a higher density area. Where possible, development within a walkable distance (generally a quarter mile) from transit stops should be at a density that is high enough to support the public system. A diffused land use pattern near transit lines reduces ridership and requires subsidization to remain viable. In addition, low density development limits the ability for those who need transit service to easily access it. As new residential projects are developed, the City should cluster the highest density near existing transit service areas. Within mixed-use areas, the highest intensity uses, such as retail and personal service uses, should be located closest to the service area, with the remaining uses radiating out from any transit stops so the least intense uses are located farthest from the transit stop.

New stop locations should be considered where large commercial or residential developments are proposed along transit routes. Design considerations are needed to ensure disabled residents have safe access to all transit stops and all stops should include pedestrian elements such as bus shelters, benches, signage and wider sidewalks that, in combination, provide an attractive environment that will encourage use of the transit system. This requires a well integrated pedestrian network and transit/pedestrian oriented development patterns, which are discussed further under the Non-motorized Transportation section of this chapter.

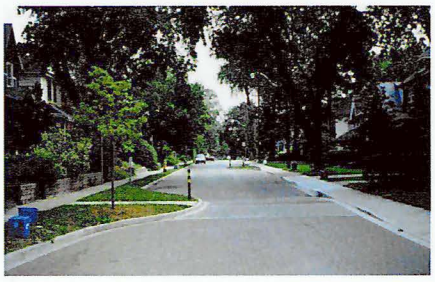
A recent study by the Southeast Michigan Council of Governments, entitled Ann Arbor to Detroit Regional Rail Project, recommends a regional commuter rail line be constructed between Ann Arbor and Detroit. The project plans to use existing infrastructure where feasible and proposes stop locations in Ann Arbor, Ypsilanti, Detroit Metro Airport Dearborn and downtown Detroit. The City of Taylor is within relatively close proximity to both Dearborn and Detroit Metro Airport. An enhanced bus service connection could be provided along Telegraph Road to Dearborn to provide Taylor residents with convenient access to the rail line.

Traffic Calming

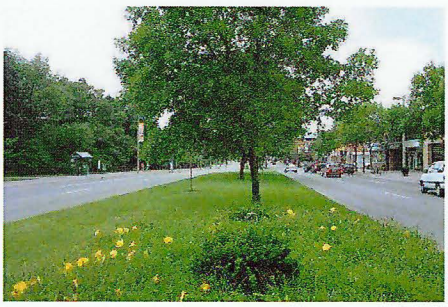
Residents expect low volumes of traffic and low speeds within neighborhoods and in areas of high pedestrian activity. Where high volumes and speeds are noted, traffic calming measures may help keep driver speeds at an appropriate level. Traffic calming measures cause drivers to slow-down and be more attentive and offer a way to visually and physically impede speeding in residential areas. Physical changes in the road design can affect the driver's psychological frame of mind, causing them to reduce their speed of travel. Some of the common traffic calming measures described below may be appropriate in certain situations in the City, such as in residential neighborhoods and along Goddard Road in the Midtown area where a mixed-use pedestrian oriented area is planned. A number of factors need to be considered such as traffic volumes, cost, maintenance and impact on emergency access.

Residential developers should be specifically encouraged to incorporate traffic calming measures during the planning and design phases of new residential areas. Where appropriate, these concepts can greatly reduce future problems and will help maintain the value of the neighborhood. Larger commercial and mixed-use developments should also employ traffic calming techniques to create a pedestrian environment that encourages use of non-motorized options.

Speed Humps and Speed Tables: Speed humps are vertical variations in the road designed to encourage safe vehicle speeds (15 to 20 mph). They extend across the width of the pavement and range between 2 to 4 inches in height and 14 to 22 feet in length, though designs vary based on their location. Speed tables are similar to speed humps, but are constructed with a table or flat portion in the center, which can also provide more aesthetic benefits than humps. A speed hump or speed table is distinct from a speed bump, a more widely recognized term. Speed humps and speed tables are more gradual structures that allow motorists to safely maintain a reasonable speed while crossing them. Speed bumps are not widely used today because they can cause vehicle damage.



Street Narrowing, Slow Points or Chokers: These features can include curb modifications, channelization and sometimes landscaping features that narrow the street to a minimum safe width. They are often installed at intersections to reduce speed and/or redirect traffic. They provide larger areas for landscaping, enhance the neighborhood, facilitate loading and unloading and optimize pedestrian crossing locations. Such measures are recommended along Goddard Road, where slower speed limits are desired near the City's planned Midtown project. It is expected that pedestrian activity will be high in this area and safe road crossings are essential to establishing the desired character for that mixed-use area. Along with physical improvements, reduction in the posted speed limit for motor vehicles, from 40 mph to 35 mph, should be considered to further enhance the pedestrian environment.



Medians and Boulevards: Medians and boulevards include center islands that divide the opposing travel lanes at intersections or at mid-blocks. They are aimed at reducing vehicle speeds while enhancing the safety of pedestrian crossing points by offering them a "refuge" area when high traffic volumes make it difficult to cross several lanes of traffic at once. Medians have been constructed along Telegraph Road, which have enhanced safety and improved aesthetics throughout the heart of Taylor. A median may also be desirable along Goddard Road through the Midtown area to create a more pedestrian-friendly environment.

Perimeter Treatments: Visual and physical treatments are used to communicate a message to drivers entering a residential neighborhood. Traffic signs, intersection narrowing, boulevards and textured pavement surfaces, such as brick and landscaping features, are often used to create this effect. Entry treatments can be a visual enhancement and can be used to increase driver awareness of changes in roadway environment. These sorts of elements should be coordinated with any larger streetscape projects or planned gateway improvements.

Truck Routes

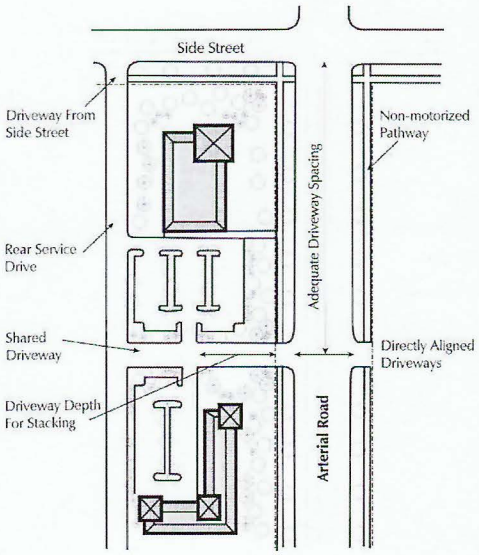
Commercial and industrial elements of the Future Land Use Plan, in combination with economic development efforts, can alter the City's land use pattern in the coming years. Various areas of the City are planned for additional industrial and commercial uses and it is important for Taylor to accommodate the infrastructure needs of these land use recommendations. Most of these businesses require convenient transportation accessibility, especially for trucking operations. Taylor must ensure that the trucking needs of businesses are not accommodated at the expense of its neighborhoods. Therefore, a truck routing plan should clearly articulate appropriate routes for truck travel.

Primary Truck Route: Primary truck routes are roads that are or should be designed and maintained for heavy truck traffic volumes. Several routes are already Class A roads, meaning they are designed for heavier traffic and can accommodate this activity. Others routes may require upgrades to either a Class A road or an all-weather road, as appropriate, to fulfill this role.

Secondary Truck Route: The secondary truck routes serve more as collector routes for trucks that provide access from a business to a primary truck route. In Taylor, these are typically in the form of roads developed within planned industrial parks and used primarily for trucks that require access to a site located on that street. They should not be used for pass-through or cut-through traffic.

Local Streets: Other City streets are generally not appropriate for truck traffic, other than local deliveries. This is because of roadway construction standards or because of their location within residential areas where a quieter atmosphere is desired and safety for increased pedestrian traffic is needed.

Transportation Management



The City can help manage traffic through a variety of tools that reduce vehicle trips or lessen their impact. These efforts can often be implemented at a lesser cost than physical improvements, and as such, should be considered and weighed alongside physical improvement alternatives. The concept of transportation management is that some automobile trips can be eliminated by giving people other choices, such as transit or walking, to help relieve congestion of the street system. Land use arrangement that shortens the length of vehicle trips or interconnected streets that eliminate the need to use major roads can also help. Other less tangible elements can include demand management, which involves coordinating work hours for large employers in the City. Removing or redesigning driveways that are close to one another or to an intersection will help preserve capacity and reduce potential for crashes. Use of new technology, such as signals that respond to actual traffic conditions or informing motorists of alternate routes when there is congestion or a crash, can further benefit traffic operations, especially during peak hours of travel. Collectively, these ideas can help address the City's future transportation needs. Some specific transportation management tools are discussed below.

Traffic Impact Analysis: In order for the City to mitigate anticipated traffic impacts, it must first understand how much traffic will be generated by each new development or redevelopment project. A traffic impact study should be required for a rezoning or project that would generate traffic above a specified threshold. In Michigan, this threshold is typically 50 or more directional (one-way) trips in the peak hour or 500 trips expected in an average day. In reviewing traffic impact studies, established sources such as the Institute of Transportation Engineers (ITE) Trip Generation Manual or "Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities" should be referenced to determine how the projected traffic will impact the City's transportation system.

A well-prepared traffic impact study will indicate if expected traffic increases warrant the need for special access design considerations such as shared access or service drives. The study should analyze options to mitigate traffic impacts, such as changes to access, improvements to the roadway or changes to the development. In some cases, the developer can assist in funding improvements to help offset the impacts of the project.

Driveway/Access Management: Access management employs design elements to increase the efficiency of roads through controls on the number, spacing and placement of driveways. Numerous national and State-wide studies demonstrate that access management can reduce the potential for crashes and help preserve the street's ability to carry traffic. Fewer driveways can create more attractive and pedestrian friendly roadways. Access management in Taylor should consider use of the following tools:

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

- **Number of Access Points:** The number of driveways allowed along major streets affects traffic flow, ease of driving and crash potential. Every effort should be made to limit the number of driveways and to encourage access from side streets, service drives, frontage roads and shared driveways rather than direct access from major roads. Developments that are expected to generate significant traffic or those that have large expanses of road frontage may require more than one driveway, and in such cases, the City should encourage use of side streets or shared driveways as the means of secondary access. At a minimum, multiple driveways should be adequately spaced from one another.

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

- **Driveway Spacing from Intersections:** The minimum distance between driveways and intersecting streets should be based on the table. The City may restrict turning movements to a right turn in, right turn out, with left turns accommodated through frontage roads or service drives, for any driveway that cannot meet these minimum spacing requirements. For non-arterial streets, spacing from intersections is recommended to be 75 feet. If sight distance or street frontage is not sufficient to meet these criteria, the driveway should be

Table 5-1
Minimum Driveway Spacing from Intersection

Location of Access Point	Type of Intersecting Road	Minimum Spacing for a Full Movement Driveway**	Minimum Spacing for a Driveway along Road w/ Median
Access along an arterial road	Expressway ramp	600	600
	Arterial	300	125
	Collector or local	200	125
Access along a collector road	Arterial	200	100
	Collector	150	100
	Local	125	100
Access along a local street	Arterial	125	75
	Collector	100	75
	Local	75	75

Table 5-2: Driveway Spacing Guidelines		
Posted Speed (mph)	**Driveway Spacing* (in feet)**	
	Arterials	**Collectors**
30	185	120
35	245	150
40	300	185
45	350	230

** measured from the centerline of each driveway.*
Note: Spacing on medians may be adjusted

located farthest from the intersection to encourage future shared use, and/or a frontage road or a rear access service drive should be developed.

- **Driveway Spacing from Other Driveways:** Minimum and desirable driveway spacing requirements should be determined based on posted speed limits along the parcel frontage, traffic conditions, sight distance and in consideration of the amount of traffic a particular use is expected to generate. Guidelines are shown in the Driveway Spacing Guidelines table but can be varied upon specific findings and in consideration of published traffic engineering manuals such as the AASHTO Greenbook. Where it can be demonstrated in redevelopment projects that pre-existing conditions prohibit adherence to the minimum driveway spacing standards, the driveway spacing requirements may be modified. However, in no case should driveway spacing be less than 60 feet.

Non-Motorized Transportation Plan

The non-motorized transportation system consists of the City's sidewalk and pathway system. While most associate "non-motorized traffic" with pedestrian or foot travel, this term also applies to the use of other modes, such as bicycles, skateboards and rollerblades. Although not currently used in Taylor, dedicated bike lanes, located adjacent to the vehicular portion of a road, may be used to accommodate higher-speed non-motorized travel. Sidewalks generally accommodate foot traffic and shorter trips, while pathways are commonly wider to accommodate both foot and wheeled, non-motorized travel. An interconnected system of sidewalks and pathways not only provides residents an alternative travel option for shorter trips, they also provide recreation opportunities, improve connections throughout the City, help reduce isolation and can even help reduce traffic volumes to some degree. A more walkable community also has significant health benefits for its residents by giving people the opportunity for additional exercise.

The residents in Taylor have expressed a desire for more recreational pathways and local parks. To accomplish this, the City envisions using existing drain corridors, such as the Bondie Drain that runs parallel to Goddard, to provide such resources. Because roadside pathways have numerous vehicle conflicts, drain corridors are ideal because these corridors tend to be more natural, comfortable environments and they often link Taylor with other communities, providing the possibility for future connections with other regional trails. In addition, drain corridors are often associated with the regional detention basins that exist throughout the City. These sites, provided they are properly designed, have the potential to become key recreational destinations and may offer safe alternatives to other park locations that may not be located along a pathway route.

Pathway Improvements

The Non-Motorized Transportation Map shows recommended pathway improvements throughout the City. It illustrates the location of existing pathways and provides priority guidance for future improvements. The City maintains a fairly well connected system, but there are gaps in the pathways located throughout the community. Any new development in the City should be required to construct or improve the pathways along the site frontage.

In all, the City contains roughly 72 miles of existing pathways, with an ultimate goal to add 35 more miles of pathways, prioritized as follows:

Priority One Connections: Improvements to the pathway system should first be made in areas with the highest potential need. The goal with these priority one pathway connections is to create a continuous network of pathways and sidewalks in the highest density areas of the City and provide linkages to recreation sites and schools. In Taylor, the highest concentrations of residents live in the northeastern quadrant of the City, south of I-94. Therefore, the majority of the priority one recommended pathways are located in this area. The City anticipates 10 additional miles of pathways will be constructed in this, the first phase of implementation.

Priority Two Connections: Priority two pathways seek to connect other residential areas of the City through an interconnected grid of pathways. Areas scheduled in this second phase of implementation include residential areas that are less populated, which accounts for their secondary priority in the non-motorized plan. However, providing pedestrian links and alternatives to automobile travel are important for all residents. Therefore, this phase of pathway improvements should be completed as soon as the financial means are available. Many of the recommendations in the priority two phase include connections across or under freeway interchanges or other grade-separated roadways, which presents difficulty when designing them. In total, the priority two pathway connections will add roughly 11 additional miles of pathway to the system.

Long-Range Connections: The long-range connections recommended in the non-motorized plan include approximately 14 miles of additional pathway improvements located around the City's perimeter. In general, these pathway connections should be implemented only after the above recommendations have been constructed. However, since they can provide important links to regional attractions, they should not be discarded. Rather, when the opportunity arises, these improvements should be coordinated with other regional efforts. With the large amount of vacant land in these areas, the pathway improvements should be required as part of any new development.

Most pathways in the City are located within road rights-of-way and it is expected that the majority of pathway improvements will continue to be installed in the right-of-way. However, where road width or natural features

make this impossible, the City may need to obtain easements outside the road right-of-way to accommodate needed connections. When this occurs, the City staff should help facilitate these transactions by draft easement language and coordinate with mortgage and title companies.

Non-Motorized Design Considerations

Throughout the rest of the community, the existing system of sidewalks and pathways should be continually upgraded, taking into consideration the following factors:

Continuity: Maintaining an interconnected system of sidewalks leading to community or regional pathways enhances the pedestrian and non-motorized environment. The City should vigorously pursue filling in gaps in the system that act as barriers. While City funds may be used for this purpose, the community in general should also share in this commitment. Options to accomplish this include requiring the installation of pathways along major roads and sidewalks throughout the interior of new development projects or for residential lots that have not maintained or installed their sidewalks, requiring an escrow or performance guarantee when transfer of property ownership occurs.

Continuity also refers to making critical connections throughout the system. This includes ensuring that sidewalks internal to a neighborhood maintain a connection to the main road or other pathway systems and that commercial or civic destinations include non-motorized (and transit) connections and amenities for users.

While there is a well-established system of pathways and sidewalks throughout the City, some gaps exist. The City should prioritize future pathway improvements based on their expected use and location. Gaps that prevent full connection between major destinations should be of the highest concern. The following pathway improvements (as shown on the Non-Motorized Pathways Map) should be completed in order to make some of these critical connections:

- Pathways exist on both sides of Beech Daly Road beginning around Kinyon Road and continuing to Goddard Road, but they contain several small gaps, which if closed, will provide an important connection between the residential neighborhoods north of Goddard Road and Truman High School.

- Pathways along Pardee Road, between Ecorse and Eureka Roads, should be completed to connect residents in the eastern portions of the City with various destinations including Midtown, Wayne County Community College, Heritage Park and the Southland Mall. Gaps currently exist on both sides of this stretch of Pardee Road and those closest to Heritage Park should be considered as the highest priority.

- For similar reasons, pathway gaps along Northline Road, east of Telegraph Road should be closed to create another continuous east/west pathway connection between Telegraph and Allen/Pelham Roads.

- New pathways should be installed along Monroe Road north of Heritage Park. This pathway could connect to the greenway that is proposed along the storm drain that runs north of and generally parallel to Goddard Road. In addition, greenway extensions should be made along Mortenview south of Goddard Road and along the railroad corridor that runs between Goddard and Wick Roads.

- A continuous pathway should be included on Eureka Road. The portion of Eureka Road in the City contains pathways on both the north and south sides, except where it intersects with I-75. Due to the excessive cost to complete these gaps, they are not a high priority; however, a small gap exists on the north side of Eureka Road, just east of Telegraph Road. This gap should be closed to offer better access to the Southland Mall shopping area.

- Pathways along Wick Road, east of Telegraph Road should also be a priority because of the high residential concentration in this area. Use of Wick Road, a lesser traveled road than Ecorse or Goddard Roads, is more desirable for bicyclists and pedestrians.

- A small pathway gap, located on the west side of Pelham Road, north of Wick Road, should be closed to help connect the pathways along Wick Road and the greenway proposed along the railroad corridor.

- As part of the larger goals for pathways and recreational facilities in the City, Taylor should pursue potential pathways within drainage corridors. The Future Land Use Map shows a greenway corridor along the Bondie Drain that flows north of and roughly parallel to Goddard Road. The City should pursue other similar opportunities, where appropriate for access and safety.

- Pathways should be installed north and south of the I-94 Expressway. Pathways should be constructed along the entire length of the I-94 corridor through Taylor Road. The first priority should focus on pathways extending east and west from Telegraph. Pathways west of Beech Daly and east of Monroe should be a longer-term goal for the City.

Convenience: While people will walk farther distances for exercise/recreation purposes, the average pedestrian will not walk more than 15 minutes or a quarter mile to reach their destination. Therefore, convenient routes must be offered to encourage more pedestrian activity as an alternative to driving. This includes considerations for road crossings, conflicts with others using the same pathway, continuity of the pathway and directness of the route. Inconvenient systems can encourage unsafe activity or use of non-designated pathways or crossings. Where the City wishes to

increase pedestrian activity, it should ensure that continuous pathways are provided that offer numerous, safe crossings that bring the pedestrian to the forefront of consideration, rather than making the automobile the priority.

Safety: Without a safe pedestrian system, pathways will not be used to their maximum. Elements such as lighting, proper maintenance and proper crossing enhancements will bring comfort to sidewalk and pathway users, which will encourage more use. Where high pedestrian activity exists or is encouraged, the City should work toward reducing the posted speed limits for motorists. Statistics show that 85% of vehicle-to-pedestrian crashes will result in death to the pedestrian if a vehicle is traveling at 40 mph, versus only a 15% rate if a vehicle is traveling at 20 mph. A combination of these factors, along with the other elements that follow, should be used to increase the safety of the entire system.

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

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

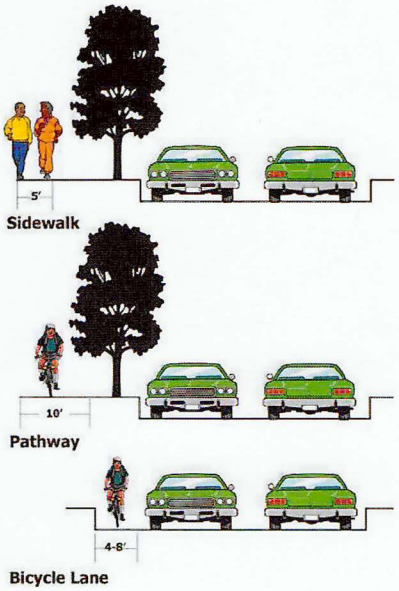
- Install pedestrian signals that produce an audible sound to indicate signal changes at critical intersections.
- Maintain a consistent intersection design, so disabled users can easily anticipate where a bench, pedestrian crossing button or shelter is located.
- Install textured materials, such as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

Crosswalk Improvements: User safety is of particular concern where sidewalks and pathways intersect with motorized travel routes. Safety

hazards exist where the non-motorized system crosses individual driveways or where they meet at a road intersection. In these areas, the following improvements should be considered.

- Pavement markings should clearly indicate to motorists where pedestrian activity will occur. Vehicles are not permitted to block these areas.
- Maintain clear vision zones at all intersections. This can increase visibility for motorists, pedestrians and bikers, all of whom need to be aware of potential conflicts.
- Narrow the roadway at crossing points by installing road medians or raised islands within the roadway to create a safe haven for pedestrians and bikers, or by eliminating on-street parking and extending the sidewalk closer to the road. This will reduce the number of lanes a pedestrian must cross and increases their perceived safety. These type of elements can also enhance the aesthetic environment by providing planting areas or resting areas.
- Provide adequate lighting at intersections so pedestrians and bikers are safe at all hours.
- Include overhead flashers to indicate non-signalized crossing points. Mid-block crossings can be further enhanced by using pavement markings and signage at the motorists' eye level.
- Consider restrictions of right turns on red at high volume intersections, as most motorists fail to consider the pedestrian when turning.

On-Street Bike Lanes vs. Separated Paths: While not widely recognized, design of sidewalks and pathways can discourage use by bicyclists. Bicycles using sidewalks or shared pathways often encounter slow pedestrians, multiple driveways and intersection signals that interrupt their flow. All of these factors can slow their speed of travel and discourage bicycle activity. Alternatively, on-street bike lanes allow bikers to travel at higher speeds and give them the right-of-way over intersecting traffic and pedestrians. Bikers using designated on-street lanes share the road with motorists and are more visible to them. The City should consider adding bike lanes along routes commonly used by bicyclists. Bike lanes require some public education during the initial stages of use, but can provide desirable travel alternatives in the long-term.



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

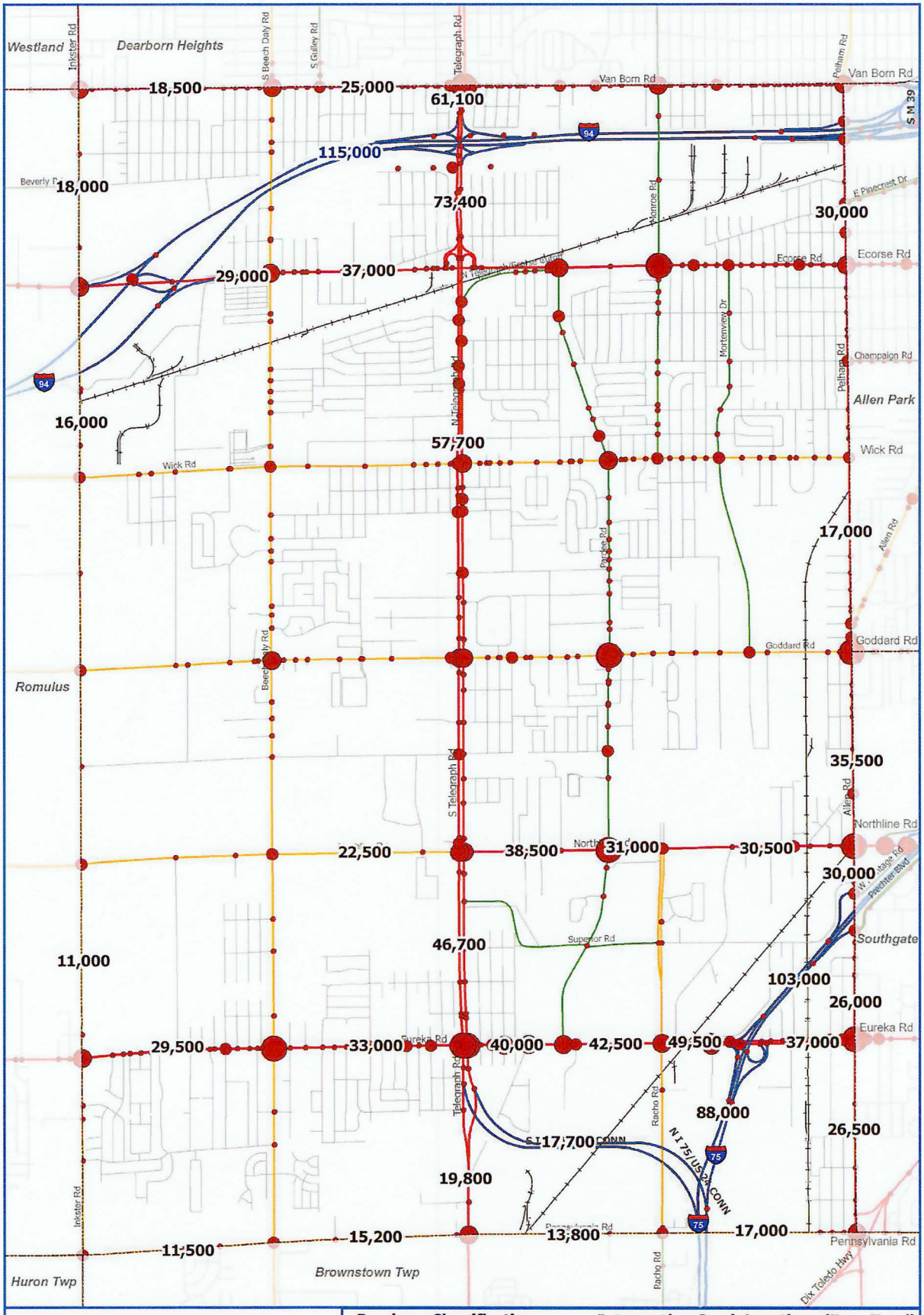
Pedestrian-Oriented Land Use: Changes in land use policy can enhance the pedestrian environment and encourage more use of non-motorized facilities. Land use and development patterns need to have adequate density, diversity of land uses and pedestrian oriented-design.

- Appropriate residential densities create the critical mass necessary to create a pedestrian oriented environment and improve the sustainability of public transit.
- A diversity of land uses in close proximity makes walking a viable option to travel from home to another destination. Mixed-use developments can lessen the need for vehicular trips and make walking a viable option.
- Pedestrian-oriented design is necessary to create an environment that facilitates pedestrians. This includes convenient pedestrian connections throughout the City. It also includes ensuring that all forms of development incorporate safe and convenient pedestrian circulation.

Site Design and Circulation: When considering new development projects, the following site design concepts should be encouraged or required:

- Reduce building setbacks and move parking to the rear to create a better sense of scale for the pedestrian. A properly established building line helps to demarcate walkway locations and protects pedestrians from traffic within the parking lot.
- Place buildings near intersections with crosswalks to make the built environment more pedestrian-oriented and keep parking behind buildings and away from the corner of the lot nearest the intersection.
- Establish separate walkways throughout larger parking lots by using pavement markings, colored or textured concrete, landscaping and curbs.
- Avoid indirect access between parking areas and building entrances that simultaneously discourage pedestrian use and encourages crossing at unmarked areas.
- Consider entrance design that does not immediately widen into a vast parking area where motorists are likely to cross parking lanes in a fashion that is inconsistent with the intended circulation pattern. In other words, design entrances so that the motorists' focus remains on a designated path so pedestrians crossing there are more likely to be noticed.
- Develop an access management plan for critical corridors that do not require large improvements at once, but that can be implemented on a lot-by-lot basis. Establishing policies for needed driveway closures and

consolidations well in advance of redevelopment allows the City to require these improvements as part of the development process, which lessens financial burdens to the City. The benefits of access management to the motorized system are discussed earlier in this chapter, but they are just as important for pedestrians and bicyclists. Fewer driveway intersections, directional turning movements and medians can also benefit the non-motorized environment by reducing the number of potential conflict points, focusing motorists' attention and providing safe havens for pedestrians.



Transportation
Taylor Master Plan

Roadway Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local Street

30,000 24-hr. Traffic Count

Intersection Crash Locations (5-yr. Total)

- 1 - 20
- 21 - 64
- 65 - 129
- 130 - 258

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008 Data Sources: City of Taylor, MCGI, LSL Planning, Wade Trim, SEMCOG, MDOT

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Transportation map from the Taylor Master Plan showing Taylor and surrounding communities. The map uses colored roadway classifications, black traffic-count labels, and red crash-location circles sized by 5-year total crashes.
This page is a full-page transportation map. A structured text transcript of the map, legend, labels, and traffic counts is provided below for screen-reader access.

Map description

The map shows Taylor and nearby communities with roadway classifications and traffic information. Jurisdiction labels visible on the map are Westland, Dearborn Heights, Romulus, Allen Park, Southgate, Huron Twp, and Brownstown Twp.

The roadway legend uses these classes: Interstate, Principal Arterial, Minor Arterial, Collector, and Local Street. Red dots and circles mark Intersection Crash Locations (5-yr. Total), and black numbers mark 24-hour traffic counts.

Visible place and road labels

- Community labels: Westland; Dearborn Heights; Romulus; Allen Park; Southgate; Huron Twp; Brownstown Twp.
- Freeway and route labels: I-94; I-75; S M 39; N I-75/U.S.24 CONN; S I-75/U.S.24 CONN.
- North-south road labels visible: Inkster Rd; S Beech Daly Rd; S Gulley Rd; Telegraph Rd; S Telegraph Rd; Mortenview Dr; Pelham Rd; Allen Rd; Racho Rd.
- East-west and diagonal road labels visible: Van Born Rd; Beverly; E Pinecrest Dr; Ecorse Rd; Champaign Rd; Wick Rd; Goddard Rd; Northline Rd; Superior Rd; Eureka Rd; Pennsylvania Rd; Dix Toledo Hwy.

Visible traffic count labels

Approximate map location	Traffic count shown
Van Born Rd near Inkster Rd	18,500
Van Born Rd near S Gulley Rd	25,000
Telegraph Rd at the Van Born Rd / I-94 area	61,100
I-94 west of Telegraph Rd	115,000
Telegraph Rd south of I-94	73,400
Inkster Rd north segment	18,000
Inkster Rd south segment	16,000
West side corridor	11,000
Ecorse corridor west segment	29,000
Ecorse corridor central segment	37,000
Pelham Rd north of Ecorse Rd	30,000
Telegraph Rd at Wick Rd	57,700
Allen Rd or adjacent corridor between Wick Rd and Goddard Rd	17,000
Allen Rd south segment	35,500
Northline Rd west segment	22,500
Telegraph Rd at Northline Rd	38,500
Northline Rd central segment	31,000
Northline Rd east segment	30,500
Southgate / Northline area	30,000
Telegraph Rd south of Northline Rd	46,700
I-75 / U.S. 24 connector north segment	103,000
Allen Rd at Eureka Rd area	26,000
Eureka Rd west segment	29,500
Eureka Rd west-central segment	33,000
Telegraph Rd at Eureka Rd	40,000
Eureka Rd central segment	42,500
Eureka Rd east-central segment	49,500
Eureka Rd east segment	37,000
N I-75/U.S.24 CONN south of Eureka Rd	88,000
S I-75/U.S.24 CONN	17,700
Telegraph Rd south of Eureka Rd	19,800
Allen Rd south of Eureka Rd	26,500
Southern boundary west segment	11,500
Southern boundary central-west segment	15,200

Approximate map location	Traffic count shown
Pennsylvania Rd west of I-75	13,800
Pennsylvania Rd east of I-75	17,000

Note: traffic counts are placed directly on a map, so the locations above are described approximately to preserve readable order for assistive technology.

Transportation

Taylor Master Plan

TAYLOR

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Legend

Legend heading	Items shown
Roadway Classification	Interstate; Principal Arterial; Minor Arterial; Collector; Local Street
Traffic label example	30,000 24-hr. Traffic Count
Intersection Crash Locations (5-yr. Total)	1 - 20; 21 - 64; 65 - 129; 130 - 258

0 0.25 0.5 1 Miles

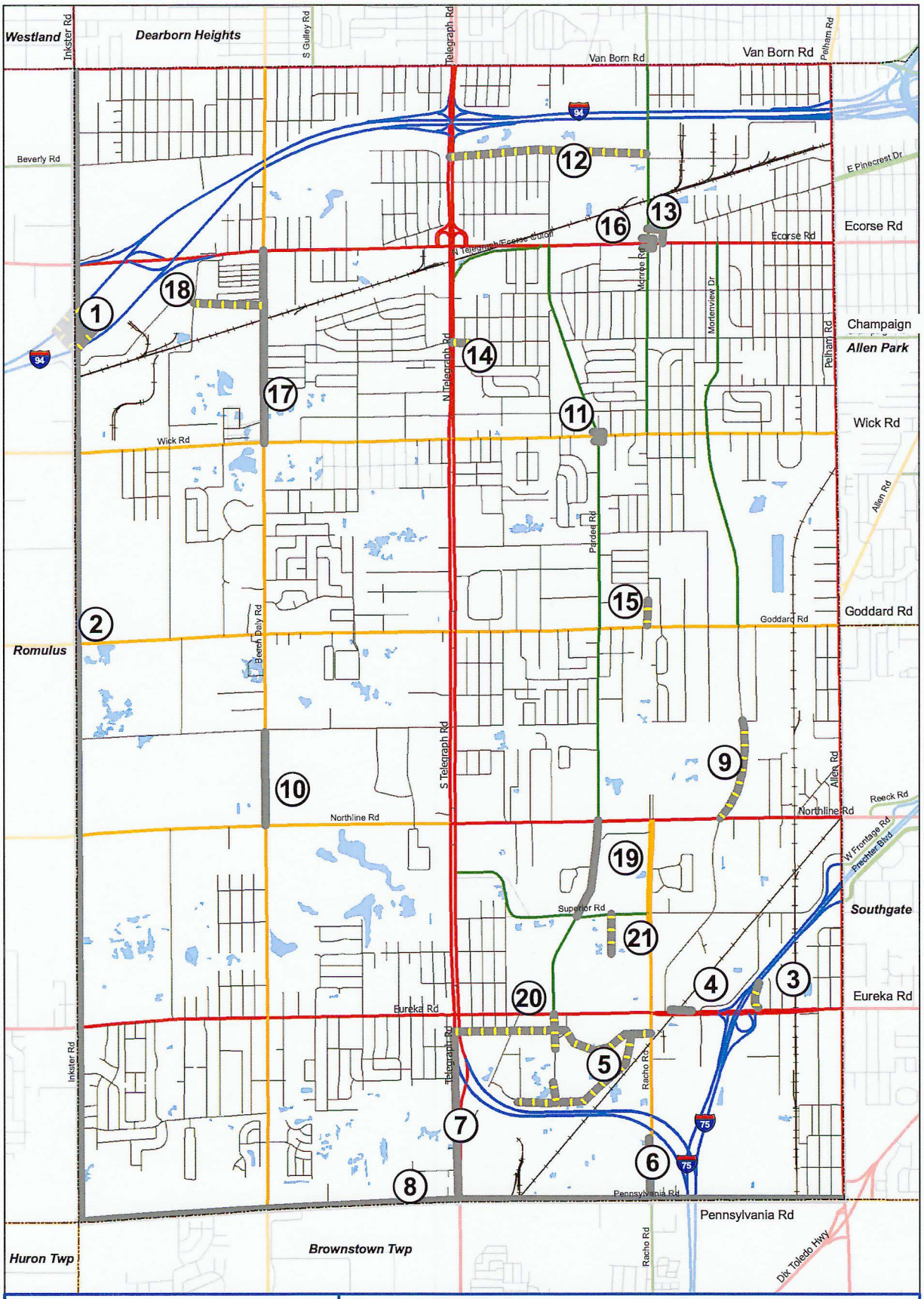
1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor, MCGI, LSL Planning, Wade Trim, SEMCOG, MDOT

N

Map: Motorized Transportation (Taylor Master Plan)



Motorized Transportation

Taylor Master Plan

Roadway Classification

- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Local Street

Roadway Improvements

- Proposed Road Improvement
- Proposed New Road Construction

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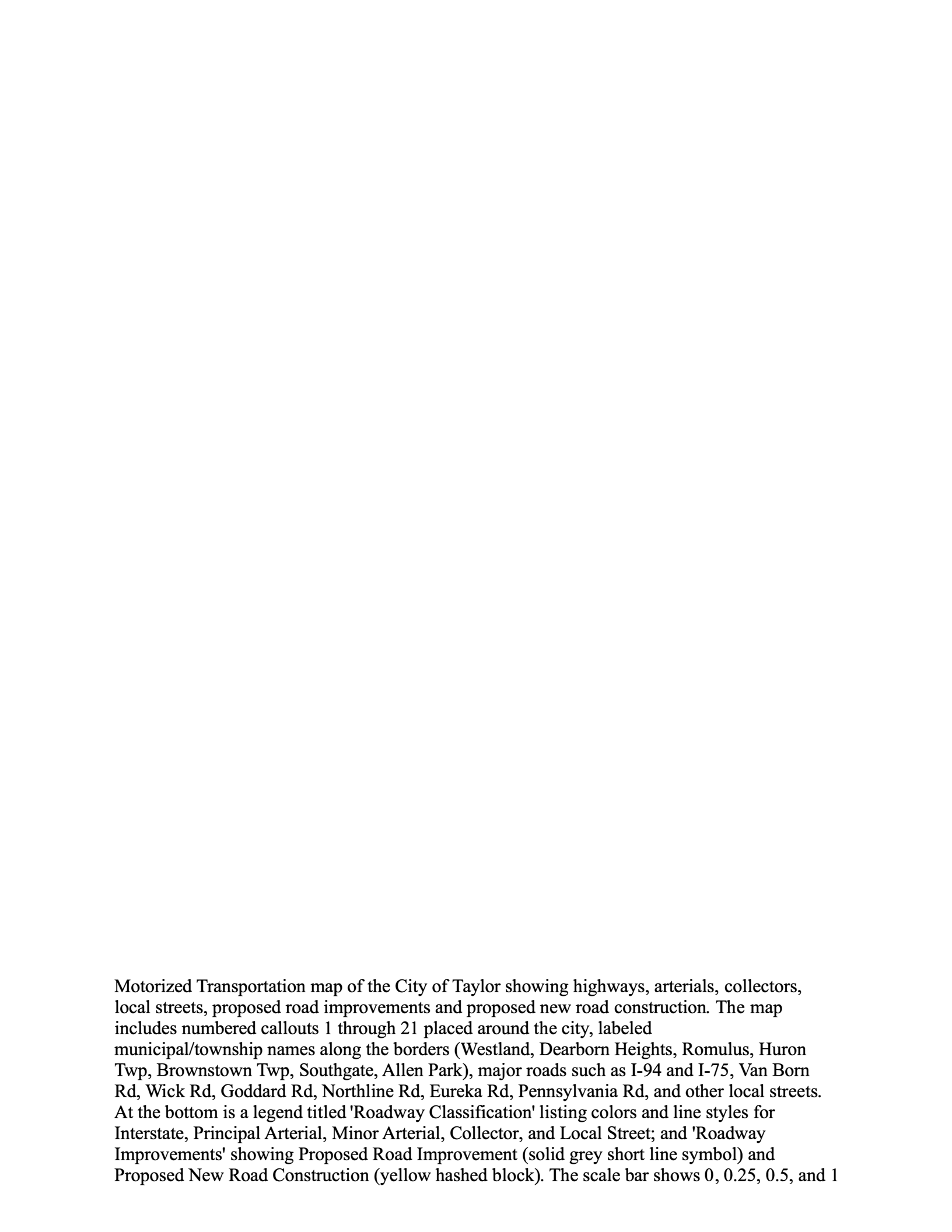
0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008
Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim



Motorized Transportation map of the City of Taylor showing highways, arterials, collectors, local streets, proposed road improvements and proposed new road construction. The map includes numbered callouts 1 through 21 placed around the city, labeled municipal/township names along the borders (Westland, Dearborn Heights, Romulus, Huron Twp, Brownstown Twp, Southgate, Allen Park), major roads such as I-94 and I-75, Van Born Rd, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, and other local streets. At the bottom is a legend titled 'Roadway Classification' listing colors and line styles for Interstate, Principal Arterial, Minor Arterial, Collector, and Local Street; and 'Roadway Improvements' showing Proposed Road Improvement (solid grey short line symbol) and Proposed New Road Construction (yellow hashed block). The scale bar shows 0, 0.25, 0.5, and 1

miles and notes '1 inch equals 2,500 feet'. The map is dated March 19, 2008 with data sources City of Taylor, MOGI, LSL Planning, Wade Trim.

Long description: This page is a full-page colored map titled "Motorized Transportation" for the Taylor Master Plan. The main map area shows the City of Taylor with a boxed city boundary and surrounding municipality names along the top and sides (Westland and Dearborn Heights at the top left, Romulus at left middle, Huron Twp and Brownstown Twp along the bottom, Southgate and Allen Park at the right). Two Interstate highways are visible and labeled (I-94 across the top portion and I-75 near the lower right). Major east-west roads labeled near the top and mid areas include Van Born Rd, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd and Pennsylvania Rd near the bottom. A vertical prominent red line indicates a principal north-south arterial through the center of the map. Other roads are shown with different colors and line styles corresponding to road classifications. The map contains numbered circular callouts 1 through 21 positioned at various intersections or segments across the city. Many residential blocks, lakes/ponds (small blue shapes), and rail lines (thin black lines) are visible. Several proposed roadway improvements are shown with grey segments and yellow hatched new construction indicators, particularly near the southern-central portion where a loop of freeway ramps is present. The right edge of the map identifies neighboring places such as Allen Park and the label Champaign near the northeast area. The map includes numerous small unlabeled local streets and neighborhood layouts.

Numbered callouts present on the map (approximate list extracted visually):

1. 1
2. 2
3. 3
4. 4
5. 5
6. 6
7. 7
8. 8
9. 9
10. 10
11. 11
12. 12
13. 13
14. 14
15. 15
16. 16
17. 17
18. 18
19. 19
20. 20
21. 21

Legend (Roadway Classification):

Symbol	Classification
Blue solid line	Interstate
Red solid line	Principal Arterial
Orange solid line	Minor Arterial
Green solid line	Collector
Thin black line	Local Street

Legend (Roadway Improvements):

- Proposed Road Improvement: grey line segment symbol
- Proposed New Road Construction: yellow hatched/blocked symbol

Scale and notes: Scale bar showing increments 0, 0.25, 0.5, and 1 miles. Text notes: "1 inch equals 2,500 feet." Dated March 19, 2008. Data sources listed: City of Taylor, MOGI, LSL Planning, Wade Trim. The map shows the LSL Planning, Inc. logo at the bottom left and a north arrow at the bottom right.

Note: This is a visual map intended for planning use. Spatial relationships such as exact distances, precise coordinates of callouts and exact symbol positions are preserved visually in the original image but summarized here for screen reader users. For detailed spatial analysis, refer to the original PDF map.

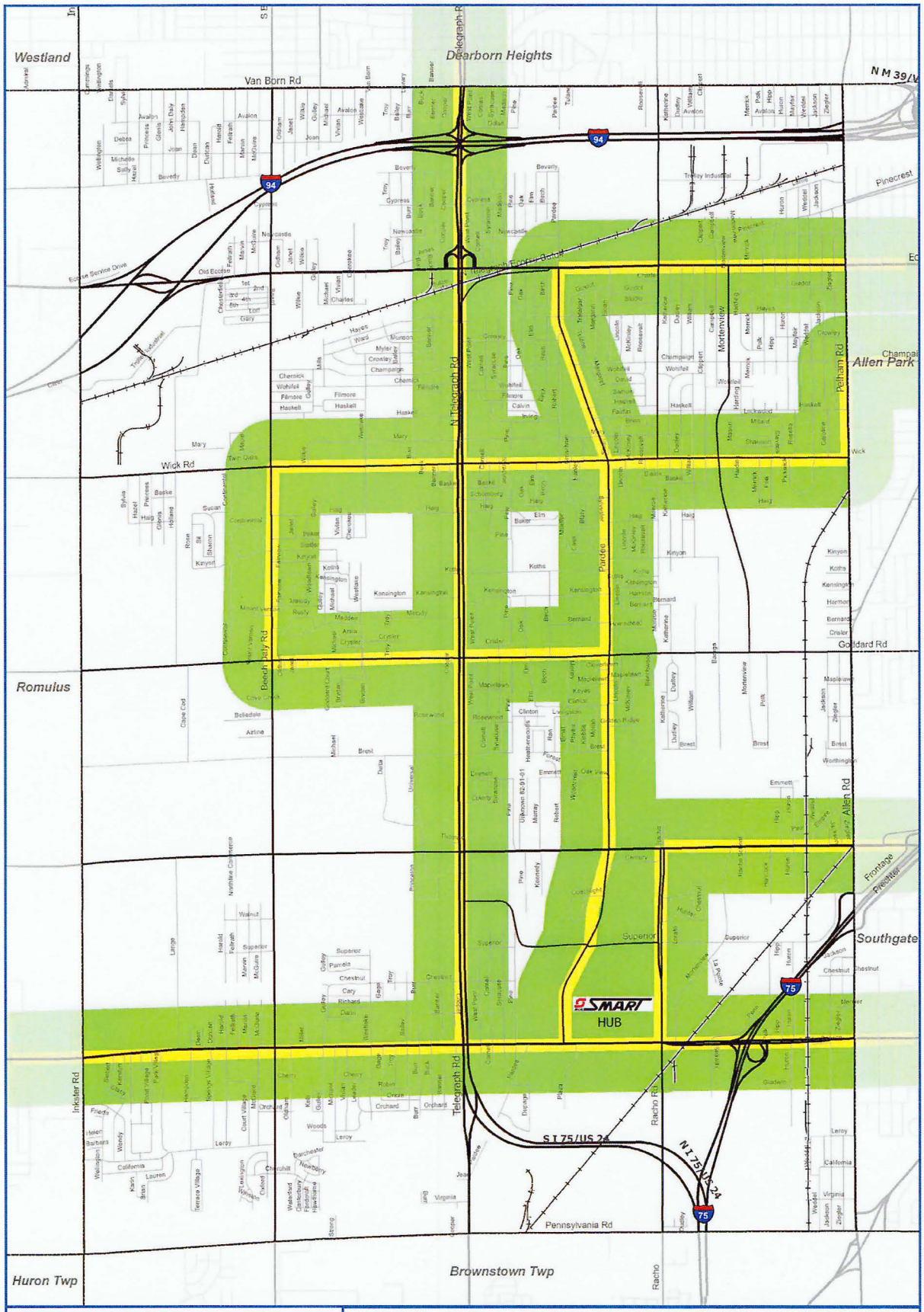
Surrounding place names appearing on the map (clockwise from top-left): Westland; Dearborn Heights; Van Born Rd (top edge); Allen Park; Champaign (near northeast); Ecorse Rd (northeast area); Wick Rd; Goddard Rd; Northline Rd; Eureka Rd; Pennsylvania Rd; Huron Twp (bottom-left border); Brownstown Twp (bottom center); Southgate (right center); Romulus (left middle).

Minor map text and annotations visible: Small blue waterbody shapes scattered across the map. Railroad lines running diagonally across the right side. Freeway/interchange geometry in the lower right with ramp loops. Several small grey circular nodes near collector streets marking intersections or improvement points. Yellow hatched (checker) pattern marking segments of proposed new road construction in the southern-central portion of the map. Road labels repeated across the map for local streets, many unlabeled on this transcription but present visually.

Motorized Transportation

Taylor Master Plan

Roadway Classification and Roadway Improvements legend and map scale (1 inch equals 2,500 feet).



Transit
Taylor Master Plan

Transit Route and 1/4 Mile Service Area

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0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008
Data Sources: City of Taylor, MCGI, LSL Planning, Wade Trim, SEMCOG

Map titled Transit, Taylor Master Plan. Yellow lines show transit routes and light green shading shows the transit route and 1/4 mile service area across Taylor. The map shows Taylor with surrounding communities Westland, Dearborn Heights, Allen Park, Romulus, Southgate, Huron Township, and Brownstown Township. Major labeled roads include Van Born Road, Wick Road, Goddard Road, Inkster Road, Telegraph Road, Allen Road, Pelham Road, and Pennsylvania Road. Major highways include I94 and I75. A SMART HUB is marked in the south-central to southeastern part of the map near the I75 corridor.

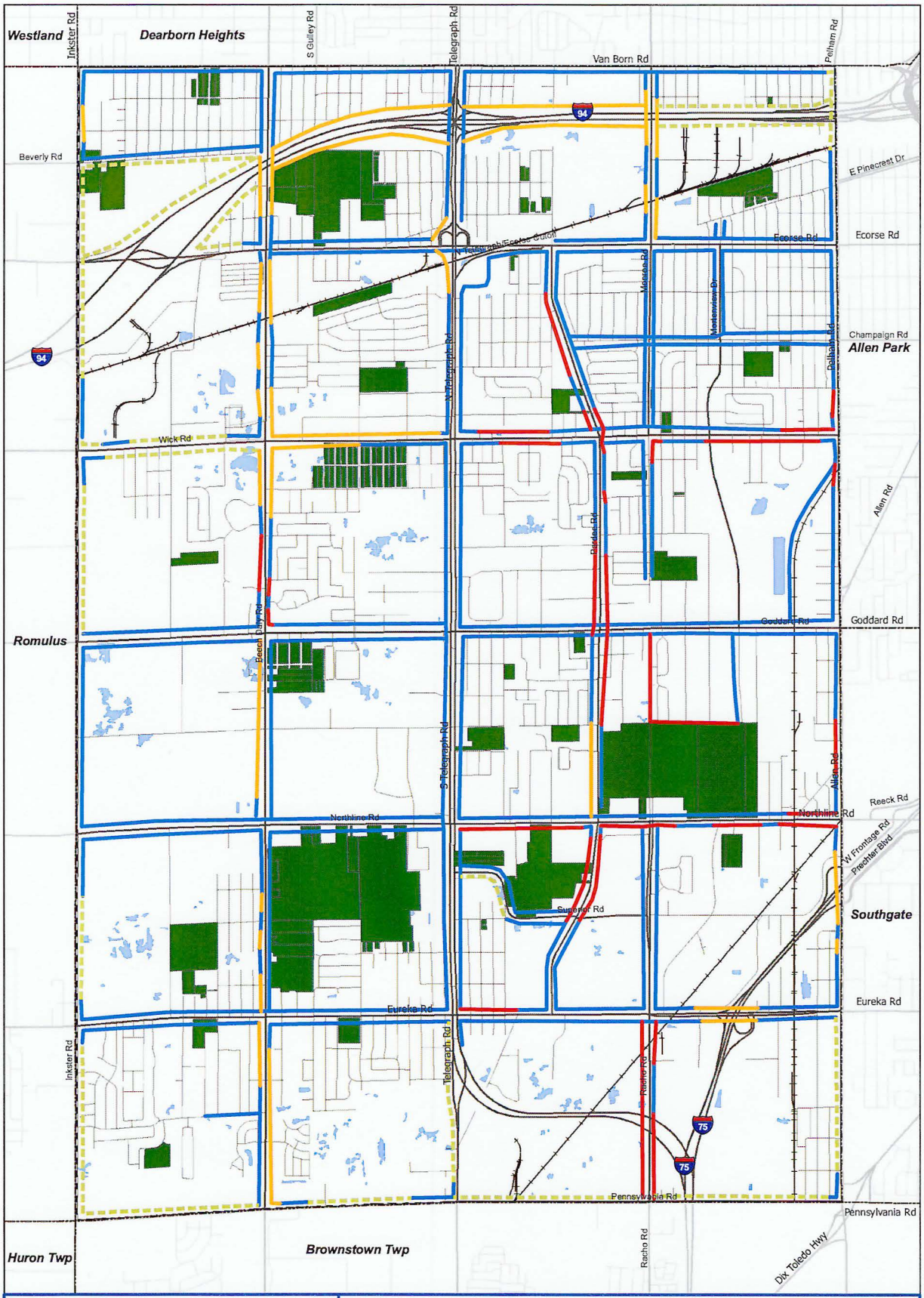
Map transcript

This page is a transit service map. Yellow lines indicate transit routes, and light green shaded bands indicate the 1/4 mile service area around those routes.

Clearly readable map text

- Jurisdictions and adjoining communities: Westland; Dearborn Heights; Allen Park; Romulus; Southgate; Huron Twp; Brownstown Twp.
- Major roads and streets: Van Born Rd; Wick Rd; Goddard Rd; Inkster Rd; Telegraph Rd; Allen Rd; Pelham Rd; Pennsylvania Rd; Beech Daly Rd; Old Ecorse.
- Highways and route labels: I94; I75; S I 75/US 24; N I 75/24; N M 39/...
- Other readable labels: SMART HUB; Pinecrest; Frontage; Prospect; Campau.

Note: The base map contains many additional neighborhood street names in very small text. The supplied image clearly supports the labels transcribed above, but some minor street labels are too small to verify confidently.



Non-Motorized Transportation

Taylor Master Plan

Existing Pathways
Priority 1 Connections
Priority 2 Connections
Long Range
Park/School/Golf Course

0 0.35 0.7 1.4 Miles

1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

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Map of Taylor showing existing and proposed non-motorized transportation connections, surrounding communities, major roads, highways, parks, schools, golf course areas, rail corridors, and water features. North is up.

Non-Motorized Transportation
Taylor Master Plan

This page is a full-page map showing Taylor's non-motorized transportation network and proposed connections. The map relies heavily on color and line type, so the legend and visible labels are transcribed below for screen-reader access.

Community and boundary labels: Westland; Dearborn Heights; Romulus; Allen Park; Southgate; Huron Twp; Brownstown Twp.

Visible road and place labels: Inkster Rd; S Gulley Rd; Telegraph Rd; S Telegraph Rd; Pelham Rd; Allen Rd; Racho Rd; Beech Daly Rd; Mortenview Dr; Monroe Blvd; Pardee Rd; Van Born Rd; Beverly Rd; E Pinecrest Dr; Ecorse Rd; Champaign Rd; Wick Rd; Goddard Rd; Northline Rd; Superior Rd; Eureka Rd; Pennsylvania Rd; Reeck Rd; N Frontage Rd; Prechter Blvd; Dix-Toledo Hwy.

Highway labels: I-94 and I-75.

Map summary: Existing pathways form a blue network along many major roads across the city. Priority 1 connections, shown in red on the original map, appear on selected east-west and north-south corridors, especially in the central and eastern portions of Taylor. Priority 2 connections, shown in yellow, appear on several linking corridors including portions of major roads in the north, center, and south. Long-range connections, shown as dashed lines, appear near the western edge, the northern edge, and the southern edge of the city. Green-filled parcels identify park, school, or golf course land, including several large sites in central and southern Taylor and smaller sites distributed throughout the map. Light blue areas indicate ponds or water features. Rail corridors and the local street grid are also shown.

The original map also includes a north arrow marked **N**.

Legend

Map symbol	Meaning
Blue line	Existing Pathways
Red line	Priority 1 Connections
Yellow line	Priority 2 Connections
Dashed line	Long Range
Green fill	Park/School/Golf Course

Scale: 0; 0.35; 0.7; 1.4 Miles.

1 inch equals 2,500 feet

March 19, 2008

Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

Logo text: Taylor Made for You

Chapter 6: Community Facilities and Green Infrastructure

Introduction

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

This discussion of existing community services and facilities includes utilities, public safety, government facilities, education and recreation. These uses have a direct impact on the quality of life for the residents of Taylor. The City must continue to make investments in its public infrastructure to meet the needs of current and future population and businesses.

Community Facilities and Green Infrastructure Goals and Objectives

The City of Taylor offers a wide variety of community facilities to serve its residents. Over the years, a challenge has been ensuring facilities are up-to-date and conveniently located for residents throughout the City. The future vision for the City is to strive for a high quality of life for current and future residents by maintaining a diverse and unified offering of community facilities and services.

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

Goal: The City of Taylor will develop a strong partnership with local educational institutions that will encourage collaborative planning for school locations with a priority toward neighborhood schools, facility improvements and construction and educational development for all students in the community.

Objectives:

1. Encourage school sites in multiple locations that more directly serve established and new residential neighborhoods.
2. School use will not be limited to the young but include programming with appeal in the evening and on weekends to all ages. This includes instructional, entertainment and community meeting needs.
3. Link schools to the surrounding neighborhoods through a network of pathways.

Goal: Efficient and thorough health education, police protection, public education and awareness programs are a priority in Taylor and will be provided to the entire community, both commercial and residential.

Objectives:

1. Require safescaping measures, where appropriate safety concerns exist, that reduce visual barriers to police such as opaque fencing, walls and dense vegetation.
2. Promote emergency management programs that will help residents prepare for natural disasters and emergency situations.
3. Offer educational programs to help citizens understand the importance of water quality protection, responsible land management and recycling in our community.
4. Develop facilities such as a community kitchen, farmers' market or expanded community farms where residents, especially the City's youth, can participate and learn about healthy eating and living.

Goal: Embrace and expand recreational opportunities to include year-round activities.

Objectives:

1. The City will seek out new passive recreation sites, including linear parks along drainageways, pocket parks and other open space or conservation areas and will implement programs to maintain them.
2. Convert appropriate vacant, City-owned parcels into pocket parks or neighborhood playgrounds linked to residential neighborhoods.

3. As development occurs and where possible, the City will provide incentives for developers to incorporate open spaces or parks into their projects.
4. The City will expand or create a network of sidewalks and pathways to connect residents with passive recreation, nature viewing and wooded or conservation sites.
5. Taylor will actively participate in the Greenways Path Initiative so citizens, both within and outside the City will have non-motorized access to its many resources and activities.
6. The City will embrace opportunities to enhance the recreational facilities currently available and augment them with additional facilities including indoor pools, skate parks, basketball courts, fitness trails, playscapes, sledding hills, ice skating rinks and equipment to serve the disabled.

Goal: Encourage environmental responsibility through local programs and conservation efforts focused toward protection of sensitive land and the preservation or planting of trees.

Objectives:

1. Establish regulatory incentives, for both residential and commercial development, that encourage energy conservation or use of green technology or the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™.
2. Create a tree protection program that prohibits clear cutting of large stands of trees and/or requires relocation of significant/mature specimens to public open spaces.
3. Encourage developers, homeowners associations and civic groups to develop tree replacement and planting programs that will transform parks into more significant open spaces, enhance and maintain properties and streetscapes and improve overall quality of life.
4. Use such technology as GIS and other tools to inventory woodlands and wetlands and create maps.
5. The City will continuously and diligently pursue violations of natural resource regulations.
6. City staff will work with developers and other conservation/advocacy groups to negotiate the acquisition of sensitive wetland areas so they may be permanently protected.
7. The City will implement programs to continually maintain and improve the quality of its natural areas through partnerships with local citizens, agencies and businesses.
8. Efforts will be made to preserve green and open spaces in the community and to further ways of conducting "green"/sustainable business within the City.

Goal: Improve existing infrastructure through maintenance and upgrades, specifically focused toward achieving maximum efficiency of existing roads and utilities, with expansions constructed only where necessary.

Objectives:

1. Provide regular maintenance of water and sewer infrastructure to maximize their useful life.
2. Promote smart growth techniques to take full advantage of existing utilities before extending or improving utilities in areas that will not use them efficiently.
3. The City will pursue continued improvement (replacement) of the water mains throughout the system and will increase normal operating pressures to improve the effectiveness of fire suppression systems and to bring water flows to an acceptable level.
4. Require new businesses to loop their water mains to prevent dead ends.
5. The City will establish a Geographic Information System (GIS) to develop a public infrastructure inventory and identify system weaknesses that will assist in planning, building and DPW efforts supporting cross-department collaboration.

Utilities

Water and Sanitary Sewer Systems

The City's sanitary sewer system serves the entire community and includes over 248 miles of sanitary sewer mains. The City's water supply is purchased from the City of Detroit. Water is distributed to residents through 308 miles of water mains originating from the Detroit pump station at Goddard Road and I-75. There are 31 full-time and two part-time employees of the Department of Water and Sewer who maintain the system. The department is within the overall Department of Public Works.

Storm Water Drainage

Storm water drainage in Taylor is handled by a system of county drains and detention basins. The topography in Taylor is relatively flat, which can complicate drainage issues.

City Services

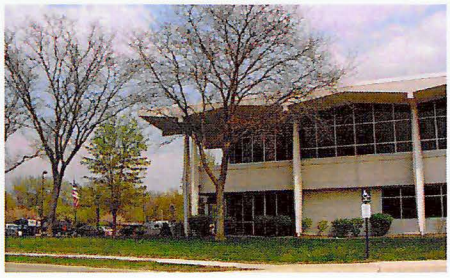
Fire Department

The Taylor Fire Department maintains three fire stations with three fire engines and three medical rescue units, as well as one shift commander vehicle. The three fire stations are spread throughout the City north to south in order to provide efficient response time and quality service. The Fire Department consists of 53 uniformed career fire fighters in the Fire Suppression Division, nine staff officers and three civilian personnel.

Police Department

The Taylor Police Department provides a full range of police services to its citizens on a 24-hour/seven-day-a-week basis. The department is responsible for patrolling City neighborhoods, responding to calls for police service, investigating crimes and arresting offenders and working closely with the community to identify and solve problems of crime and neighborhood disorder. Additionally, the department has offices working with Federal, State and County multi-jurisdictional task forces to assist in stemming the flow of illegal narcotics to the entire region. With approximately 100 officers, the Taylor Police Department represents the largest law-enforcement agency in the Downriver area.

Municipal Complex



Most of Taylor's governmental facilities are situated in the geographic heart of the community on Goddard Road. The municipal complex contains the Taylor City Hall, Police and Fire Stations and the 23rd District Court. Taylor City Hall houses the offices of the Mayor, Assessor, Clerk, Finance, Personnel, Community Development and Treasurer. City Council, Planning Commission

and a variety of other Board and Commission meetings are also held in the facility.

Department of Public Works

The Department of Public Works (DPW) operates from a facility located on Northline Road adjacent to the Lakes of Taylor Golf Club. The DPW is responsible for services such as rubbish pickup (both residential and commercial), tree trimming, ditch enclosure and cleaning, road grading and striping, street repair and cleaning and the City composting program. The department also oversees the City recycling program.

Golf, Parks and Recreation Department

The City offers a wide array of recreational opportunities throughout the community. There are several types of recreational areas/facilities, including both neighborhood and community wide parks and facilities offering opportunities for both passive and active recreation. In total, the City provides 10.7 acres of park area for each 1,000 residents, which is consistent with the standard requirement of 10 acres established by the National Recreation and Park Association.

Parks and recreational facilities are extremely valuable community resources that contribute to the overall quality of life in Taylor. The following is a description of the major park and recreation facilities operated by the City. The City is also actively involved in the Downriver Linked Greenways Initiative and numerous other recreational facilities are provided for by schools, churches and private entities. (For more detailed information on parks and recreation in Taylor, please refer to the City's 2006 - 2010 Recreation Master Plan.)

- **Chelsea Park:** 1.5-acre neighborhood park provides a tot lot with a playscape, rock climbing wall and swings.
- **Chestnut Park:** 2-acre neighborhood park that is undeveloped.
- **Haig/Dudley Park:** 0.38-acre neighborhood park contains playground equipment for smaller children.
- **Heritage Park:** 121.85-acre community park that includes a historical village, the Sheridan Community Center, baseball and soccer fields, pavilions, a restroom facility, outdoor swimming pool, playscape, picnic area, a petting farm, a multi-purpose field, a walking path and on-site parking lots.
- **Hipp/Avalon Park (Lucinda Burns Park):** 0.71-acre neighborhood park with a small picnic area and play equipment.
- **Homestead Park:** 0.90-acre neighborhood park includes a picnic area, playscape, swings and a bike rack.

- **Howard Noble:** 1.5-acre neighborhood park provides picnic areas and playground equipment.
- **Jaycee Park:** 21-acre school park is adjacent to Taylor Parks Elementary School and is designed to accommodate the physically challenged with a paved trail, playscape and a shelter. Off-street parking is also available.
- **Lange Park:** 33-acre community park is a passive park with a pond and a parking lot.
- **Lakes of Taylor Golf Course:** 300-acre sports complex includes an 18-hole golf course, training and practice areas, a putting green and a clubhouse with a full restaurant.
- **Memorial Park:** 4.21-acre, heavily wooded neighborhood park with picnic areas and playground equipment.
- **Newcastle/Pardee:** 4.99-acre community park features five little league ball fields with a restroom facility, on site parking and a children's playscape.
- **Northwest Park:** 16.03-acre community park includes a swimming pool, bathhouse, roller hockey/inline skating rink, a pavilion, picnic areas, a softball field, basketball court, play equipment and on-site parking.
- **Papp Park:** 29.73-acre community park provides five baseball fields, a restroom/concession building, three shelter structures, wooded picnic areas, playscape and on-site parking.
- **Phoenix Park:** 9.85-acre neighborhood park with amenities such as a playscape, swings and a football field.

- **Recreation Center:** 3.77-acre sports complex that has six racquetball courts, a daycare room, weight room, cardio room, an aerobic/yoga studio, locker rooms, showers and a walking track. The center also houses the administrative offices for the Golf, Parks and Recreation Department and provides limited child-care.
- **Rotary Park:** 15-acre sports complex/neighborhood park provides two softball fields, a storage facility, running path, playscape, a restroom/concession stand and on-site parking.
- **Taylor Meadows Golf Course:** 117.38-acre sports complex includes an 18-hole golf course, a putting green, a clubhouse with a full restaurant and a pro shop.
- **Taylor Sportsplex:** 18-acre sports complex houses two ice arenas, a soccer arena and a multi-purpose sports arena. The Sportsplex also provides a pro-shop, concession stand and meeting rooms available for trade shows, craft shows and other events.

- **Tulane/Trafalgar:** 0.60-acre neighborhood park is an undeveloped green space with no vehicular access.
- **Vince Caplis:** 3-acre community park includes two little league baseball fields, restroom facilities, playground equipment and on-site parking.
- **James E. Boardman Park:** 20.32 acre community park is part of a storm water detention project. Amenities include combination soccer/football goals, a softball backstop, playscape, sledding hill and walking path.

The Recreation Master Plan notes that future plans include maintenance and continued improvements to existing parks and facilities. Additional measures include exploring new opportunities for additional neighborhood parks throughout the City and protecting and preserving sensitive environmental areas.

Analysis of potential locations for new parks is provided in two separate maps contained within this chapter. The first map analyzes the relative distance from neighborhoods to the nearest parkland (Distance to Recreation Map), while the second looks at the amount of parkland available to neighborhoods (Access to Parks Map). Both maps are tools that will help the City to target specific locations for the development of new parkland where it is needed most.

Additional recreation facilities are located throughout the Downriver area, including three Wayne County parks and parkways, as well as four Huron Clinton Metroparks. Surrounding communities also provide nearby recreation opportunities. The following list provides an example of the types of local amenities and attractions, but may not be all-inclusive.

- National Senior Health and Fitness Expo
- Professional Karate Schools of America and Heritage Martial Arts Center
- Taylor Lanes Bowling Center
- Junior League World Series Tournament
- Pump It Up (large inflatables venue for kids)
- Top Gun (indoor shooting range)
- Target Sports (indoor shooting range)

Public Library

The Taylor Community Library is located on Pardee Road adjacent to Heritage Park and a short distance from the Municipal Complex. As a branch of the Wayne County Public Library System, the library offers numerous programs and activities to the residents of Taylor. Of particular note is the variety of youth

programs offered by the facility, which saw its participation double in the past few years.

Education

Public School System

Several announcements for school closings have been made recently in the City of Taylor. School closings are of concern to any community because schools are community amenities that are not easily replaceable. Generally, schools close because of declining student enrollment, exorbitant repair costs or failing academic performance.

Historically, school closings lead to overcrowded schools, decreases in performance and continual decline in enrollment.[1] Neighborhoods, with an elementary school within walking distance, are appealing to modern families and potential home buyers. Overall, school closings add to the difficulty of attracting and retaining families that would be target first-time home buyers.[2]

Taylor's school district is the largest governmental unit of its kind in the Downriver area (it ranks fifth in Wayne County for student population). Enrollment was 9,261 students in 2008 and 7,790 students in 2010. The school district operates eight elementary schools, the Sixth-Grade Academy, two middle schools, two high schools, the Taylor Virtual Learning Academy, an alternative education center and career and technical center. This does not include additional private/parochial and charter schools. Statistics show that in the 2012-2013 school year, 49.4%of students in Taylor's school district were economically disadvantaged, which is a significant factor in a review of student performance levels. In the 2012-2013 school year the State recognized John F. Kennedy High School and McDowell Elementary School as "Reward Schools". A Reward school is one that is outperforming other schools in achievement, growth, or is performing better than other schools with a similar student population. Following is a list of the public schools in Taylor:

Elementary Schools: Eureka Heights, Holland, Kinyon, Berniece McDowell, Blaire Moody, William J. Myers, Clarence Randall and Taylor Parks.

Middle Schools: J. Edgar Hoover, Robert J. West

High Schools: John F. Kennedy and Harry S. Truman

Alternative Education: TITAN Academy

Educational Center: James I. Maley Taylor Career & Technical Center

[1] For more information on school closings visit the Neighborhood Capital Budget Group online at (www.ncbg.org).
[2] Our work did not include a gap, opportunity analysis for public schools.

Elementary schools are primarily located within residential areas with the intent of minimizing walking distances and long-range transportation needs. There is a more detailed discussion of safe routes to schools under the Non-Motorized section of this Plan. School sites also offer convenient access to recreational opportunities for children during and after normal school hours. The middle and high schools are more centrally located offering a variety of indoor and outdoor recreational facilities. The school sites are an important factor in the overall recreational needs for the community and the City and School District collaborate on a number of programs and use of the facilities.
Population estimates from the 2010 Census indicate that the proportion of the school age population to the total population remained steady since 2000. SEMCOG projections to 2030 indicate that this population will see a decline from 20% (2000) to 14% (2030).

In our research of local MME scores, we noted an overall downward trend that should be addressed by the City before it becomes a major deterrent to new families. The City had a history of favorable scores, but they have since declined along with student enrollment counts. Table 6-1 shows the overall MME scores for the 2013 year for the City of Taylor and surrounding communities:

Table 6-1:2013 Michigan Merit Exam Scores Selected Area High Schools

	Median Average Scores	Math	Reading	Science	Writing	Social Studies
Kennedy	**49.2%**	**27.8%**	**75.0%**	**31.0%**	**48.0%**	**64.0%**
Truman	**46.8%**	**30.9%**	**72.7%**	**30.0%**	**58.6%**	**42.0%**
Dearborn	40.2%	30.0%	61.0%	26.0%	58.0%	26.0%
Allen Park	71.6%	50.0%	86.9%	56.7%	79.5%	84.9%
Edsel Ford	30.3%	19.6%	48.5%	19.0%	45.7%	19.0%
Romulus	35.3%	14.0%	39.0%	9.0%	57.0%	57.5%
Annapolis	55.3%	37.8%	81.6%	31.0%	69.0%	50.6%
Fordson	27.9%	24.5%	45.0%	13.7%	43.0%	13.7%
Melvindale	50.7%	27.9%	79.0%	26.0%	65.9%	54.8%
Statewide Average	57.2%	38.0%	83.0%	38.6%	69.0%	57.5%

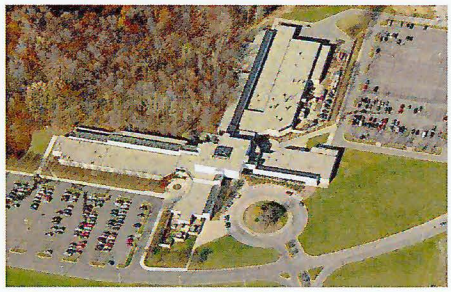
Source: Applicable School Districts. Taylor High Schools appear in bold.
Based on the Michigan Merit Exam (grade 11)

During the 2010 - 2011 school year, the district operating budget was $74,500,649. The district-wide graduation rate for the four year period ending 2010 -2010 was 78% and the high schools, middle schools and two of the elementary schools are accredited by the North Central Accreditation Association.

Advanced Learning Institutions

In addition to the public schools mentioned above, there are a number of private, parochial and charter schools that serve the community, such as the Taylor Exemplar Academy. Residents in Taylor have a wide variety of options when it comes to advanced education. Taylor and Wayne County have a number of advanced learning institutions, both public and private, which are all near the City. The farthest institution in the area is 16 miles away. The following is a list of the largest (2,000 students or more) institutions in the area:

- Downriver Campus of Wayne County Community College (Northline Road between Pardee and Pelham)
- Henry Ford Community College (7 miles away)
- University of Michigan-Dearborn (7 miles away)
- Davenport University (10 miles away)
- Madonna University (12 miles away)
- Schoolcraft College (16 miles away)
- Marygrove College (16 miles away)
- University of Detroit Mercy (16 miles away)



Taylor residents have a number of options to advance or enhance their education through nearby private institutions. Some private institutions include the Ross Medical Education Center, Theresa A. Morse School of Real Estate, TaylorTown School of Beauty and Tri-State Beauty College.

Medical Facilities

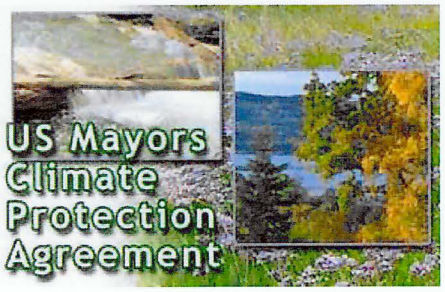
Wayne County has a variety of health centers, some conveniently located in Taylor or just outside of the City. The Western Wayne Family Health Center is the newest and opened its doors in the summer of 2006. Major hospitals in the area include Oakwood Heritage Hospital, Kindred Hospital and Henry Ford Wyandotte Hospital. Other facilities include the Taylor Teen Health Center and a pregnancy care center.

Hospitals in particular have a direct impact on senior housing, creating leverage for sustainable senior living centers or other senior developments. Modern medical advances, including preventative health care are enabling citizens of all age ranges (empty-nesters, early retirees, active seniors and elderly) to live independently and have a more desirable lifestyle.

Green Infrastructure

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

The City of Taylor maintains a commitment to protecting the environment. By signing the U.S. Mayors Climate Protection Agreement in 2007, Taylor Mayor Cameron G. Priebe was the first mayor in Wayne County to show support of international efforts to reduce energy consumption, improve air quality and generally combat the effects of global warming. The Agreement was initiated as a result of the Kyoto Protocol, an international agreement adopted by 141 participating countries in February of 2005. By signing the agreement, the Mayor and the City of Taylor have agreed to implement best management practices and policies to improve the global environment. To date, the City has accomplished many of these tasks, including:



- Adoption of anti-sprawl policies, land conservancy tools and creation of the Brownfield redevelopment program.
- Improvements to community sidewalk systems to improve walkability.
- Consideration and studies of a wind farm program that will supply enough electricity to serve all City buildings.
- Use of fluorescent lighting and lower night temperatures to conserve energy.
- Reduction in the number of fleet vehicles, including use of hydrogen, compressed natural gas and biofuels, which to-date has eliminated over 25,000 lbs. of air pollution each year.
- Operation of several City-wide recycling centers and the Taylor Hills Compost Facility, which produces compost from collected waste and offers it to local residents and businesses for re-use.
- Maintenance and expansion of the urban forest through planting of over 1,000 trees within the past two years.
- Conservation efforts at both Taylor golf courses, including wetland preservation and re-use of stormwater for irrigation.
- Implementation of the annual Hazardous Waste Collection Day.

Waterways and Watersheds

Taylor does not contain, nor is it adjacent to any major bodies of water. However, there are several small streams, lakes and ponds scattered throughout the City. Streams and drainageways run east to west across the City, while the majority of the lakes and ponds are located on the western portion of the City. Waterways account for approximately 48 acres of the City's geographic area. The City of Taylor is part of the combined downriver watershed.

Wetlands

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

- **Lowland Hardwood Wetlands:** Consists of ash, elm, soft maple, cottonwood, balm of Gilead and other lowland hardwoods.
- **Shrub/Scrub Wetlands:** Areas that are dominated by woody vegetation less than 20 feet tall.

Wetlands serve a variety of important functions which not only benefit the natural environment but also the community. Some of the primary values which wetlands contribute are as follows:

- Mitigate flooding by detaining surface runoff.
- Control soil erosion and sedimentation loading in rivers and lakes.
- Provide links with groundwater.
- Improve water quality degraded by nutrients and chemicals from fertilizers and pesticides; polluted urban runoff from roads, parking lots, industrial and other commercial activities; treated effluent from waste water treatment facilities; and erosion and sedimentation resulting from agricultural and construction activities.
- Function as highly productive ecosystems in terms of animal life habitat and vegetation.
- Serve a variety of aesthetic and recreational functions.

Although wetlands are found in smaller isolated pockets, it is important that future development respect the overall system. Wetland areas are valuable as natural buffers between residential and commercial land uses. They contribute

significantly to the aesthetic character of the community. By incorporating wetlands as part of the future development, open and green space is maintained and the natural setting retained.

Floodplains

A floodplain is any land area susceptible to being inundated by water from any source. Floodplains serve as water recharge and natural water retention areas during periods of heavy precipitation or snow thaws. The Natural Features Map identifies the flood-prone areas of the City associated with the 100-year floodplain. Only extremely limited development activities, such as recreation, should be permitted in those areas. The flood-prone areas are identified by the Federal Emergency Management Agency (FEMA) Flood Hazard Boundary maps.

Woodlands

While many wooded areas in the City were cleared over the years as the community developed, some significant areas of woodlands remain scattered throughout the City. The City of Taylor has been named a Tree City USA community for the past 17 years. The program recognizes communities that maintain a tree board or department, pass a tree care ordinance, adopt a community forestry program and observe Arbor Day.

Existing woodland areas in the City consist primarily of central hardwood/oak forests, which include beech/maple and oak/hickory forest lands with some sugar and red maple, beech, basswood, cherry and ash trees. Like wetlands, woodlands contribute to the environmental quality of Taylor and serve a variety of important functions that benefit the community such as:

- **Quality of Life:** Woodlands contribute to the quality of life for City residents. The woodlands and trees contribute to the peaceful, natural atmosphere. Trees provide a visual barrier between individual properties and neighboring properties, an essential factor for preserving the quality of residential areas and property values.

- **Influence on Micro-climate:** Woodlands play an important role in moderating ground-level temperatures. Tree canopies buffer the ground surface from the sun's heat and wind. Temperature extremes during winter months can also be moderated with the help of trees.

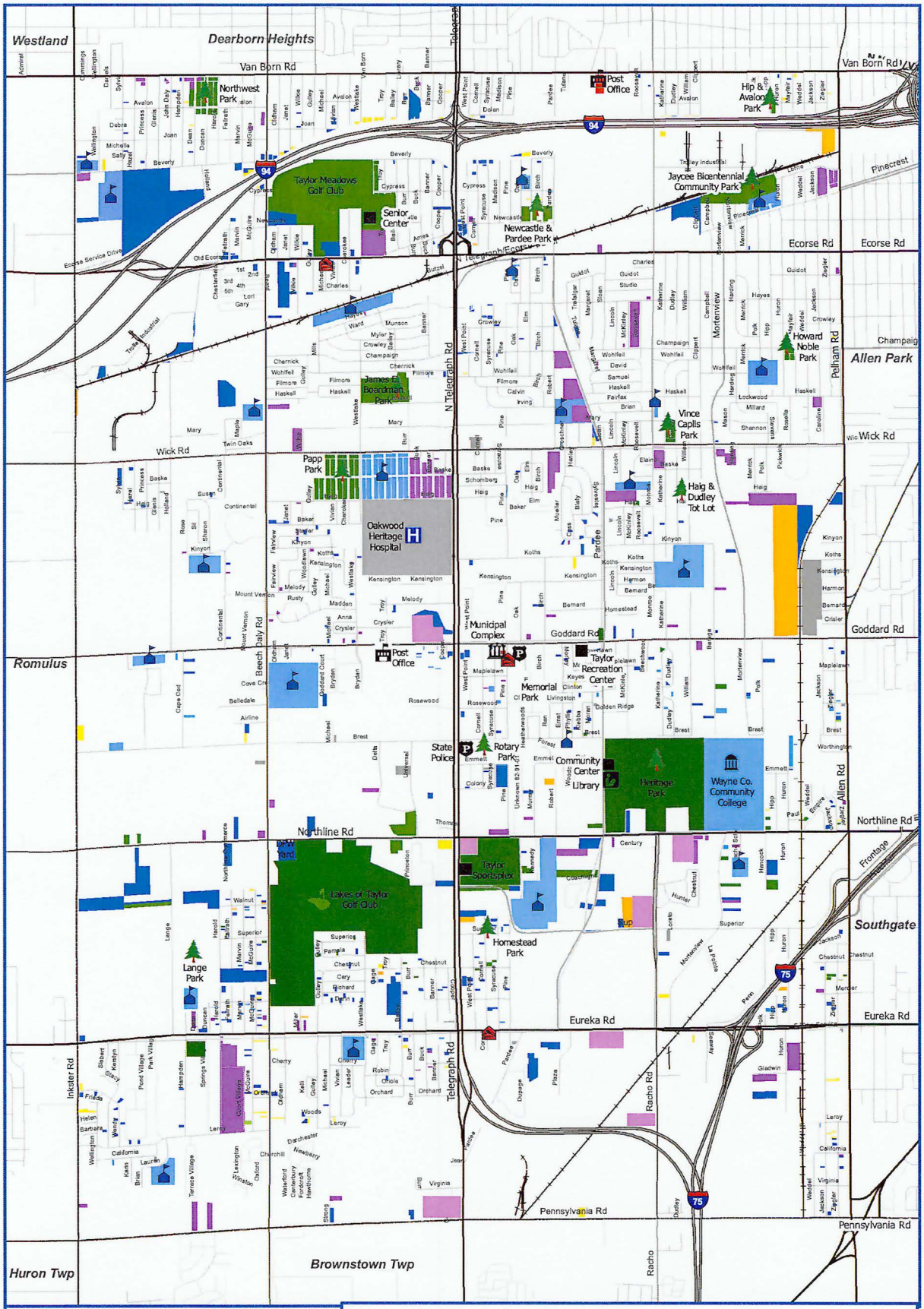
- **Reduction in Air Pollution:** Woodlands absorb carbon dioxide and return oxygen to the air. Tree leaves filter pollutants from the air, removing ozone, chlorine, hydrogen fluoride, sulfur dioxide and other pollutants. Large and dense stands of trees serve as a noise buffer as well.

- **Reduction in Soil Erosion:** Woodlands and other vegetation stabilize soils and help prevent soil erosion. The vegetation absorbs the energy of falling rain and the web of roots of all types help hold soil particles in place.

Wooded wetlands provide the additional benefit of trapping and holding storm water runoff. Dense vegetation can help slow flood surges and flows.

- **Wildlife Habitat:** Woodlands provide essential shelter and food for deer, raccoon, rabbits, pheasants and other animals. The opportunity to observe wildlife in a natural setting has educational benefits for City residents.

- **Community Character:** Areas of the City that have vegetation along the road corridors contribute to a natural/residential atmosphere. Street trees within residential neighborhoods will create a canopy over the road that provides a sense of enclosure and a comfortable space bounded by vegetation.



Community Facilities

Taylor Master Plan

- City of Taylor
- Parks & Recreation
- Other
- Educational
- Religious
- Cemetery
- Wayne County
- State of Michigan
- Federal

0 0.25 0.5 1 Miles

1 inch equals 2,499.648923 feet

March 19, 2008
Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

TAYLOR MADE FOR YOU

LSL Planning, Inc.
Community Planning Consultants

Map titled Community Facilities for the Taylor Master Plan. The page shows a color-coded community facilities map of Taylor and nearby areas. The legend categories are City of Taylor, Parks & Recreation, Other, Educational, Religious, Cemetery, Wayne County, State of Michigan, and Federal. Surrounding municipalities labeled on the map include Westland, Dearborn Heights, Allen Park, Southgate, Romulus, Huron Twp, and Brownstown Twp. Major roads and corridors labeled include Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, Inkster Rd, Beech Daly Rd, Telegraph Rd, N Telegraph Rd, Pelham Rd, Allen Rd, and Racho Rd, plus I-94 and I-75. Clearly legible named places and facilities include Northwest Park, Taylor Meadows Golf Club, Senior Center, Post Office, Hip & Avalon Park, Jaycee Bicentennial Community Park, Newcastle & Pardee Park, James E. Boardman Park, Papp Park, Oakwood Heritage Hospital, Howard Noble Park, Vince Caplis Park, Haig & Dudley Tot Lot, Municipal Complex, State Police, Memorial Park, Rotary Park, Taylor Recreation Center, Community Center Library, Heritage Park, Wayne Co. Community College, Taylor Sportsplex, Homestead Park, Lakes of Taylor Golf Club, and Lange Park. Numerous additional local street names and parcel labels are printed in very small type throughout the map.

This page is a map rather than running text. The supplied PDF shows a dense street-and-facility map with many tiny neighborhood street labels. The transcription below captures the clearly legible map labels, the legend, and the title block so the page is accessible to screen reader users.

Clearly legible map labels

- Westland
- Dearborn Heights
- Romulus
- Allen Park
- Southgate
- Huron Twp
- Brownstown Twp
- Van Born Rd
- Ecorse Rd
- Wick Rd
- Goddard Rd
- Northline Rd
- Eureka Rd
- Pennsylvania Rd
- Inkster Rd
- Beech Daly Rd
- Telegraph Rd
- N Telegraph Rd
- Pelham Rd
- Allen Rd
- Racho Rd
- Ecorse Service Drive
- Frontage
- I-94
- I-75

Clearly legible community facilities and landmarks

- Northwest Park

- Taylor Meadows Golf Club
- Senior Center
- Post Office
- Hip & Avalon Park
- Jaycee Bicentennial Community Park
- Newcastle & Pardee Park
- James E. Boardman Park
- Papp Park
- Oakwood Heritage Hospital
- Howard Noble Park
- Vince Caplis Park
- Haig & Dudley Tot Lot
- Municipal Complex
- State Police
- Memorial Park
- Rotary Park
- Taylor Recreation Center
- Community Center Library
- Heritage Park
- Wayne Co. Community College
- Taylor Sportsplex
- Homestead Park
- Lakes of Taylor Golf Club
- Lange Park

Legend

Legend category	Map color
City of Taylor	Blue
Parks & Recreation	Green
Other	Gray
Educational	Light blue
Religious	Purple
Cemetery	Light green
Wayne County	Orange
State of Michigan	Yellow
Federal	Red

Scale and orientation

- 0
- 0.25
- 0.5
- 1
- Miles
- 1 inch equals 2,499.648923 feet
- North arrow labeled N

Title block and logos

- Community Facilities
- Taylor Master Plan

- Taylor
- Made for you
- LSL Planning, Inc.
- Community Planning and Urban Design

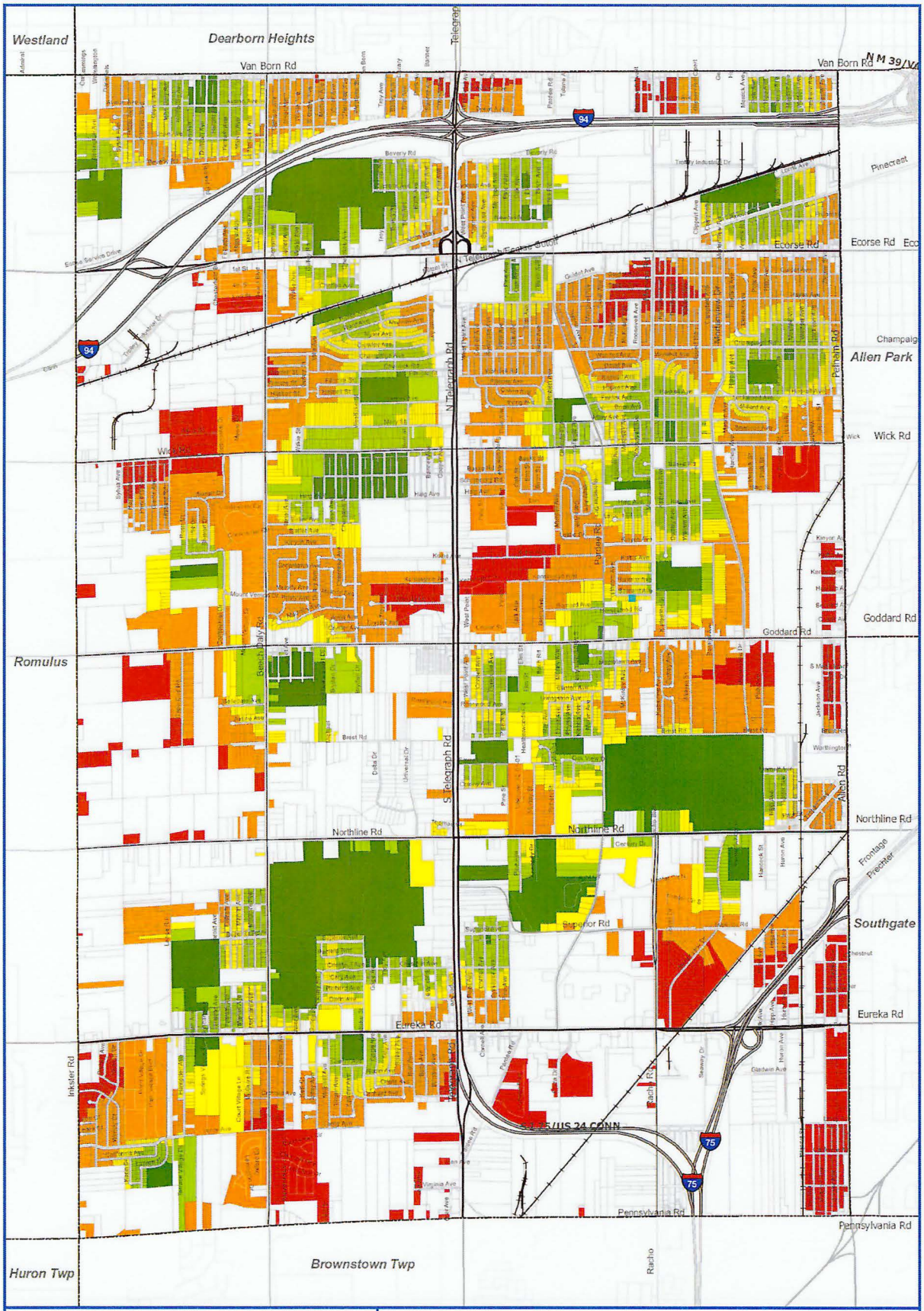
Map note

Many additional street names, parcel labels, and small symbols appear across the map in very small print. Their purpose is to support spatial navigation within the printed map. Where those micro-labels were too small to transcribe with certainty from the supplied PDF page, the full image description above preserves the map's overall content and layout.

March 19, 2008

Data Sources: City of Taylor

MCGI, LSL Planning, Wade Trim



Park Analysis

Taylor Master Plan

Distance to Recreation

- 0 - 880 (0 - 1/8 Miles)
- 881 - 1,320 (1/8 - 1/4 Mile)
- 1,321 - 2,640 (1/4 - 1/2 Mile)
- 2,641 - 9,811 (1/2 Mile +)
- Non-Residential
- Park/School/Golf Course

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LSL Planning, Inc.
Community Planning Consultants

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008
Data Sources: City of Taylor, MCGI, LSL Planning

N

Map titled Park Analysis, Taylor Master Plan. The page is a color-coded map of Taylor showing parcels shaded by distance to recreation. Surrounding communities labeled on the map include Westland, Dearborn Heights, Allen Park, Romulus, Huron Twp, Brownstown Twp, and Southgate. Major roads and corridors visible include Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Superior Rd, Eureka Rd, Pennsylvania Rd, Telegraph Rd, Allen Rd, Inkster Rd, I-94, I-75, and S US 24 CONN. The legend classifies parcels from 0 to 9,811 feet from recreation and also identifies Non-Residential land and Park/School/Golf Course land.

Park Analysis

Taylor Master Plan

Accessibility note: This page is primarily a detailed thematic map with many very small internal street labels. All clearly readable title, legend, footer, and major map labels from the supplied page image are transcribed below.

Visible map labels

- Westland
- Dearborn Heights
- Romulus
- Allen Park
- Southgate
- Huron Twp
- Brownstown Twp
- Van Born Rd
- Ecorse Rd
- Wick Rd
- Goddard Rd
- Northline Rd
- Superior Rd
- Eureka Rd
- Pennsylvania Rd
- Telegraph Rd
- N Telegraph Rd
- Allen Rd
- Inkster Rd
- I-94
- I-75
- S US 24 CONN
- Pinecrest
- Champaign
- N

Distance to Recreation

- Light green: 0 - 880 (0 - 1/8 Miles)
- Yellow: 881 - 1,320 (1/8 - 1/4 Mile)
- Orange: 1,321 - 2,640 (1/4 - 1/2 Mile)
- Red: 2,641 - 9,811 (1/2 Mile +)
- White: Non-Residential
- Dark green: Park/School/Golf Course

- Taylor
- Made for you
- LSL Planning, Inc.
- Community Planning and Urban Design

Map note

Many additional street names, parcel labels, and small symbols appear across the map in very small print. Their purpose is to support spatial navigation within the printed map. Where those micro-labels were too small to transcribe with certainty from the supplied PDF page, the full image description above preserves the map's overall content and layout.

March 19, 2008

Data Sources: City of Taylor

MCGI, LSL Planning, Wade Trim

Page 130 is complex and may be difficult to understand. This page is a dense, full-page thematic map that relies heavily on color categories and contains many tiny street labels, making it difficult for a screen reader user to fully recover all visual detail from the supplied image. Accessibility was improved by providing a descriptive image alternative, transcribing all clearly readable title, legend, scale, source, and major place-name text, and explicitly converting the color legend into text. If you need help understanding this page, please use the live assistance options in the sidebar.

Map titled Park Analysis, Taylor Master Plan. The page is a color-coded map of Taylor showing parcels shaded by distance to recreation. Surrounding communities labeled on the map include Westland, Dearborn Heights, Allen Park, Romulus, Huron Twp, Brownstown Twp, and Southgate. Major roads and corridors visible include Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Superior Rd, Eureka Rd, Pennsylvania Rd, Telegraph Rd, Allen Rd, Inkster Rd, I-94, I-75, and S US 24 CONN. The legend classifies parcels from 0 to 9,811 feet from recreation and also identifies Non-Residential land and Park/School/Golf Course land.

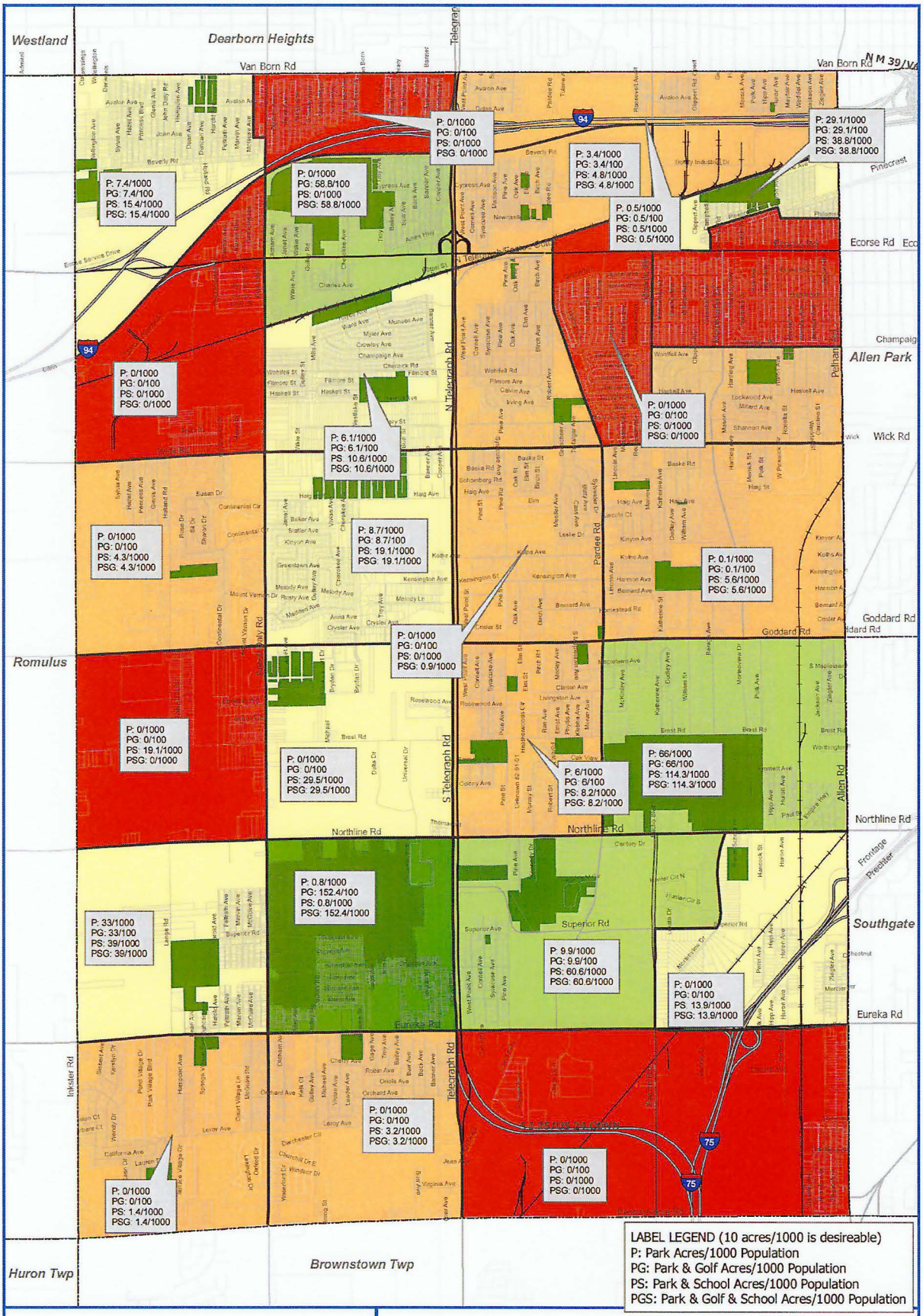
Park Analysis

Taylor Master Plan

Accessibility note: This page is primarily a detailed thematic map with many very small internal street labels. All clearly readable title, legend, footer, and major map labels from the supplied page image are transcribed below.

Visible map labels

- Westland
- Dearborn Heights
- Romulus
- Allen Park
- Southgate
- Huron Twp
- Brownstown Twp
- Van Born Rd



Park Analysis

Taylor Master Plan

Access to Parks

- Far Above Average
- Above Average
- Average
- Below Average
- No Recreation
- Park/School/Golf Course

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0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

March 19, 2008
Data Sources: City of Taylor, MCGI, LSL Planning, 2000 Census

Map: Park Analysis for City of Taylor showing a grid of planning areas colored to indicate access to parks. The map area is bounded by Westland at the top-left, Dearborn Heights across the top center, AllenPark at the right, Romulus at left middle, Southgate on the right middle, Huron Twp along the bottom-left, and Brownstown Twp along the bottom center. Major roads labeled include Van Born Rd across the top, I-94 near the top center, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, and I-75 near the bottom-right. The map grid contains many small data callouts with labels such as

Westland
Dearborn Heights

Van Born Rd
I-94
Allen Park

Wick Rd

Goddard Rd

Northline Rd
Southgate

Eureka Rd
Romulus

Huron Twp

Brownstown Twp

Representative map callouts (each grid cell contains similar formatted labels):

- P: 7.4/1000 PG: 7.4/1000 PS: 15.4/1000 PSG: 15.4/1000
- P: 0/1000 PG: 0/1000 PS: 0/1000 PSG: 0/1000
- P: 3.4/1000 PG: 3.4/1000 PS: 4.8/1000 PSG: 4.8/1000
- P: 5.0/1000 PG: 0.5/1000 PS: 6.1/1000 PSG: 6.1/1000
- P: 0.1/1000 PG: 0.1/1000 PS: 0.1/1000 PSG: 0.1/1000
- P: 6.1/1000 PG: 6.1/1000 PS: 10.6/1000 PSG: 10.6/1000
- P: 8.7/1000 PG: 8.7/1000 PS: 19.1/1000 PSG: 19.1/1000
- P: 0.1/1000 PG: 0/1000 PS: 0/1000 PSG: 0/1000
- P: 3.3/1000 PG: 3.3/1000 PS: 3.9/1000 PSG: 3.9/1000
- P: 8.8/1000 PG: 15.2/1000 PS: 8.1/1000 PSG: 15.2/1000
- P: 9.0/1000 PG: 9.0/1000 PS: 8.0/1000 PSG: 8.0/1000
- P: 6.6/1000 PG: 68.1/1000 PS: 11.4/1000 PSG: 114.3/1000
- P: 0.1/1000 PG: 0/1000 PS: 13.1/1000 PSG: 13.1/1000
- P: 0.0/1000 PG: 0/1000 PS: 0/1000 PSG: 0/1000
- P: 0.8/1000 PG: 0/1000 PS: 3.2/1000 PSG: 3.2/1000

Note: The map contains many individual callouts in each grid cell. Above are representative samples of the callout text visible in the map. Each callout lists four measures: P (Park Acres/1,000 population), PG (Park & Golf Acres/1,000 population), PS (Park & School Acres/1,000 population), and PSG (Park & Golf & School Acres/1,000 population).

LABEL LEGEND (10 acres/1000 is desireable)

- P: Park Acres/1,000 Population
- PG: Park & Golf Acres/1,000 Population
- PS: Park & School Acres/1,000 Population
- PSG: Park & Golf & School Acres/1,000 Population

Access to Parks

- Far Above Average (dark green square)
- Above Average (light green square)
- Average (yellow square)
- Below Average (orange square)
- No Recreation (red square)
- Park/School/Golf Course (green with icon)

Scale

0 — 0.25 — 0.5 — 1 Miles

1 inch equals 2,500 feet

Date: March 19, 2008

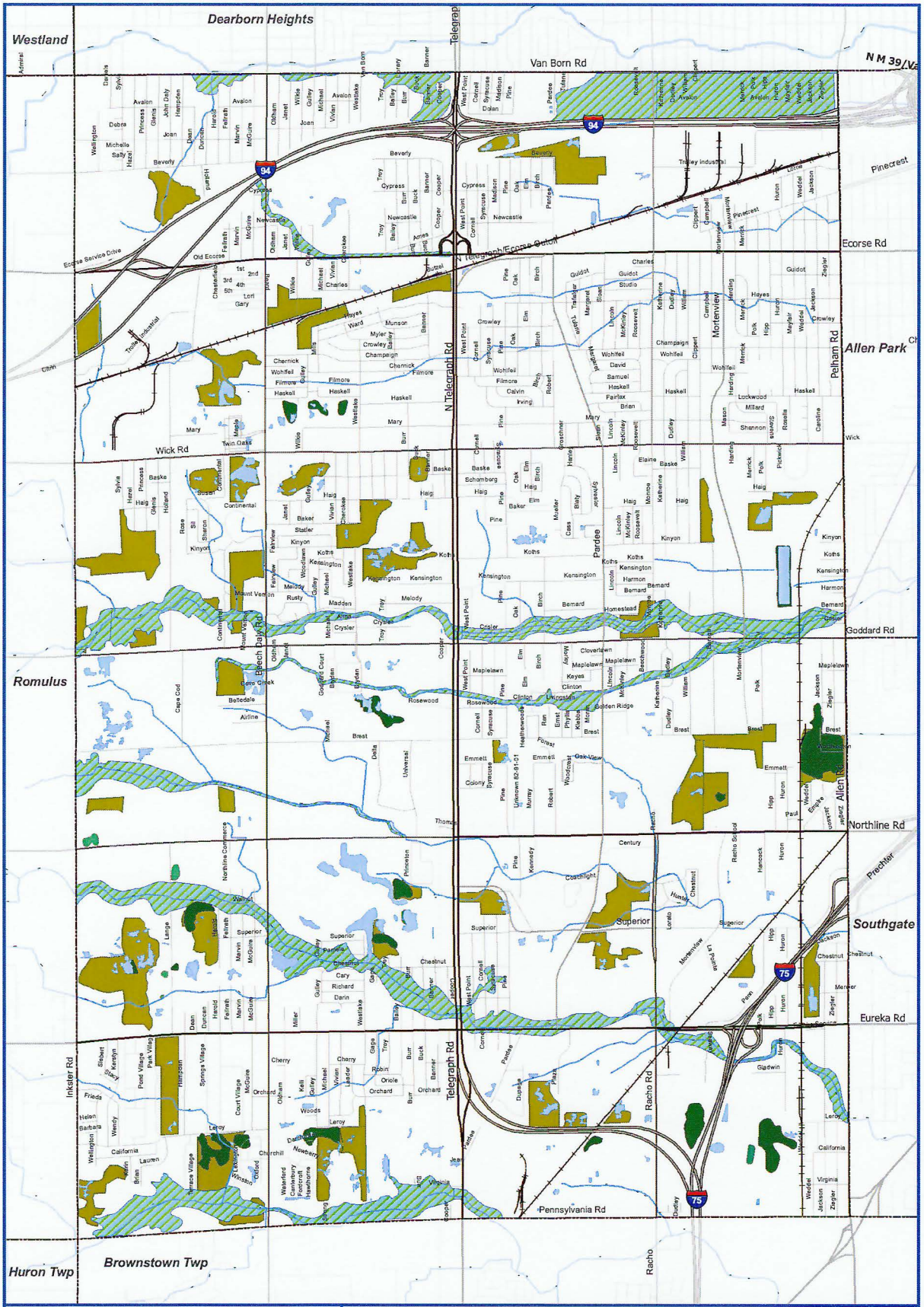
Data Sources: City of Taylor, MGGI, LSL Planning, 2000 Census

TAYLOR (logo) *made for you*

LSL Planning, Inc. (logo)

Park Analysis — Taylor Master Plan

Map and legend reproduced from the supplied PDF.



Natural Resources

Taylor Master Plan

Waterways	Wetlands	Floodplains	Woodlands
Rivers & Streams	Forested	100-Year	Woodlands
Drains	Scrub-Shrub		
Lakes & Ponds	Emergent		

0 0.25 0.5 1 Miles

1 inch equals 2,500 feet

Data Sources: City of Taylor
MCGI, LSL Planning, Wade Trim

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Full-page thematic map titled Natural Resources showing the City of Taylor and adjacent communities. The map displays waterways, wetlands, 100-year floodplains, and woodlands over a street grid with municipal boundaries, major roads, rail lines, and freeway interchanges. Natural features are encoded by blue lines for rivers and streams and drains, light blue areas for lakes and ponds, green wetland symbols for forested, scrub-shrub, and emergent wetlands, blue-green diagonal hatching for 100-year floodplains, and olive-green areas for woodlands. Larger labels visible on the map include Westland, Dearborn Heights, Romulus, Allen Park, Southgate, Huron Twp, Brownstown Twp, Pinecrest, Van Born Rd, Ecorse Rd, Wick Rd, Goddard Rd, Northline Rd, Eureka Rd, Pennsylvania Rd, Inkster Rd, Telegraph Rd, N Telegraph Rd, Pelham Rd, Racho Rd, I-94, and I-75. Numerous additional local street labels appear throughout the map in very small print.

This page is a detailed natural resources map for Taylor. It shows the city in relation to surrounding communities and emphasizes streams, drains, ponds, wetlands, floodplains, and wooded areas across the local street network.

Clearly legible map labels transcribed from the page:

- Adjacent places and jurisdictions: Westland; Dearborn Heights; Romulus; Allen Park; Southgate; Huron Twp; Brownstown Twp; Pinecrest.
- Major roads and corridors: Van Born Rd; Ecorse Rd; Wick Rd; Goddard Rd; Northline Rd; Eureka Rd; Pennsylvania Rd; Inkster Rd; Telegraph Rd; N Telegraph Rd; Pelham Rd; Racho Rd.
- Freeways: I-94; I-75.

Many additional neighborhood street names are printed across the map in very small type. The supplied page is readable enough to identify the overall geography and legend, but not every tiny internal street label can be transcribed with high confidence.

Legend

Waterways	Wetlands	Floodplains	Woodlands
• Rivers & Streams • Drains • Lakes & Ponds	• Forested • Scrub-Shrub • Emergent	• 100-Year	• Woodlands

Chapter 7:
Business and Economy

Introduction

Economic development is a fundamental component of a community. Every community seeks to provide a strong economic base so that its residents can prosper and that community services are available. Much activity and land use is associated with the purchase of goods and services or the importation and exportation of goods, services and jobs from the community. Non-residential development is also very much part of the backbone and cornerstone of tax revenues in a system largely dependent upon real estate. The City of Taylor recognizes the importance of accommodating commercial and industrial economic growth while creating additional tax-base and preserving significant natural features for the community.

In conducting the assessment of local economic conditions, data was collected from various federal statistical systems, like the Bureau of Labor Statistics and the Bureau of Economic Analysis. Individual interviews and internet research was also conducted and evaluated from the following sources:

- City of Taylor, Michigan (www.cityoftaylor.com)
- Southern Wayne County Chamber of Commerce (www.swccc.org)
- Southeast Michigan Council of Governments (SEMCOG) (www.semcog.org)
- Wayne County (www.waynecounty.com)
- Local Realtors

Location Attributes

Located in Wayne County, a consistent leader in regional economic growth and development, Taylor benefits from the economic development efforts of the Wayne County Department of Economic and Neighborhood Development. In their efforts, County staff has identified the following opportunities in Wayne County:

- Existing position in the global and local economy.
- A global transportation network for international import and export purposes.
- Strong tourism industry that can be expanded.

- Abundant incentive programs to assist business development.
- A structurally sound regional economic foundation.

The major liabilities facing Wayne County are:

- Inequity of economic development opportunities among Wayne County communities.
- Aging infrastructure – buildings, utilities and roadways of older communities.
- Lack of sufficient resources to reinvest in distressed communities and citizenry.
- Residual environmental hazards from previous industrial and commercial development.
- High cost of redevelopment in older communities vs. greenfield redevelopment.
- Low education attainment by sizable low-income population.

The following chapter seeks to address these opportunities and liabilities by providing a variety of tools the City is either currently using or that should be considered to promote continued economic growth in the City.

Transportation Linkages

The Taylor community offers affordable housing options, diverse neighborhoods, a variety of public and private educational institutions, retail attractions and several industrial parks. Taylor residents can live, work and shop, all within a convenient 24 square miles. Because Taylor is intersected by the I-94 and I-75 freeways, access to and from Detroit and surrounding suburbs is ideal for the residents as well as commuters.

Taylor is located along I-94 and I-75 and provides easy access to the metropolitan areas of Detroit and Ann Arbor. This gives the City the ability to attract and retain businesses which supports the local economy. Regional highways, local road networks and railroad systems serve and attract a variety of industrial and retail uses. Local road linkages provide necessary access to residential neighborhoods, but can also be barriers between neighborhoods, especially if retail and industrial uses are predominant. The proximity of Taylor to these transportation links provides opportunity for the establishment of suppliers, exporters, manufacturers and retailers. In evaluating the business climate in Taylor, the following transportation attributes were considered.

Interstate 94

Taylor's location along I-94 is vital to the economic health of the community. It is one of the most important interstate corridors in terms of imports, exports and the supply of goods and services to industry and business. I-94 is the principal route between Chicago, Detroit and Toronto, provides valuable links to the Detroit Metropolitan Airport and was a major focus for improving infrastructure in support of the NAFTA free trade agreement. The system also supplies a very high level of non-business automobile traffic comprised of area residents, visitors and pass-through motorists.

Interstate 75

I-75 traverses the southeastern portion of the City, providing a major link to the southern cities of Toledo, Cincinnati, Atlanta, Tampa and Miami. I-75 is Michigan's busiest highway, with a daily average of more than 200,000 vehicles passing through the City. In addition, I-75 provides the only vehicular access between to the Lower and Upper Peninsulas.

Detroit Metropolitan Wayne County International Airport

The western boundary of Taylor is one mile east of the Detroit Wayne County Metropolitan Airport. Both Willow Run and Detroit Metro Airports are managed by the Wayne County Airport Authority, which allows for a streamlined planning and management system.

A major hub, the Detroit Metropolitan Airport is the operational headquarters for Northwest Airlines. With six major runways, three terminals and 153 in-service gates, it is the 10th busiest airport in the United States and the 19th busiest airport in the world. Detroit Metro Airport is the largest airport in Michigan, transporting almost 36.4 million passengers in 2005. The airport provides direct connecting flights to other major metropolitan areas including, but not limited to Atlanta, Chicago, Los Angeles, New York, Phoenix and St. Louis.

Willow Run Airport

Located 12 miles to the west in Van Buren Township, Willow Run Airport is the third largest airport in Michigan. It transfers approximately 400 million pounds of cargo annually. In addition to its large cargo operation, the airport also services aircraft charters, flight schools and fixed base operations.

Wayne County Aerotropolis

The Wayne County Aerotropolis could provide an opportunity for redevelopment of the industrial land surrounding the Airport. The Aerotropolis encompasses the area around Metro Airport and Willow Run and has been planned for a major hub for economic development in southeast Michigan. It can be described as a cluster of aviation linked businesses,

industrial sites, distribution centers, technology information and telecommunication companies that are all centered around sustainable community environments. Supporting amenities/industries include golf courses, restaurants, business-class hotel accommodations and single and multiple family housing. This economic development strategy stems from increased globalization and the need for businesses to provide customers with quality products in a short amount of time. The Aerotropolis concept works surprising well in the greater Detroit region; mainly because Detroit Metro Airport has 25,000 acres of wood and open fields surrounding it, unlike other major U.S. airports. Additionally, Willow Run Airport, just a short drive away, provides the chartered cargo flights for the "Big Three" automakers and their suppliers. Implementation of the Aerotropolis concept will bring new jobs and tax revenue to southeast Michigan. By virtue of proximity, the City of Taylor is considered part of the "extended influence area" and is expected to contribute to the success of this partnership.

Railroad System

Three major railways serve Taylor: Norfolk and Western, Grand Trunk and Conrail. The railroad system gives all the major employers in the City efficient and inexpensive transport options, an advantage for Taylor as more business revenue can be captured. The interconnectedness of the railways throughout the region also helps create ties that strengthen the metro area as a whole, giving neighboring cities and businesses a competitive edge, yet more reason to support one another.

Business Climate

Demographics

Demographic conditions and trends are more specifically discussed in Chapter 2, Community Profile. However, some key facts are also relevant to the discussion of economic growth:

Household Growth: In 2013, Taylor had just over 23,800 households and an annual growth rate of -.97% between 2010 and 2013.

Household Income: In 2010, the median household income in Taylor was $43,942, which is above the County median at $42,241, but below the State at $52,242.

Home Values: In 2010, the median home value in Taylor was $112,800, which was significantly lower than Wayne County ($121,100), and the State ($160,544).

Vacancy Rate: As compared to the County and the Southeast Michigan region, Taylor maintained a relatively low vacancy rate of 8.0% in 2010, compared to the County rate of 14.0% and the region's rate of 10.0%. The County and the City of Taylor has seen an increase in housing vacancy since 2000, up from 4.4% for the city, and 7.0% for the county.

Median Age: The median age in Taylor was 36.9 in 2010. This indicates that the City of Taylor has a slightly younger citizenry than the State median age at 37.3.

Educational Status: In 2010, 7.2% of residents in Taylor had a four-year college degree or higher, compared to 12.5% for Wayne County and 17.0% for the State.

Major Employers

Taylor has a number of large employers which play a significant role in the economic foundation for the whole County. The top ten employers in Taylor are listed in Table 7-1, followed by the number of employees, as of December 2006:

Table 7-1: 2006 Largest Employers by Number of Employees City of Taylor

Company	Product or Service	Approximate # of Employees
Taylor Public Schools	Education	1,580
Oakwood/Heritage Hospital	Hospital	1,000
Masco Corporation	Building Products	700
City of Taylor	Municipal Government	426
Wal-Mart	Retailing	372
Meijer, Inc.	Retailing	344
Arrow Uniform	Industrial	320
J.C. Penney Company	Retailing	255
Kohl's	Retailing	218
Home Depot	Retailing	212

Source: Anderson Economic Group, LLC 2007. Data provided by the City of Taylor

Industrial Parks

The City of Taylor has several regional industrial centers which help the local taxing jurisdiction and serve the community through economic support and jobs for residents. In years past, the City has had problems with a growing pattern of scattered industrial development, which has made it increasingly difficult to provide municipal services in these areas.

Furthermore, conflict with adjacent, non-industrial uses increased. To alleviate this problem, consolidation of a few of the industrial developments within a limited number of industrial parks was necessary. Here are the major industrial parks of Taylor:

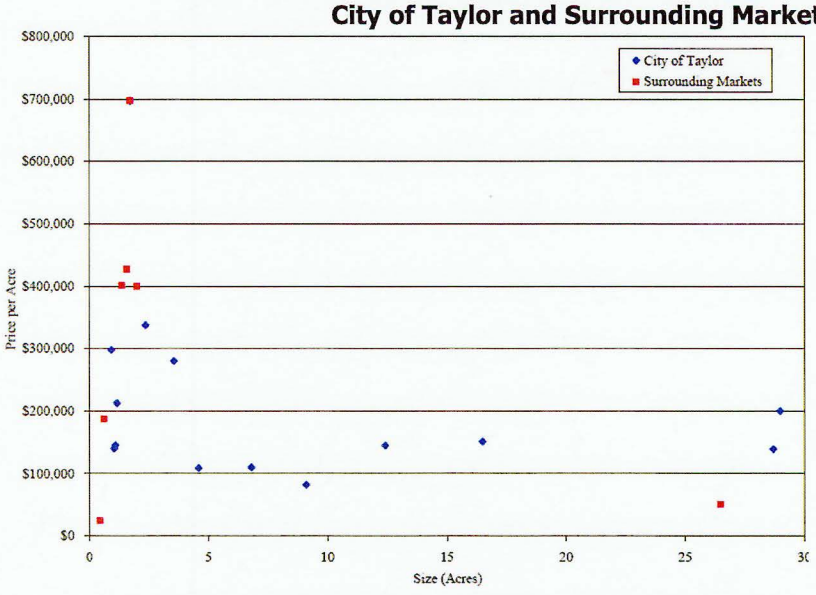
- Metro-Telegraph Industrial Park (located on the north side of Northline Road, west of Telegraph Road).

- Trolley East Industrial Park (located between I-94 and the rail line, east of Monroe Boulevard).
- Trolley West Industrial Park (located south of I-94, between Inkster and Beech Daly Roads).
- Trolley Center Industrial Park (located on the south side of I-94, in the vacated I-94 right-of-way captured from the redesign of the Telegraph Road interchange).
- Trolley North Industrial Park (located north of I-94, east of Inkster Road).

Commercial Property Analysis

Vacant commercial land in the City of Taylor is relatively high in terms of price per acre. Parcels over 10 acres in size were priced between $150,000 to $200,000 an acre in Taylor and similar sized parcels were priced near $50,000 per acre in surrounding markets. Similarly, industrial space for lease ranged in price from $3.85 to $6.00 a square foot per year, slightly higher than the industrial lease rates for surrounding markets.

Figure 7-1:
Vacant Commercial Land for Sale / Price per Acre (by Size)
City of Taylor and Surrounding Markets



Source: Anderson Economic Group, LLC 2007. Data collected from online real estate companies.

Scatter plot comparing vacant commercial land for sale by size and price per acre for the City of Taylor and surrounding markets. The vertical axis is Price per Acre, ranging from $0 to $800,000. The horizontal axis is Size (Acres), ranging from 0 to 30. Blue diamond markers for the City of Taylor cluster mostly between about $85,000 and $340,000 per acre, with larger parcels near 29 acres around $140,000 to $200,000 per acre. Red square markers for surrounding markets range from about $30,000 to $700,000 per acre, with several small parcels priced around $400,000 per acre and one large parcel near 26 acres around $55,000 per acre.
Figure 7-1: Vacant Commercial Land for Sale / Price per Acre (by Size) City of Taylor and Surrounding Markets

Legend: City of Taylor; Surrounding Markets.

Estimated data points transcribed from the chart:

Series	Size (Acres)	Price per Acre
City of Taylor	1.0	$300,000
City of Taylor	1.2	$145,000
City of Taylor	1.3	$215,000
City of Taylor	2.5	$340,000
City of Taylor	3.7	$280,000
City of Taylor	4.7	$110,000
City of Taylor	6.8	$110,000
City of Taylor	9.2	$85,000
City of Taylor	12.3	$150,000
City of Taylor	16.4	$155,000
City of Taylor	28.8	$140,000
City of Taylor	29.0	$200,000
Surrounding Markets	0.6	$30,000
Surrounding Markets	0.7	$190,000
Surrounding Markets	1.5	$400,000
Surrounding Markets	1.6	$430,000
Surrounding Markets	1.7	$700,000
Surrounding Markets	2.0	$400,000
Surrounding Markets	26.5	$55,000

Source: Anderson Economic Group, LLC 2007. Data collected from online real estate companies.

Note: The figure is a scatter plot without a printed data table, so the values above are estimated from the plotted points to improve screen-reader access.

Industry Cluster Analysis

The City of Taylor's largest industry, in terms of sales per establishment, is Automotive Environmental Control Manufacturing. This industry consists of one employer and accounts for approximately $89 million dollars worth of sales.[1] Taylor's other larger industry sectors are Iron and Steel Forging and General Medical and Surgical Hospitals. These three industries account for roughly 2,000 employees.

The City of Taylor appears to have a comparative advantage in most industrial categories, when measured against Allen Park, Dearborn Heights and Inkster. However, Dearborn Heights has industries with higher sales per establishment numbers, specifically for New Car Dealers and Home Centers. Tables 7-2 and 7-3 illustrate these results.

Table 7-2: Top Ten Industries by Sales per Establishment City of Taylor

Description	Sales per Est.	Number of Employees	Number of Est.	Sales Volume
Automatic Environmental Control Manufacturing	$89,000	500	1	89,000
Iron & Steel Forging	$73,386	604	2	146,772
Medical & Surgical Hospitals	$56,339	900	2	112,678
Electronic Parts & Equipment Wholesalers	$46,500	45	1	46,500
Metal Service Centers & Other Metal Wholesalers	$40,310	154	4	161,238
New Car Dealers	$38,928	361	6	233,567
Other Chemical Product & Preparation Manufacturing	$36,600	100	1	36,600
General Line Grocery Wholesalers	$35,247	31	1	35,247
Home Centers	$30,960	240	2	61,920
Dairy Product Wholesalers[1]	$28,800	30	1	28,800

[1]Except Dried or Canned
Source: Anderson Economic Group, LLC 2007. Base data provided by ESRI, Inc. 2006.

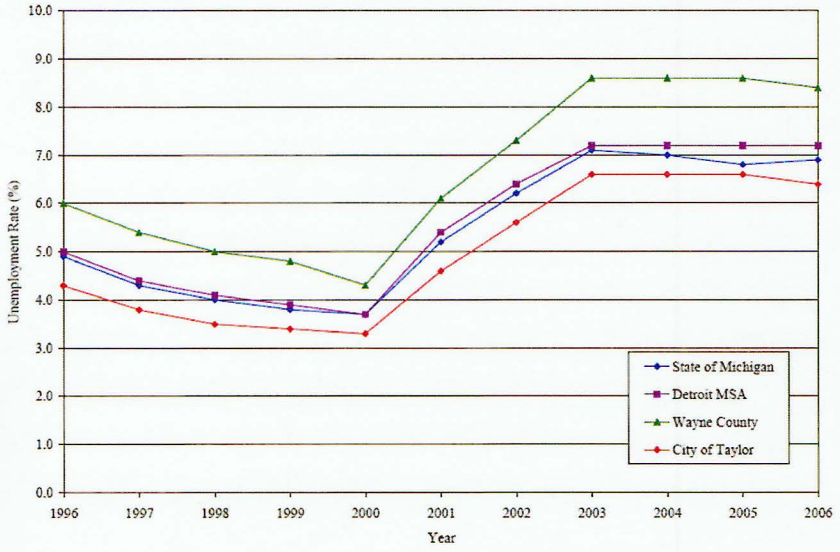
[1] Based on 2006 estimates provided by ESRI, Inc.

Table 7-3:
Top Ten Industries by Sales per Establishment
City of Taylor and Competitive Market

Description	Taylor	Allen Park	Dearborn Heights	Inkster
Automatic Environmental Control Manufacturing	$89,000	$0	$890	$0
Iron and Steel Forging	$73,386	$0	$0	$0
Medical & Surgical Hospitals	$56,339	$15,900	$17,278	$0
Electronic Parts & Equipment Wholesalers	$46,500	$4,040	$5,252	$1,010
Metal Service Centers & Other Metal Wholesalers	$40,310	$7,853	$5,235	$0
New Car Dealers	$38,928	$0	$64,700	$2,912
Other Chemical Product & Preparation Manufacturing	$36,600	$0	$0	$0
General Line Grocery Wholesalers	$35,247	$0	$14,781	$0
Home Centers	$30,960	$0	$51,600	$0
Dairy Product Wholesalers[1]	$28,800	$3,840	$0	$0

[1]Except Dried or Canned
Source: Anderson Economic Group, LLC 2007. Base data provided by ESRI, Inc. 2006.

Figure 7-2:
Unemployment Trends - 1996 to 2006
City of Taylor, Wayne County, Detroit MSA and State of Michigan



Source: Anderson Economic Group, LLC 2007. Data provided by the Bureau of Labor Statistics.

Local Unemployment Rates

According to the United States Bureau of Labor Statistics, the City of Taylor's unemployment rate was 6.4%, in 2006, decreasing from 6.6% in 2005. This is relatively low when compared to the State (6.9%), the Detroit Metropolitan Statistical Area (7.2%) and Wayne County as a whole (8.4%). To put these numbers into perspective, the current national unemployment rate was 4.6% during the same time. Figure 7-2 illustrates the unemployment rate trend from 1996 to 2006, comparing the City of Taylor to the State, the Detroit MSA and Wayne County.

Figure 7-2: Unemployment Trends - 1996 to 2006 City of Taylor, Wayne County, Detroit MSA and State of Michigan.

Line chart comparing unemployment rates from 1996 to 2006 for State of Michigan, Detroit MSA, Wayne County, and City of Taylor. The vertical axis is labeled Unemployment Rate (%) and runs from 0.0 to 10.0. The horizontal axis is labeled Year and runs from 1996 through 2006. Wayne County is the highest series for most of the period, and City of Taylor is the lowest series for most of the period.

Y-axis label: Unemployment Rate (%). Y-axis values shown: 0.0, 1.0, 2.0, 3.0, 4.0, 5.0, 6.0, 7.0, 8.0, 9.0, 10.0.

X-axis label: Year. X-axis values shown: 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006.

Legend: State of Michigan; Detroit MSA; Wayne County; City of Taylor.

Estimated values from the chart in Figure 7-2

Year	State of Michigan	Detroit MSA	Wayne County	City of Taylor
1996	4.9%	5.0%	5.9%	4.3%
1997	4.3%	4.4%	5.4%	3.8%
1998	4.0%	4.1%	5.0%	3.5%
1999	3.8%	3.9%	4.8%	3.4%
2000	3.7%	3.7%	4.3%	3.3%
2001	5.2%	5.4%	6.0%	4.6%
2002	6.2%	6.4%	7.3%	5.6%
2003	7.1%	7.2%	8.6%	6.6%
2004	7.0%	7.2%	8.6%	6.6%
2005	6.8%	7.2%	8.6%	6.6%
2006	6.9%	7.2%	8.4%	6.4%

Source: Anderson Economic Group, LLC 2007. Data provided by the Bureau of Labor Statistics.

Local Unemployment Rates

According to the United States Bureau of Labor Statistics, the City of Taylor's unemployment rate was 6.4%, in 2006, decreasing from 6.6% in 2005. This is relatively low when compared to the State (6.9%), the Detroit Metropolitan Statistical Area (7.2%) and Wayne County as a whole (8.4%). To put these numbers into perspective, the current national unemployment rate was 4.6% during the same time. Figure 7-2 illustrates the unemployment rate trend from 1996 to 2006, comparing the City of Taylor to the State, the Detroit MSA and Wayne County.

Business and Economy Goals and Objectives

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

Goal: Taylor will have a vibrant business economy in which local and regional employers provide a diversity of employment opportunities, especially office, high-tech and advanced manufacturing positions.

Objectives:

1. In cooperation with local education providers, the City will work to assure the availability of training programs for the ever-changing needs of its workforce and entrepreneurs, by minimizing land use-related and zoning-related obstructions to training and education facilities and expanding those location opportunities where appropriate.
2. The City will maintain a regular dialogue with large institutions and employment centers, such as local colleges and hospitals, in an effort to retain them and encourage their expansion.
3. Taylor will provide or contract to provide Wi-Fi high-speed, broadband Internet access.
4. Update the City's web site to provide important data in a user-friendly format that includes mapping and Geographic Information Systems (GIS), access for disabled citizens and alternative language translations.
5. Evaluate cell tower placement and identify collocation opportunities and areas for future development or expansion of wireless communication facilities.
6. Encourage home businesses in areas where they will not detract from their surroundings.
7. Prepare an Economic Market Study to determine where economic research assistance is necessary, to identify area strengths that may attract additional business and to recognize where lifestyle obstacles may need attention (part of Master Plan process).
8. Target and recruit technology-based and knowledge-based industries to locate in Taylor.

Goal: Encourage redevelopment of existing vacant, underutilized or dilapidated buildings and sites as a priority over development of Greenfield sites.

Objectives:

1. Provide simplified application forms and speedy review procedures for those wishing to renovate or improve existing vacant or dilapidated buildings.
2. Appropriately expand the types of uses that may occupy existing buildings.
3. Educate current and prospective property owners about the availability of economic development tools.
4. Use tools, such as BRAs, DDAs and other local, State and Federal programs, to encourage redevelopment.
5. Promote adaptive reuse of buildings into creative and unique businesses through use of redevelopment overlay districts that offer flexibility in regulations and capitalize on the entrepreneurial spirit of businesses, rather than discourage renovation of existing sites.

Goal: The City will promote community-based businesses, will nurture their entrepreneurial spirit and will encourage their growth through governmental support.

Objectives:

1. Provide simplified application forms and speedy review procedures for those wishing to expand in targeted locations.
2. The City will revise zoning requirements that may impede the vitality of local entrepreneurs in targeted locations.
3. The City will encourage mixed use development in areas surrounding local commercial nodes that will support them by establishing residential, office and retail uses within close proximity that provides a local base of customers, services, suppliers and complementary businesses.

Goal: Taylor will capitalize on improvements to and expansions of Detroit Metro Airport that will encourage growth in transportation-related businesses.

Objectives:

1. The City will initiate a network of local, like-minded communities to create a consortium to seek out and pursue economic development opportunities and regional businesses that will diversify the economic market, provide valuable employment and further attract other similar businesses.
2. City staff will participate in regional Aerotropolis plans to determine strategies that Taylor can use to accommodate those traveling and working there.

Economic Development Recommendations

The continued diversification and growth of the local economy and tax base is essential to the community. The tax base provides resources for the delivery of necessary public services. Importantly, an expanding tax base, particularly in the commercial and industrial sectors provides additional job opportunities for City residents. The success of businesses within Taylor is a function of several variables including public/private partnerships, market conditions and trends, site location, business synergy and financing. The City must periodically review their progress and determine if additional efforts are needed, or if resources should be shifted to more successful endeavors.

Business Development Trends

The City of Taylor is well positioned to take advantage of high technology and industrial development and commercial redevelopment opportunities in the coming years. The area's proximity to I-94, I-75, Detroit Metro Airport, existing industrial base, educational facilities, infrastructure availability and residential amenities are attractive draws for development. To foster additional development, as well as to retain existing businesses, the following factors are important:

- Maintain and continually improve upon efficient access alternatives for ease of transportation movement from the freeways and major roads to the industrial districts.
- Provide flexible site development regulations and expedite site plan review processes to encourage desired development.
- Employ the financial assistance tools described in this chapter to leverage local funding resources.
- Continue to market the location benefits of the Taylor area as a convenient, affordable and desirable place to live and establish business and commerce.

Commercial Development: The Future Land Use Map delineates three categories of commercial land use: neighborhood commercial, community commercial and regional commercial. The primary areas of commercial are generally located along Telegraph Road and around the Southland Mall, with pockets of neighborhood commercial spread throughout the community. Most development opportunities exist in the form of redevelopment and infill, which can deter developers. Reinvestment in these areas should be encouraged through various economic development tools described later in this chapter. Using a proactive approach to implementation, private investment will be stimulated.

Industrial Development: As a result of Taylor's ideal location for truck-related industry, most of the industrial land in Taylor is located within proximity to I-94 and I-75. Future plans include expanding industrial uses along Inkster Road, in conjunction with the regional "Ring Road Plan" for that corridor. The Ring Road Plan proposes a new interchange at Inkster Road and I-94, which will enhance access to this corridor for economic development. Some research and development activity is expected in this area, as well as development generated as a result of the Aerotropolis strategy currently under way. This is discussed further in the subarea section of the Land Use Chapter.

Mixed Use: Areas of mixed use are shown on the future land use plan to correspond with existing nodes of activity. Opportunities exist near the established Midtown area, the campus of Wayne County Community College and at the northern end of the Southfield Mall to encourage residential development alongside commercial development. Trends in shopping centers are toward a more traditional development pattern and open-air arcades rather than the conventional indoor malls built in the 1970s. This mixed use option allows for redevelopment of conventional commercial into more desired forms.

Eureka Corridor Ways of Life Plan

The Eureka Corridor Ways of Life Plan was prepared under the Wayne County Ways of Life Program in 2002. The study noted that as regions grow and sprawl out over many square miles, commercial development has followed, often leaving in its wake underutilized, declining and eventually abandoned strip commercial properties along automobile oriented corridors. Ultimately, there is not enough market demand to support the amount of commercial square footage supplied. This was a concern for Eureka Road, but is also true of many of the other corridors in the community such as Van Born and Ecorse Roads.

Ways of Life was designed to blend the ideas of branding, physical design and economic strategy to improve corridor cohesiveness, attractiveness and sustainability as important enhancements to essential parts of daily life – working, shopping and entertainment. The economic strategy is the blueprint for transforming a corridor into a Ways of Life community. It identifies partnerships, required funding, public and private improvements and implementation phasing.

The Eureka corridor is a healthy, economic engine attracting retail and restaurant customers from all over the Downriver region. The study looked at sustaining the appeal of the Eureka corridor as a regional shopping and entertainment destination and how service-based economic strategies could be implemented to make the corridor more visually attractive and increase its competitive position for a broader audience of locals, regional residents and tourists.

Southland Mall has been successful at adapting to changing market conditions by remaking itself to fit its market and stay attractive to its user base. Upgrades have been made to the mall including a food court and new shops with an exterior focus. There has also been the larger community strategy to concentrate big box retail, national restaurant chains and other strip malls around the mall such as Meijer's, Circuit City, Burlington Coat Factory and Value City. The study noted that Southland and the Eureka corridor do a great job of serving the middle class, blue-collar needs of the Downriver communities. But as the economy shifts to more technology and managerial workers, the corridor will need to respond to a shifting mix of uses and a new look that complements the feel of a service-based community. This requires a commitment by the businesses, business organizations, the City and County to plan and implement better and more diverse shops and products, better development standards, better public improvements and better maintenance as a comprehensive approach to commercial success.

The plan provided six economic strategy recommendations for branding, business organizations, physical development improvements, upgrading development quality, traffic, commercial clusters and creation of parkways:

- Manage the Eureka Way brand identity developed during the study.
- Organize the private merchants within clusters to promote their destinations.
- Upgrade development standards to improve corridor appearance and function.
- Improve traffic and circulation in the corridor to simplify access and understanding.
- Target clusters for new development and relocation of other corridor businesses.
- Create parkways between destinations with more residential and open space uses.

The branding concept was borrowed from the retail product world and transferred to the corridor to build unity, create enthusiasm and provide promotional value for business and community interests. A Eureka Way exclamation point logo and the top line associated statement were developed to characterize the brand for Eureka Road. The brand was intended as a combination of the instant recognition of Eureka as a statement of discovery and enthusiasm and the broad approach of defining an umbrella of Eureka Way into which individuals or groups of businesses could adapt the brand for their own promotional purposes. Local businesses and the City can take the primary brand idea and turn it into both physical and promotional identities for the corridor. Examples include Eureka icons built into the road corridor, banners, shopping bags, a Eureka club card, tee shirts, sweatshirts and an airport trolley and seasonal/festival events.

The study provides recommendations for coordinated public and private investment focused on creating clusters of attractive commercial development with beautiful streetscapes to transform the appearance, function and sustainability of Eureka Road, as well as the City's other commercial corridors. These are discussed further in the Subarea section of the Land Use Chapter of this Plan.

Business Development Tools

Over the years, Taylor has employed several economic development incentives that have proved invaluable for attracting and retaining businesses. The use of appropriate incentives is considered essential to the continued nurturing of commercial and industrial growth and development and the retention and creation of job opportunities. The City has sought to maintain their reputation as "pro-business" and will continue to employ the appropriate commercial and industrial incentives that will attract business. The following represents a standard list of economic development tools that the City is currently using or is considering using.

The City of Taylor is considered a "Core Community" by the State of Michigan. Designated Core Communities are urban and traditional centers of commerce that are in need of additional tools for new housing development, redevelopment of obsolete facilities and development of contaminated properties. The designation is intended to create private development opportunities by offering three economic development tools. Core Communities are eligible to use the resources of the Obsolete Property Rehabilitation Exemption and Neighborhood Enterprise Zones, which are described in further detail below. Core Communities are also eligible to use Brownfield Redevelopment resources for blighted and obsolete properties, not just contaminated sites, and the designation allows developers to apply for additional tax credits not available to non-core communities. Below is a list of several State laws enacted to assist communities in redevelopment efforts:

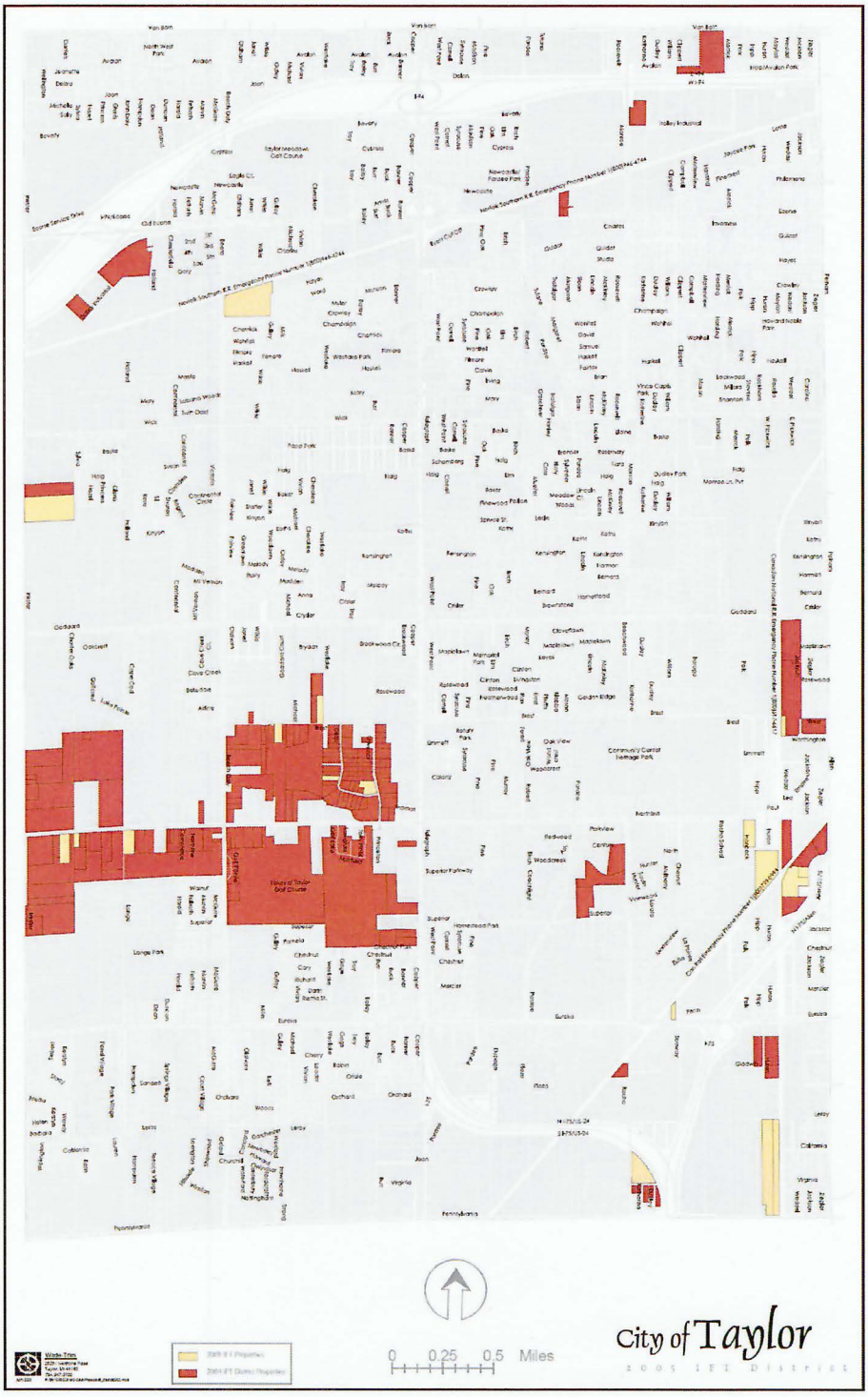
Downtown Development Authority Act (P.A. 197 of 1975, as amended): The intent of this act is to promote economic growth, to correct and prevent deterioration, to increase property tax valuation and to enhance the physical environment of the Development District. In April of 1999, the City of Taylor adopted an ordinance to establish the Midtown Taylor Downtown Development Authority (DDA) to designate Development District boundaries within which the DDA may exercise the powers granted by this law. The Development District is comprised of properties fronting Goddard Road, between Telegraph and Allen Roads. The DDA is governed by a 13-member board appointed by the Mayor and confirmed by the City Council. The DDA prepared a Development Plan designed to enhance the overall image of the corridor by carrying out a series of improvement activities and programs. This will be implemented during the 30-year life of the plan.

Brownfield Redevelopment Authority Act (P.A. 381 of 1996, as amended): Under the Brownfield Redevelopment Act, the City participates in the Wayne County Brownfield program. The County has already established an Authority, under which Taylor projects can be considered for Tax Increment Financing (TIF) and, as a designated Core Community, Taylor developers may also apply for Single Business Tax (SBT) Credit incentives. The City uses this incentive to assist in redevelopment of contaminated, blighted or obsolete sites.

Corridor Improvement Authority Act (P.A. 280 of 2005): The Corridor Improvement Authority Act allows the City to create a district, similar to DDAs, for older commercial corridors along major traffic thoroughfares. This act was established to promote economic development along designated corridors that are not addressed through other Authorities, such as the Downtown Development Authority (DDA). The primary tool for this authority is the use of tax increment revenues to pay for a variety of improvements within the district. Authorized improvements include constructing or renovating public facilities, such as streets, bridges, buildings, plazas and pedestrian malls, parks and parking facilities. A municipality may establish one or more corridor improvement authorities to revitalize and reinvigorate commercial corridors. The City has developed corridor plans for Telegraph Road through the Telegraph Tomorrow plan and Eureka Road through the Eureka Way plan.

Neighborhood Improvement Authority Act (P.A. 61 of 2007, as amended): Similar to the Corridor Improvement Authority Act, this law encourages redevelopment efforts aimed at correcting and preventing deterioration in designated neighborhoods and other areas. This tool enables communities to bond for or use tax increment financing to prepare plans for and implement needed repairs, maintenance or redevelopment of dilapidated neighborhoods.

Industrial Property Tax Abatement (P.A. 198 of 1974, as amended): Public Act 198 of 1974, as amended, is the primary tool used by local units of government as an incentive for companies to renovate and expand aging manufacturing plants or to build new plants in Michigan. The City Council grants the abatement, which reduces local property taxes by roughly 50% on new plants. In the case of a rehabilitation project, the obsolete State Equalized Values (SEV) is frozen and the investment on improvements is 100% exempt from property taxes. Abatements cover both real and personal property and can run from 1 to 12 years, at the option of the local unit. The City supports tax abatements and has approved several of them to-date within the City's established Industrial Facilities Tax (IFT) abatement zone. The IFT Zone Map (see image on following page) shows those parcels that were approved for IFT relief in 2005 and 2006.



City of Taylor
2005 Industrial Facilities Tax (IFT) Districts Map

Map titled City of Taylor 2005 Industrial Facilities Tax (IFT) Districts Map. The map shows the City of Taylor street network in light gray with selected industrial facilities tax district areas highlighted in red-orange and a smaller secondary category highlighted in pale yellow. A north arrow appears below the map, a scale bar is labeled 0, 0.25, 0.5 Miles, and a City of Taylor mark appears at the lower right within the map frame.

City of Taylor

2005 Industrial Facilities Tax (IFT) Districts Map

The map contains many very small street and site labels. The highlighted IFT areas are concentrated primarily in the south-central and southwestern portions of the city, with additional smaller highlighted areas in the north, east, and southeast.

Visible larger labels within the map include: Wayne County Community College, Community Center Heritage Park, Northline Road, Telegraph Road, Pennsylvania, and City of Taylor.

Legend shown on the map

Map symbol	Meaning
Pale yellow area	Legend text is too small to read reliably from the supplied PDF.
Red-orange area	Legend text is too small to read reliably from the supplied PDF.

Scale: 0, 0.25, 0.5 Miles.

Orientation symbol: north arrow.

Note: The map includes numerous additional tiny street, parcel, and legend labels that are not legible enough in the provided page images to transcribe with confidence.

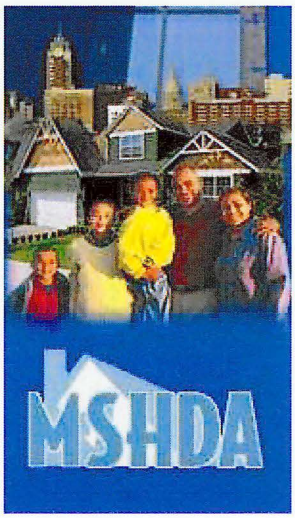
Personal Property Tax Abatement (P.A. 328 of 1998, as amended): As an eligible distressed community, Taylor may abate all new personal property taxes in certain geographic areas to spur economic development. Abatements of all millage, State and local taxes may be granted for eligible, non-retail projects, including manufacturing, mining, research and development, wholesale trade and office operations.

Tax Increment Finance Authority Act (P.A. 450 of 1980, as amended): Tax Increment Financing Authority is an economic development tool that was created by the Michigan State legislature in 1980. TIFA's allow cities to establish development districts and capture all property tax revenue, except for school taxes, within that district. The captured tax revenues can be used to finance infrastructure enhancements or other public improvements within the district to attract new private investments. This tool may be used by any established Authority in Taylor to improve the City's corridors, neighborhoods, core commercial areas or other designated districts authorized by State law.

Local Development Financing Authority Act (P.A. 281 of 1986 as amended): Taylor uses the resources of the Local Development Financing Act (LDFA) and uses tax increment financing to fund public infrastructure improvements. The tool is designed to promote economic growth and job creation. Communities across Michigan have utilized this tool to extend sewer and water lines, construct roads, service manufacturing, agriculture processing or high technology operations.

Obsolete Property Rehabilitation Act (P.A. 146 of 2000, as amended): This act established another tool for redevelopment projects in eligible distressed areas. It is designed to complement Brownfield redevelopment activities by providing an exemption for ad valorem property taxes to commercial property and commercial housing properties within an established obsolete property rehabilitation district. Only designated Core Communities are eligible to establish these districts, wherein buildings and improvements are eligible for exemption for ad valorem property (personal property is not eligible) taxes from 1 to 12 years. To qualify, the property must be commercial property or commercial housing property that is a "facility" (contaminated), "blighted," or "functionally obsolete." The sunset for granting exemption is December 31, 2010.

Neighborhood Enterprise Zone Act (P.A. 147 of 1992, as amended): This program was established to spur the development and rehabilitation of residential housing in communities where it may not otherwise occur by providing a tax incentive for the development and rehabilitation of residential housing. A qualified local unit of government (a.k.a. Core Community) may designate one or more areas as a Neighborhood Enterprise Zone within that local unit of government. The program also encourages owner-occupied housing and new investment in communities.



State Housing Development Authority Act (P.A. 346 of 1966, as amended). This law enabled the State of Michigan to establish the Michigan State Housing Development Authority (MSHDA), a known resource for housing ownership and financing programs. MSHDA offers financial homebuyer assistance, rental development and rehabilitation, homelessness assistance and neighborhood preservation. Aside from general assistance offered by MSHDA, it has provided several sources of funding assistance to further the Department's goals. They include:

- **Pre-development loans:** Loans are available to assist nonprofit housing developers of affordable housing projects. Pre-development loans, in the form of a line of credit, fund up-front project expenditures related to a specific housing project. Eligible activities include feasibility studies, architectural plans and specifications, zoning and engineering studies, environmental assessments, attorney fees, site control expenses and title clearance costs. Land acquisition costs are considered on a case-by-case basis.

- **Homebuyer Programs:** Using the Housing Resource Fund, the Office of Community Development awards grants to community-based nonprofits or local units of government to implement programs that promote homeownership for low-income families. Homebuyer programs include down payment and rehabilitation assistance for low-income homebuyers and other programs that promote housing development, rehabilitation or construction of affordable units.

- **Homeowner Assistance:** Community Development Block Grant (CDBG) funding is allocated to county governments and other designated "entitlement communities." Taylor is considered an entitlement community, and as such receives direct CDBG money from the State. Communities may use these funds to implement homeowner rehabilitation programs, deferred loans for low-income homeowners with an income at or below 80% of the area median.

- **Rental Rehabilitation:** Housing Resource Funds are awarded to local units of government to encourage the rehabilitation of affordable rental units. The City may loan property owners up to 75% of rehabilitation costs, not to exceed $15,000 per unit. Funds may be combined with MSHDA's Community Development Property Improvement Program (PIP).

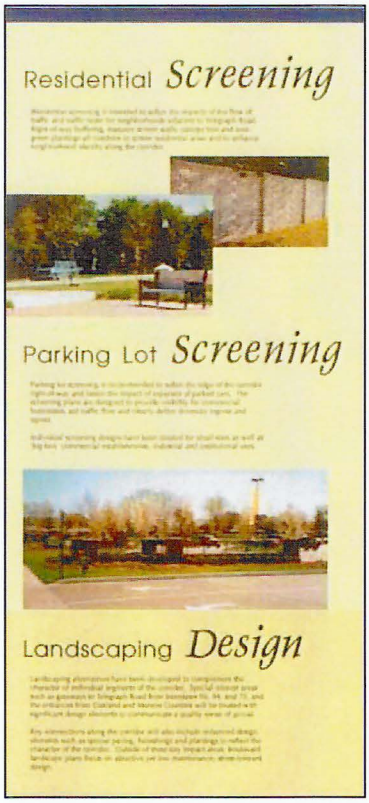
Wayne County Transforming Underdevelopment Residential and Business Opportunities (TURBO): The City participates in this program, described further in Chapter 4, which works in conjunction with the Wayne County Land Bank and encourages investment and improvements to low and middle-income investors.

Enterprise Community Development Corporation Act (P.A. 123 of 1995, as amended): This law is intended to stimulate the creation of new jobs for the disadvantaged or unemployed citizens and to promote revitalization of economically distressed areas. Taylor established the Taylor Community Development Corporation (TCDC) to assist the City and its Housing Commission in their efforts to improve the quality of affordable housing in Taylor. Also called The Village of Taylor, the TCDC is involved in land acquisition and sale, property development and rehabilitation and property management, with an emphasis on providing quality housing for persons of low or moderate income. The TCDC is responsible for the following properties: The Commons, The Courtyards, The Parks, The Ponds and The Springs II. The TCDC facilitated the condominium conversion of the Terrance from 198 apartments to 121 condominiums.

Tax Exempt Status (501c3): The City of Taylor is a tax exempt entity, and as such, it benefits from the ability to accept contributions and donations that are tax-deductible, which provides an incentive for people to donate. Additional benefits include, but are not limited to:

- Exemption from Federal and/or State corporate income taxes.
- Possible exemption from State sales and property taxes.
- Ability to apply for grants and other public or private allocations.
- IRS-recognized, 501(c)(3) organizations.
- Potentially higher thresholds before incurring Federal and/or State unemployment tax liabilities.
- The public legitimacy of IRS recognition.
- Discounts on US Postal bulk-mail rates and other services.

Renaissance Zones: A Renaissance Zone is a very important and beneficial tool for community redevelopment and economic investment if properly developed, implemented and managed. It is crucial that a request to designate a Renaissance Zone is not looked upon simply as a method to provide tax exemptions and credits. Tax incentives include a waiver of City income and utility user's taxes, most City property taxes, county property taxes and State income tax or single business tax. The program applies to participants who live, own property or businesses conducting business within the area and are not delinquent in any local, county or State taxes. There is a former Detroit Edison site located near the intersection of Ecorse and Beech Daly Roads that is being developed as a Renaissance Zone. The site will be redeveloped as a mixed use development with office in the front and residential to the rear.



Telegraph Tomorrow Association: In 1998, Wayne County officials took a leadership role and helped establish a nonprofit organization entitled Telegraph Tomorrow Association. This group was formed to promote, foster and implement a vision for Telegraph Road using tax increment financing. The group's vision is to make Telegraph Road an attractive and inviting, efficient and economically viable regional highway that serves the neighborhoods of Taylor. To accomplish their vision, the following goals were set by the Telegraph Tomorrow Association:

- Strengthen economic vitality as a major commercial corridor by fostering appropriate development and marketing.
- Improve the effectiveness and efficiency of the road in moving people and goods.
- Improve overall appearance.
- Improve and strengthen corridor neighborhoods.
- Implement a coordinated safety program.

Michigan Certified Business Parks Program: A Certified Business Park (CBP) in a core community, as defined by the Local Development Financing Authority Act (P.A. 248 of 2000), has the potential to capture property taxes to aide in the financing of public infrastructure improvements in or around the park and/or additional property for park expansion, as well as other public improvements. Developers throughout Michigan use the Certified Business Park standards in the design of parks and work toward achieving certification as a way to assure prospective buyers and tenants of the park's quality. Prospects will find that a Certified Business Park offers specific advantages that are not available in other parks. Proceeds from the sale of land acquired with tax increment revenue may be retained for improvements pursuant to the approved site plan, if the property is located in a Certified Business Park at the time of sale. Certification ensures new tenants that the park was properly designed and ongoing improvements are planned. New Certified Business Parks will be marketed by the State through efforts of the Michigan Economic Development Corporation (MEDC), with even more extensive marketing support provided through the Michigan Economic Developers Association (MEDA).

The process of certification involves submittal of an initial application and fee, along with a site plan and other supporting information. The MEDA will follow up with a site inspection to ensure the park meets the following minimum criteria, after which the Park will be certified, added to the MEDA's website and included in future marketing efforts:

- Sanitary sewers at a minimum 8-inch size.
- Municipal water at a minimum 6-inch size.

- Enclosed storm sewer or equivalent storm water control.
- Electric service available at the site(s).
- Gas service available at the site(s).
- Telephone service available at the site(s).
- The park must be served by all weather roads (class A) that extend at least 300 feet into the park.
- Protective covenants and or community zoning ordinances must regulate the park's appearance and use. These include at minimum: approved standards for building materials, landscaping requirements, paved parking, screened outdoor storage, location of loading docks, compatible uses, setback specifications, signage restrictions and a listing of the person(s) responsible for the continuous management of the park.

In our research of Taylor's industrial parks, we noted that they are not considered CBPs, nor do they have websites or readily accessible information regarding availability of space. We recommend that the City of Taylor work with the park owners toward this certification, as the MEDA will accept certification applications for new and established parks from either private or public applicants. Some of the existing parks in Taylor are in need of road and stormwater improvements. If the criteria above are met, tax increment financing can be used, as authorized by the CBP program, for these improvements. However, if the parks do not contain the needed improvements to qualify, they may need to be upgraded prior to applying for certification. Some tools that can be used to accomplish this include:

- Michigan's Transportation Economic Development Fund can be used for road improvements needed to support economic growth.
- General revenue appropriations, while an increasingly diminishing resource, is still the most widely sought source for stormwater improvements.
- Stormwater user (service) fees can be charged based on property conditions that affect the volume, rate or quality of runoff. Some fees are based on impervious surface coverage while others are based on the gross acreage of land or other measures of development intensity. Charging user fees would require the City to adopt a new ordinance regulating stormwater, which could be cost restrictive.
- Plan review, development inspection and special user fees can be used for improvements.
- Special assessments use local financing to front the cost of improvements, with incremental payback by property owners directly benefiting from the improvement over time.

- Bonding for capital improvements can be used in combination with an established stormwater user fee structure, or can otherwise be used to leverage money that is anticipated to be collected through fees.

- Developer extension/latecomer fees are charged similarly to benefit fees for water or sewer programs. They involve development of a rate structure, as suggested earlier, that considers the original improvement costs and charges new users a fee comparable to that which was assessed to users when the improvements were originally made. Often, the improvement is funded through bond issues and over time, the City is reimbursed the initial cost as more users connect to the stormwater system.

- Federal and State funding opportunities such as grants, loans and cooperative programs that are linked to the Clean Water Act.

To accomplish the above, strong partnerships will be needed between the City and business park developers and owners. Some of the existing parks have been subdivided and individual lots sold, which makes the task of applying for park certification and funding applications difficult. The City should first focus on developing ownership associations for each park and developing a business plan for needed park improvements and marketing. In addition, we suggest the City expand upon the efforts of the MEDC and MEDA toward promotion of their parks by dedicating a page of its web site to all industrial parks and provide a comprehensive list of available commercial and industrial land and office space that is easily accessible to prospective tenants.

Michigan Department of Transportation Economic Development Fund: The Transportation Economic Development Fund (TEDF) was created to assist in the funding of highway, road and street projects necessary to support economic growth. The TEDF provides for the distribution of money to counties and municipalities through three formulas and two grant programs. The fund is administered by the Transportation Economic Development and Enhancement Office, which provides a means for State government, local agencies and businesses to work together to meet the often extensive and urgent demands placed upon the transportation system by economic development throughout the State.

Business Marketing and Retention Tools

The economic development tools above are designed to help improve upon existing developments. They are intended to entice developers to the area through incentives and other benefits, which fundamentally requires the City to wait for interested developers to approach them. Business recruitment is a key component to economic development that may require additional marketing efforts. Marketing the City involves a larger commitment by staff and City officials to make the first step toward developing partnerships with local, regional and international companies. In establishing a marketing plan, the City should consider the following tools:

Industry and Business Retention Programs: Taylor and the Wayne County Department of Economic & Neighborhood Development both contribute to business retention efforts in the community. Through continued cooperation and communication with the local business community, this program should be continually updated and enhanced to ensure every effort is made to keep business within Taylor. It is important that City officials coordinate and work collaboratively with surrounding communities to effectively promote themselves and the region. The City of Taylor is an active participant in regional discussions, especially with respect to the regional Aerotropolis concept.

Industry and Business Recruitment: Building upon the retention program described above, a business recruitment plan should be developed by the City, DDA, Chamber of Commerce or other organization. The plan should include outreach to trade organizations; trade publications; visibility at appropriate conferences (in partnership with others when necessary); cooperation with state, multi-state and in-state regional efforts; web site linkages and materials dissemination; direct marketing to prospects via mail, the internet, other emerging technologies and telephone; partnerships with complementary and compatible industry trade organizations; and promotion of the City as an "opportunity in waiting" for entrepreneurs. The recruitment plan should focus on area assets, including:

- Continued regional growth in global markets.
- Quality of life opportunities, including nearby educational institutions and recreational facilities, such as golf courses and other parks.
- Close to major metropolitan area to gain access to major sports, entertainment and culture.
- A global transportation network for international commerce via convenient access to the major routes of I-94 and I-75, Detroit Metro Airport and the rail lines of Norfolk and Western, Grand Trunk and Conrail.
- Community's desire for enhancement through quality planning.
- Availability of infrastructure.

Public Relations: Public relations awareness created within Detroit and Michigan professional communities will increase the effectiveness of direct marketing solicitations. Recommended activity includes submitting articles and news stories to appropriate organizational trade journals, local press releases and regional press.

Advertising: Selectively timing advertising to run after the news stories have been published, reinforces the business advantages and availabilities.

Targeted Publications: Targeted publications will be the same for both the public relations and advertising, including the major metropolitan daily newspaper's business sections, the regional business journals and statewide business magazines.

Direct Marketing: Direct marketing selects each sector individually and allows for strategic messages answering the top question for each businesses concerns: What's in it for them? Regional and local real estate organizations are also qualified lead generators for recruiting business. A professional direct mail company can provide lists by Standard Industrial Classification (SIC) code, applying additional qualifiers by ZIP codes, size of business, number of employees, gross sales, etc. Regional and local real estate organizations are also qualified lead generators for recruiting business. These groups share a proprietary interest in marketing the properties.

Cooperative Partnerships: Cooperative partnership arrangements and strategic alliances provide the opportunity for reaching a greater number of customers through sharing of proprietary client lists as well as expenses. While the partners may have different functions, their customer profiles, location and ultimate goals are shared, therefore benefiting from cooperation. Cooperative ventures can be informal and simply negotiated between partners, or they can be highly developed strategic arrangements and plans.

Entrepreneurial Development Program: An entrepreneurial development program can be established that includes but is not limited to:

- Identifying individuals with basic entrepreneurial skills and enhancing those skills through targeted education and training.
- Assisting and guiding the development of quality business plans for those that are involved with the program.
- Forming a cooperative venture capital financing pool from commercial lending institutions.
- Assisting with identifying appropriate locations and space for the specific entrepreneurial endeavors.

Recruiting Manufacturers: Thomas Register is the rule book of the manufacturing industry and provides a plethora of opportunities to reach potential manufacturing businesses.

Recruiting White Collar Activity: The first step toward recruiting white collar activity is to identify areas of opportunity. These companies can be identified by business sector through their industry associations and the rental of highly qualified direct mail lists for direct marketing purposes and can be done in an affordable manner. Some of the organizations that can be contacted include, but are not limited to:

- Michigan Economic Development Corporation.

- The Information Technology Association of Michigan (ITAM).
- The Michigan Bankers Association.
- Michigan Association of Insurance Agents (MAIA).
- Michigan Association of Life Underwriters.
- The Michigan Association of Certified Public Accountants (MACPA).
- Association for Finance Professionals – Detroit Treasury Management Association.
- Financial Management Association International.
- Institute of Management Accountants.
- Midwest Finance Association.
- National Association of Industrial Office Parks (NAIOP).
- Society of Industrial Office Realtors – (SIOR) (Michigan Chapter).
- Certified Commercial Investment Members (CCIM) (Michigan Chapter).

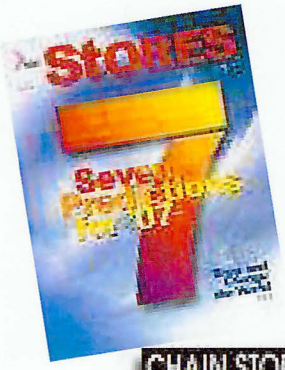
Soliciting potential new business tenants, investors, owners and developers can be accomplished by inserting public relations articles as well as paid advertising into the publications of the above organizations. In addition, a trade show booth/table top presentation for attendance at meetings, trade shows and seminars with these groups will provide introductions and can generate qualified leads. These same groups also have directories and mailing lists that can be used for direct mail marketing.

Commercial realtors are qualified lead generators for tenants, investors and developers. Provided with the proper tools to make their job easy, Taylor can be positioned as a strategic alternative to higher priced locations and one that is highly desirable.


Restaurant News

Recruiting Restaurants: Recruiting restaurants involves the same process as that used for recruiting white collar activity. Taylor is poised to capture new restaurants due, in part, to its desirable location within close proximity to both I-75 and I-94. Publications for ads and other public relations include Michigan and National Restaurant Associations' magazines, *Restaurant News* and *Foodservice and Hospitality Magazine*. Use of existing organizations for marketing is the most cost-effective means available. Industry organizations and publications include, but are not limited to:

- National Restaurant Association.
- Michigan Restaurant Association.
- National Bar and Restaurant Management Association.
- American Institute of Wine and Food.
- The Green Restaurant Association.
- Independent Restaurant Association.
- International Franchise Association.
- National Ice Cream and Yogurt Retailers Association.



Recruiting Other Retail: There are a number of effective ways to recruit retail. Publications for ads and other public relations include *Stores Magazine* and *Chain Store Age*. Probably the most cost effective is to employ the same process, as other organizations, to recruit activity to Taylor. Organizations include:

- Michigan Retailers Association.
- National Retail Federation.
- American Small Business Association.
- North American Retail Dealers Association.
- National Federation of Independent Business.
- National Association for Women Business Owners.

Chapter 8: Implementation

Introduction

Along with the Future Land Use Plan, a key feature of the Master Plan is the implementation section. This includes a list of prioritized items that will guide City planning and development efforts in the coming years. The table below lists recommendations compiled from each chapter of this Plan and identifies the appropriate implementation action or document, followed by a suggestion as to what board, department or agency should be responsible for each task. Some of the recommendations can be undertaken in the next year while others may take a longer period of time. The priority for each recommendation is given to help assess the urgency of implementation or to identify those items that need immediate attention versus those that can be addressed over time.

This chapter should be utilized as a resource for the City as they implement the goals and objectives of this Plan. Over time, the City may discover new approaches and opportunities that may alter this implementation plan. Changes to the specific strategies are to be expected, however, the City must remain committed to upholding the integrity of the goals and objectives of the document.

Implementation Table

Implementation tools are defined in further detail following the table below. In some cases, a new implementation mechanism is suggested and explained to give additional direction. Additional research and study is needed to develop these additional measures, however, it is important to understand all of the possible tools available from which the City may choose when implementing the following recommendations.

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Housing and Neighborhoods:			
Evaluate and revise regulations that impede modernization of existing housing stock.	• Zoning Ordinance • Building Code • NEZ • TURBO	• OEDS • City Council • PC • TCDC • CDD	
Develop programs to encourage owner-occupied, affordable housing.	• Section 8 Vouchers • HUD Funding • HomeChoice • MSHDA Financing • Wayne County Home Consortium	• CDD • NDC • TCDC • HOC	
Encourage development of the desired owner-occupied housing on City owned property.	• NEZ • TURBO • Development Agreements	• TCDC • CDD • NDC • HOC	
Encourage a variety of housing forms, to address citizens in need of physical or psychological assistance.	• MSHDA Financing • Zoning Ordinance	• TCDC • CDD • NDC • HOC	
Work with neighborhood and homeowners associations to establish unifying design amenities and implement neighborhood improvement programs.	• Design Guidelines	• TCDC • CDD • NDC • HOC	
New residential developments will include attractive landscaping, signage and streetscapes.	• Zoning Ordinance • Subdivision Regulations	• OEDS	
Encourage safescaping, where appropriate.	• Zoning Ordinance • CIP	• OEDS • CDD • PD	
Require existing neighborhoods and businesses to maintain their premises to a consistent standard.	• Property Maintenance Code • Building Code	• OEDS	
Incorporate open spaces and pocket parks into neighborhoods.	• Zoning Ordinance • Subdivision Regulation	• DGPR • NDC • HOC	
Revise ordinances to include natural buffering techniques.	• Zoning Ordinance	• OEDS	
Inventory blighted houses and establish programs to rehabilitate or remove them.	• GIS maps • Core Communities • OPRA • NEZ • TURBO	• OEDS • CDD • HOC • Building Dept.	
Neighborhoods will include pedestrian and bike paths that are interconnected with a community-wide pathway.	• Pathways Plan • Zoning Ordinance	• DGPR • CDD • OEDS • HOC	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Maintain homes of a size, style and ownership type, in appropriate locations, that do not require extensive maintenance, to provide independent living options.	• Zoning Ordinance	• OEDS • HOC • NDC	
Recreation and Natural Resources:			
Seek new linear parks along drainageways, pocket parks and other open space or conservation areas.	• Parks Plan • Pathway Plan • Zoning Ordinance	• DGPR • OEDS • PC	
Convert appropriate vacant, City-owned parcels into pocket parks or neighborhood playgrounds.	• CIP	• NDC • TCDC • City Council	
Provide incentives for developers to incorporate open space into their project.	• Zoning Ordinance	• OEDS • PC	
Actively participate in the Greenways Path Initiative.	• Pathways Plan	• DGPR • CDD	
Augment existing recreation facilities with additional facilities including indoor pools, skate parks, basketball courts, fitness trails, playscapes, sledding hills, ice skating rinks and equipment to serve the disabled.	• Parks Plan • CIP	• DGPR • CDD • City Council	
Establish regulatory incentives that encourage energy conservation and use of green technology or LEED™ certification.	• Zoning Ordinance • Building Code	• DPW • EDC • ACED • City Council	
Prohibit clear cutting of large stands of trees and/or require relocation of significant/mature specimens to public open spaces.	• Zoning Ordinance • Tree Ordinance	• DGPR • OEDS • DPW • PC	
Develop tree replacement and planting programs for parks, road corridors and open spaces that will improve overall quality of life.	• Zoning Ordinance • Tree Ordinance	• DGPR • OEDS • CDD • DPW • PC	
Use technology, such as GIS maps and other tools to inventory woodlands and wetlands.	• GIS	• DGPR • OEDS	
Continuously and diligently pursue violations of natural resource regulations.	• Code of Ordinances • State Law	• City Council • DPW • OEDS	
Negotiate acquisition of sensitive wetland areas so they may be permanently protected.	• Development Agreements • Conservation Easements • Developer Dedications	• DGPR • OEDS • PC • City Council	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Implement programs to maintain and improve natural areas through partnerships with local citizens, agencies and businesses.	• Community Work Days	• OEDS • DPW	
Business and Economy:			
Assure the availability of training programs for the City's workforce by minimizing regulatory obstructions to education facilities.	• Zoning Ordinance	• OEDS • PC	
Take efforts to retain and encourage the expansion of large institutions and employment centers including local colleges and hospitals.	• Zoning Ordinance • TIFA • LDFA • Core Communities	• OEDS • ACED • EDC • Local Schools	
Provide or contract to provide wi-fi high-speed, broadband Internet access.	• Franchise Agreements	• DPW • OEDS • City Council	
Provide important data, maps and Geographic Information Systems (GIS), access for disabled citizens and alternative language translations on the City's web site.	• GIS • Website • Newsletters	• IT Dept. • DSS • OEDS • City Council	
Identify collocation opportunities and areas for future development or expansion of wireless communication facilities.	• Zoning Ordinance • Franchise Agreements	• City Council • OEDS	
Encourage home businesses in areas where they will not detract from their surroundings.	• Zoning Ordinance	• ACED • NDC • OEDS	
Prepare an Economic Market Study to determine where economic research assistance is necessary.	• Market Study	• OEDS • EDC • TCDC • DDA • City Council	
Target and recruit technology- and knowledge-based industries to locate in Taylor.	• Zoning Ordinance • TIFA • LDFA • OPRA • Core Communities	• OEDS • ACED • EDC • DDA • WCBRA	
Evaluate existing corridors and determine where commercial nodes are appropriate.	• Corridor Plans	• OEDS • DDA • ACED • EDC	
Address scattered land use patterns, inadequate commercial lot sizes, high building vacancy rates, poor building conditions and traffic issues through updated land use arrangements and policies.	• Zoning Ordinance • Zoning Map • Form-Based Code	• OEDS • PC • City Council	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Concentrate compatible commercial uses into nodes where residential areas can provide a base of support. Promote compatible mixed-use and infill residential or office for those areas between the nodes.	• Zoning Ordinance • Zoning Map • Form-Based Code	• OEDS • PC • City Council	
Encourage additional retail, such as gourmet markets or specialty shops that provide a diversity of shopping options for all citizens.	• Zoning Ordinance	• EDC • OEDS • DDA	
Streamline forms and review procedures to encourage renovation or improvements to existing vacant or dilapidated buildings or other desired redevelopment.	• Zoning Ordinance • Application Forms	• OEDS	
Expand the types of uses, as appropriate, that may occupy existing buildings.	• Zoning Ordinance	• OEDS • PC	
Educate property owners on the availability of economic development tools.	• Newsletters • Website • Regular Meetings • Community Seminars/Work Days	• DCC	
Use tools, such as BRAs, DDAs and other local, State and Federal programs, to encourage redevelopment.	• Brownfield Redevelopment Plan • Downtown Development Plan	• ACED • EDC • NDC • DDA • WCBRA • TTA • TCDC	
Promote adaptive reuse of buildings through use of redevelopment overlay districts that offer flexibility in regulations.	• Zoning Ordinance • Zoning Map • Form-Based Code	• OEDS • PC • City Council	
Encourage mixed use development in areas surrounding local commercial nodes that will support them by establishing residential, office and retail uses within close proximity.	• Zoning Ordinance • Form-Based Code	• OEDS • PC	
Create a regional economic development consortium to seek out and pursue economic development opportunities that will diversify and strengthen the economic market.		• OEDS • ACED • EDC • DDA • TTA • WCBRA • TCDC • PC • City Council	
Participate in regional Aerotropolis plans.		• City Council • OEDS	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Require bump outs adjacent to commercial zoning to strengthen pedestrian safety.	• Zoning Ordinance • Engineering Standards	• OEDS • PC • City Council	
Evaluate and improve design guidelines and signage to reflect the vision for Midtown.	• Design Guidelines • Sign Regulations • Form-Based Code	• DDA • OEDS • EDC • ACED	
Gradually reduce the permitted height of structures located farther than ½ mile from Pardee Road to better integrate commercial buildings with adjacent residential neighborhoods.	• Zoning Ordinance • Form-Based Code	• DDA • OEDS • PC • City Council	
Expand public parking to address future needs through land purchase and banking.	• Parking Studies	• OEDS • TTA • DDA	
Provide a pedestrian connection through Monroe Street to Heritage Park.	• Pathway Plan • Parks and Rec. Plans • CIP	• DGPR • RAC • CDD	
Implement traffic calming techniques to better integrate vehicular and pedestrian traffic.	• Access Management Plans • Engineering Standards	• DPW • CDD • OEDS • City Council	
Recognize Heritage Park as the cultural center of Midtown, improve pedestrian access to the park and continually augment the amenities and activities provided there.	• Parks and Rec. Plan • CIP	• DDA • CDD • RAC • HIC	
Transportation and Infrastructure:			
Continue to work with local road authorities, to coordinate signalization and light-timing.	• ITS	• City Council • DPW	
Apply Intelligent Transportation Systems (ITS) Technology to roads and intersections.	• ITS	• City Council • DPW	
Provide regular maintenance of water and sewer infrastructure.		• DPW	
Take full advantage of existing utilities before extending or improving utilities in areas that will not use them efficiently.	• CIP	• City Council • DPW • OEDS	
Pursue continued improvement of water mains throughout the system and increase normal operating pressures to improve fire suppression systems.	• CIP • CDBG Funding	• City Council • DPW • TCFD	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Require new businesses to loop their water mains to prevent dead ends.	• Engineering Standards	• City Council • DPW	
Establish a GIS system inventory of the infrastructure system to assist in cooperative planning, building and DPW efforts.	• GIS Maps	• DPW • OEDS • CDD • Building Dept.	
Separate turning movements at high volume intersections and provide right turn lanes to minimize crashes and improve traffic flow.	• Transportation Plan • Access Management Plan • Engineering Standards	• OEDS • DPW • CDD	
Implement access management techniques, create efficient circulation and pursue a business loop designation.	• Access Management Plan • Transportation Plan	• MDOT • WCDPS • OEDS • City Council	
Implement an intersection hierarchy to prioritize improvements on large volume roads.	• Transportation Plan • CIP	• MDOT • WCDPS • OEDS • City Council	
Improve the half-mile roads where appropriate to better distribute traffic.	• Transportation Plan • CIP	• MDOT • WCDPS • OEDS • City Council	
Inventory existing road conditions and properly plan for maintenance, improvement or reconstruction as necessary.	• Transportation Plan • CIP • CDBG Funding	• MDOT • WCDPS • OEDS • City Council	
Improve the public transportation system through transit shelters, expanded routes and schedules.	• Transportation Plan • CIP • CDBG Funding	• MDOT • WCDPS • OEDS • City Council	
Improve the Dial-A-Ride program by adding busses and drivers to meet rising demand.		• DSS • CDD • OEDS • City Council	
Establish a road right-of-way plan that provides the basis for dedication requirements that will apply to new developments.	• Transportation Plan • Zoning Ordinance	• MDOT • WCDPS • OEDS • City Council	
Require wide pathways along the frontage of new development with internal, connected sidewalks.	• Zoning Ordinance • Pathways Plan • Design Guidelines	• OEDS • PC	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Aggressively pursue grants to construct critical pathway connections and public amenities.	• CDBG Funding • CIP • Pathways Plan	• CDD • DGPR • City Council	
Community Facilities and Culture:			
Encourage school sites that directly serve residential neighborhoods.	• Development Incentives • PUD Regulations	• PC • Local Schools • City Council	
Link schools to the surrounding neighborhoods through a network of pathways.	• CIP • Pathways Plan • Safe Routes to School	• CDD • DGPR • City Council	
Improve entrance points using unified landscaping, public art, signage and streetscape amenities.	• Streetscape Plan • Design Guidelines • CDBG Funding • Zoning Ordinance • CIP	• OEDS • CDD • DPW • City Council	
Require coordinated landscaping and site design that will relate buildings to one another and to the overall community.	• Streetscape Plan • Design Guidelines • Zoning Ordinance	• OEDS • DPW • City Council	
Create "City Design" overlay districts to improve the design of primary gateways and corridors.	• Streetscape Plan • Design Guidelines • Zoning Ordinance	• OEDS • DPW • City Council	
Incorporate wayfinding elements that signify areas of interest throughout the City.	• Streetscape Plan • CIP • Design Guidelines	• OEDS • DPW • City Council	
Implement coordinated design standards for roads shared with adjacent communities.	• Engineering Standards	• WCDPS • OEDS • DPW • City Council	
Establish a parking overlay district to encourage shared parking and municipal lots and seek out lots that promote shared parking.	• Zoning Ordinance • GIS • Engineering Standards	• OEDS • DPW • PC • City Council	
Enhance the night life experience by encouraging a diversity of entertainment-related businesses.	• Zoning Ordinance • Subarea Plans	• OEDS • ACED • DDA	
Improve existing traffic conflicts, especially at Eureka and Pardee Roads, to provide a safer and more efficient road network.	• Transportation Plan • CIP • Subarea Plans • Access Management Plan	• OEDS • DPW • City Council	
Establish pedestrian and bike linkages to and from Heritage Park.	• Pathways Plan • CIP	• CDD • DGPR • City Council	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Require regional detention areas rather than individual basins that provide natural open space.	• Engineering Standards • Zoning Ordinance • Design Guidelines	• OEDS • PC	
Establish a Town Square behind Southland Mall that includes a traditional downtown, public fountains and other amenities.	• Form-Based Code • Subarea Plans • Design Guidelines	• OEDS • PC • City Council	
Incorporate Civic Art throughout, including the Zachary Taylor Statue.	• CIP	• City Council • OEDS	
Establish a regulating plan for areas designated for a more urban character.	• Zoning Ordinance • Form-Based Code	• OEDS • PC	
Develop Building Form Standards and design standards that enhance existing architecture.	• Form-Based Code • Zoning Ordinance • Design Guidelines	• OEDS • PC	
Design public spaces and streetscapes to attract pedestrians and enhance vitality.	• Streetscape Plan • CIP • Transportation Plan	• DPW • OEDS • CDD • City Council	
Require safescaping measures that reduce visual barriers to police – such as opaque fencing, walls and dense vegetation.	• Zoning Ordinance • Design Guidelines	• OEDS • PC • TCPD	
Promote programs that help residents prepare for natural disasters and emergency situations.		• TCPD • TCFD • City Council	
Offer educational programs on the importance of water quality protection, responsible land management and recycling in our community.		• CDD • DPW • OEDS • City Council	
Develop facilities such as a community kitchen, farmers market or community farms where residents can participate and learn about healthy living.	• CIP • CDBG Funding	• DGPR • CDD • City Council	
The Mayor's Youth Advisory Council should communicate with schools to implement needed programs or activities for area teens.		• CDD • City Council • Local Schools	
Require new destination projects (e.g. new shopping areas) to include improvements directed toward the City's youth.	• Zoning Ordinance • Subarea Plans • Design Guidelines	• OEDS • PC	
Establish early learning opportunities for our youngest citizens.		• City Council • Local Schools	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Promote the creation of a gathering place for teens and coordinate with schools to provide a comprehensive after school program.		• CDD • OEDS • DGPR • RAC • Local Schools	
Develop summer programming for students that offers farm day camps when the City's poultry barn and farm expansion is complete.		• DGPR • CDD • RAC • City Council	
Establish a home for the growing Youth Theater Program, where they can hold rehearsals and store equipment and costumes.		• CDD • RAC • City Council	
Incorporate new playscapes into City parks.	• Parks and Rec. Plan • CIP	• DGPR • RAC • City Council	
Encourage participation in Walk! Michigan.	• Newsletter • Website • Meeting Announcements	• City Council • RAC	
Partner with the Historical Society and the Taylor Conservatory Foundation to develop programs in Heritage Park.		• City Council • HIC	
Restore the old farm to house animals and use the site for classes, meetings and office space.	• Core Community • CIP	• City Council • CDD • DGPR • RAC • HIC	
Establish a regional cultural facility that presents Taylor as a cultural center of the region.	• CIP	• City Council • HIC	
Work with area human service agencies to provide needed services to residents.		• City Council • CDD	
Future Land Use:			
Concentrate commercial nodes at key locations, approximately a half-mile apart, with deeper lots that accommodate buffers.	• Zoning Ordinance • Zoning Map	• OEDS • PC	
Require buffering, in the form of vegetation and attractive fencing for new development that is in conflict with adjacent land uses.	• Zoning Ordinance • Design Guidelines	• OEDS • PC	
Use transitional zoning to minimize land use conflicts, so that high intensity uses are surrounded by gradually less intense uses.	• Zoning Ordinance • Design Guidelines	• OEDS • PC	

Plan Recommendation	Implementation Mechanism *	Responsibility **	Priority
Pursue a community medical facility designed to meet the specific needs of area residents.		• DSS • City Council • CDD	
Encourage senior housing, providing a full continuum of care, in mixed-use areas near commercial nodes or retail and service centers.	• Zoning Ordinance	• DSS • City Council • CDD • OEDS • PC	
Promote redevelopment as a priority over development of Greenfield sites.	• WCBRA • OPRA • TURBO • NEZ	• City Council • OEDS • PC	

*** Implementation Tool Abbreviations:**
IDD – Industrial Development Districts
PPTA – Personal Property Tax Abatement
OPRA – Obsolete Property Rehabilitation Act (PA 146 of 2000)
NEZ – Neighborhood Enterprise Zones
CIP – Capital Improvements Plan
TIFA – Tax Increment Financing Authority
WCBRA – Wayne County Brownfield Redevelopment Authority
TURBO – Wayne County Transforming Underdeveloped Residential and Business Opportunities)
LDFA – Local Development Financing Act

**** Department/Agency Abbreviations:**
CDD – Community Development Department
OEDS – Office of Economic and Development Services
DGPR – Department of Golf, Parks and Recreation
DSS – Department of Senior Services
DPW – Department of Public Works
TCPD – Police Department
TCFD – Fire Department
WCDPS – Wayne County Department of Public Services
MDOT – Michigan Department of Transportation

**** Commission, Corporation and Authority Abbreviations:**
PC – Taylor Planning Commission
ACED – Advisory Commission on Economic Development
NDC – Neighborhood Development Commission
HOC – Housing Commission
HIC – Historical Commission
EDC – Economic Development Corporation
DDA – Downtown Development Authority (Midtown)
RAC – Recreation Advisory Commission
TCDC – Taylor Community Development Corporation
TTA – Telegraph Tomorrow Association

Implementation Tools

This Master Plan is only valuable if used consistently. This chapter has been prepared to summarize the various recommendations into a checklist to outline actions and responsibilities for implementation. Tools to implement the Master Plan generally fall into these categories:

- Land use regulations derived from police powers.
- Capital improvement programs derived from budgetary powers.

- Community Development Block Grant (CDBG) Program.
- Programs or additional studies derived from the City charter and approvals by the City council or administration.

Each tool has a different purpose toward Plan implementation. Some suggest specific short term priorities, some are medium term policies and others involve on-going activities. The key tools are described below.

Land Use Regulations

The primary tools for Plan implementation, such as the Zoning Ordinance and other land use regulations, are summarized below. The City also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances and to control impacts on the environment and infrastructure.

Zoning Map: The intent is that changes to the zoning map over time will gradually result in better implementation of the objectives encouraged in the Future Land Use Map. In some cases, the City may wish to initiate certain zoning changes as part of an overall zoning map amendment. Other changes to the zoning map will be made in response to requests by landowners or developers. In those cases, City officials will need to determine if the time is proper for a change. A key point to remember is that the future land use plan is a long range blueprint: Implementation is expected, but gradually in response to needs, conditions and availability of infrastructure.

Zoning Regulations: Zoning regulations control the intensity and arrangement of development through standards on lot size or density, setbacks from property lines, building dimensions and similar minimum requirements. Various site design elements discussed in this Plan are also regulated through the site plan review process, which addresses overall site design for items such as landscaping, lighting, driveways, parking and circulation, access management, pedestrian systems and signs. Zoning can also be used to help assure performance in the protection of environmentally sensitive areas such as floodplains, State regulated wetlands and woodlands.

Subdivision, Land Division and Condominium Regulations: Subdivision, land division and condominium regulations control the manner in which property is subdivided in the City and the public improvements required to support the development. The distinctions are not always apparent once a project is built, but the approval procedures are different due to separate State statutes that govern the three types of land development/division in Michigan.

Property Maintenance Code: The City has adopted a Property Maintenance Code via adoption of the State Building Code. This Code provides the City with enforcement powers to ensure that properties are maintained to the standards of the community.

Development Review and Approval Process: Most land development regulations are applied when new construction is proposed. The City of Taylor has a comprehensive development review process from development conceptualization to building occupancy. Once proper zoning is in place, a site plan must be approved followed by approval of building and site engineering construction plans and then permits for construction. Buildings and sites are inspected and then occupancy permits are issued. Regulations are enforced through a combination of monitoring by City staff and in response to complaints.

Form-Based Code: Areas planned for more urban development may be more appropriate to regulate through form-based codes rather than traditional zoning ordinances. Form-Based Codes focus more on the building form than the land use and strives to achieve a desired atmosphere first, then considers use as a secondary concern. They include very specific building regulations that ensure proper building placement relative to the public realm.

Capital Improvement Plan (CIP)

A CIP is a multi-year program that lists recommended improvements, timing, estimated costs and funding for infrastructure (streets, bikeways, sidewalks, sanitary sewers, waterlines, storm sewers and drainage) and community facilities (public buildings, fire, police and parks). Capital projects should be identified and constructed in a manner that helps support and promote desired development and to meet the needs of residents and businesses already in the City. The number of projects and their timing is influenced by several factors, in particular the cost, need for environmental clearance or approval by other agencies and funds available. For example, the amount of funding available from outside sources varies as new programs become available. Funding is also influenced by the timing of development (i.e. tax revenue), tax abatements and other changes to the anticipated tax base.

CDBG Program

The Michigan Economic Development Corporation (MEDC) administers the Michigan Community Development Block Grant (CDBG) program. CDBG is a federal grant program utilizing funds received from the U.S. Department of Housing and Urban Development (HUD). Eligible economic development projects are those involving public infrastructure directly related to a for-profit private business location or expansion that will result in the creation and/or retention of permanent jobs, with at least 51% of the jobs held by low and moderate-income people. Eligible

community development projects are those with economic development impacts that address critical infrastructure needs in communities with concentrations of low and moderate-income people.

Additional Studies and Programs

A variety of housing, economic development, informational and other programs and studies are or can be used by the City to assist with implementation of recommendations in this Plan. Programs targeted toward various neighborhoods could also be created to respond to specific situations such as traffic calming where traffic speeds or volumes are a concern.

There are numerous State and local programs that are viable implementation strategies for this Plan. Some of the available programs, which are described in greater detail in chapters Four and Seven, are as follows:

- Corridor Improvement Authority
- Neighborhood Improvement Authority
- Brownfield Redevelopment Authority
- Industrial Property Tax Abatements
- Personal Property Tax Abatements
- Tax Increment Financing Authority
- Local Development Financing Authority
- Obsolete Property Rehabilitation
- State Housing Development Authority
- Downtown Development Authority
- Neighborhood Enterprise Zones
- Renaissance Zones
- Tax Increment Financing Authority
- Wayne County Brownfield Redevelopment Authority
- Wayne County Transforming Underdeveloped Residential and Business Opportunities

Additional studies and programs which may be useful in implementing this Plan include:

- Streetscape Plan – to address general road maintenance, design, gateway and road character issues.
- Residential façade loan program – to assist residential landowners with property improvements, similar to the assistance currently offered to commercial landowners.
- Commercial Market Analysis – to assess existing need and supply for various business uses.
- Tax abatement program – to encourage industrial development and modernization.
- Access Management Plan – to determine needed driveway consolidation, service drives or other measures necessary to maintain the safety and efficiency of Taylor's primary commercial corridors.
- Parks and Recreation Plan – to address existing and future recreation needs and determine priorities and mechanisms for implementation.
- Pathways Plan – to inventory existing sidewalks, pathways and greenways throughout the City and to identify and prioritize needed improvements.