



# MASTER PLAN

CITY OF INKSTER, MICHIGAN

**ADOPTED**  
March 2025

*Prepared by the City of Inkster  
with the assistance of McKenna*





**Resolution No. 03-25-43GH  
March 3, 2025**

**RESOLVED BY THE COUNCIL OF THE CITY OF INKSTER: Approving the resolution of adoption of the Inkster 2025 Master Plan.**

**NOW, THEREFORE, BE IT RESOLVED**

**MOTION BY: Councilwoman Scott  
SECOND BY: Councilwoman Rutledge**

**VOTE: 6-0, Motion carried.**

I hereby certify that the foregoing is a true and complete copy of the resolution adopted by the City Council of the City of Inkster, County of Wayne, State of Michigan, at a Regular City Council meeting held on March 3, 2025 and that the meeting was conducted and public notice of the meeting was given pursuant to and in full compliance with the Open Meetings Act, being Act 268, Public Acts of Michigan, 1976, and that the minutes of the meeting were kept and will be or have been made available as required by the Act.

  
Georgina Holliday, City Clerk





# ACKNOWLEDGMENTS

## Planning Commission

Byron H. Nolen (Mayor)  
Steven Chisholm (Chair)  
Darryl Davis (City Appointee)  
Mack Willis  
Ashley Williams (Secretary)  
Norma McDaniel  
Tonia Williams (Vice Chair)  
Tavan Hall  
Sheryl Hayes-Bradford

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Freddie Bishop III - Council Member - District 2  
Lindsay Scott - Council Member - District 3  
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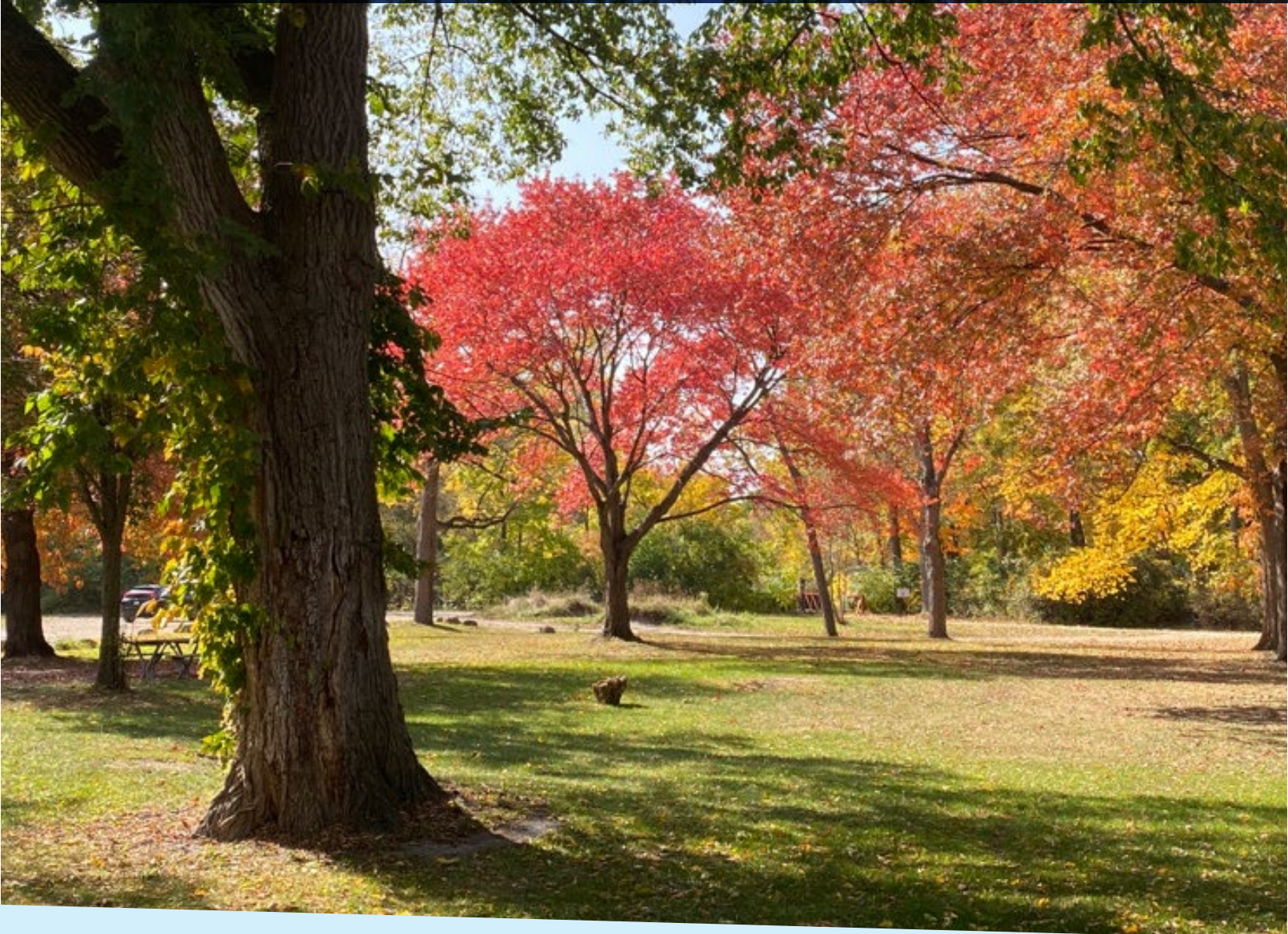
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# 01. EXECUTIVE SUMMARY



The City of Inkster is embarking on an exciting new chapter with the development of its updated Master Plan, a roadmap designed to guide the community's growth and development over the coming decades. As Inkster evolves, the Master Plan will serve as a blueprint for making thoughtful, strategic decisions about land use, housing, transportation, and economic development. This plan is driven by a commitment to creating a vibrant, resilient, and inclusive community, one that reflects the needs of its diverse residents.



Throughout the engagement process, stakeholders expressed that Inkster is a great place to live because of its strong sense of community, camaraderie, and neighbors that help other neighbors. And yet, much can be improved. Engaged stakeholders are concerned about rising home prices and the related impact on affordability. There is a desire for robust redevelopment, improved stewardship of vacant land, activation of parks, and increased transit connections and mobility opportunities.

This plan lays the foundation to realize these desires. The following goals guide the policy recommendations included in this action plan:

## **HOUSING**

Support high-quality housing stock that offers a diversity of housing types with policies that center affordability, protect existing residents from displacement, and ensure equitable access to housing.

## **WORKFORCE & ECONOMIC DEVELOPMENT**

Encourage a diverse commercial and industrial sector that offers a variety of job opportunities for all skillsets, promotes family-supporting employment, and ensures the City is an active participant in the elimination of the racial income gap.

## **REDEVELOPMENT**

Promote redevelopment that fills gaps in the housing and business needs of Inkster residents, provides essential community resources, and enables a robust and vibrant downtown.

## **TRANSPORTATION**

Develop an effective transportation network that offers safe and efficient non-motorized and motorized transportation options for people to travel to destinations in Inkster.

## **PARKS AND RECREATION**

Offer well-maintained parks that improve health and well-being through recreational activities that are accessible for all Inkster residents, culturally inclusive, and designed to meet the specific needs of the community.

## **SUSTAINABILITY & RESILIENCY**

Foster resilience by enhancing the city's ability to mitigate the impacts of climate change.



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**02.**  
**INKSTER TODAY**

The City of Inkster is embarking on an exciting new chapter with the development of its updated Master Plan, a roadmap designed to guide the community's growth and development over the coming decades. As Inkster evolves, the Master Plan will serve as a blueprint for making thoughtful, strategic decisions about land use, housing, transportation, and economic development. This plan is driven by a commitment to creating a vibrant, resilient, and inclusive community, one that reflects the needs of its diverse residents. By engaging local stakeholders, residents, and leaders, Inkster's Master Plan will help shape a shared vision for the future, balancing progress with the preservation of the city's rich history and unique character.

## 2.1 INTRODUCTION

The Inkster Today chapter provides a snapshot of Inkster's current conditions, offering insight into demographic trends, housing characteristics, employment, and community assets. This chapter sets the foundation for future planning efforts by highlighting the strengths and challenges that define Inkster today. From its relatively young population to its affordable housing market, Inkster has distinct opportunities for growth and revitalization. Inkster Today insights will help identify key areas for improvement, setting the stage for actionable strategies that align with the city's vision for a thriving and sustainable future..

## 2.2 HISTORICAL CONTEXT

Inkster encompasses about 6.25 square miles of western Wayne County, and is located about eight miles west of Detroit. Originally part of Nankin Township, new cities and townships began to split off and incorporate themselves from the mid-1850s until the early 1960s. In 1963, the City was incorporated from Nankin Township, and was named "Inkster", after Robert Inkster, a Scottish immigrant and early settler of Nankin Township that established a steam sawmill that served as the foundation of the City's economy in the early days. Native American tribes such as the Ottawa, Potawatomi, Wyandotte and Huron tribes inhabited this area before European settlers.

The automotive industry greatly impacted the growth of the City and the economy in the early 1900's. Ford Motor Company's promise of a \$5 per day wage attracted African American migration from the south in search of higher wages and reduced discrimination. However, new African American residents still faced housing discrimination and redlining once they moved to Michigan. Inkster, however, offered homeownership opportunities to new Black residents and offered a short commute time to the Ford Manufacturing Plant.. During the Great Depression, the Ford Motor Company aided the City of Inkster by providing funds for home repairs, food assistance, and the construction of a medical center in the midst of an economic crisis. Wartime manufacturing impacted another spurt of growth in the community as labor was needed to build vehicles for the war.

After the war, the creation of Motown Records sparked inspiration amongst the African American community. Inkster is the home of the famous music group the Marvelettes who entered Inkster High School's talent show at the age of seventeen which led them to win an audition with Motown records. The group later recorded a US #1 hit in 1961, "Please Mr. Postman". The Marvelettes inspired other famous female African American music groups such as Martha and the Vandellas and the Supremes.

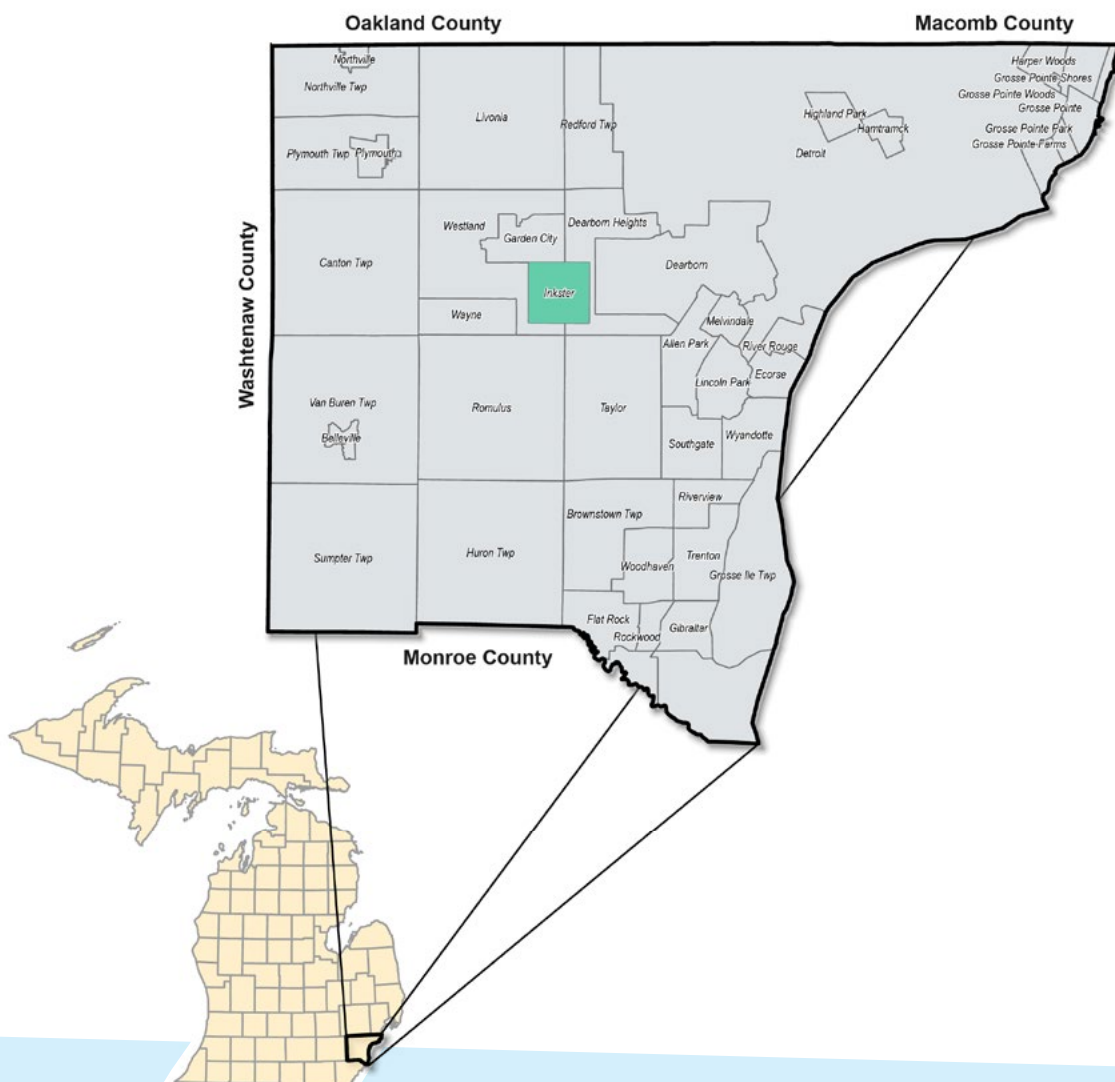
In the following years a fluctuating economy led to a steady decline in the population of Inkster where it currently sits at approximately 26,000 residents. The Downtown Development Authority and new equity based residential development aim to attract new residents and revitalize the once booming community.

## 2.3 REGIONAL SETTING

The City of Inkster is home to a population of just over 26,000 residents, with a median age of 32 years, making it a relatively young community compared to Wayne County and the State of Michigan. As shown in the Summary of County and State Trends table, Inkster’s employment rate and median household income trail both county and state averages at 51.4% and median a household income of \$38,381. Opportunities to strengthen education pathways, workforce and education attainment, shown by the 12.1% of residents holding a bachelor’s degree or higher, furthering the city’s long term growth and economic development.

**Table 1. Summary of County and State Trends**

Communities	2000	2010	2020	(2010-2020) % Change
Dearborn Heights	58,264	57,774	63,292	9.55%
Westland	86,660	84,094	85,420	1.58%
Garden City	30,047	27,692	27,380	-1.13%
Inkster	30,115	25,369	26,088	2.83%
Michigan	9,938,444	9,883,640	10,077,331	1.90%



## 2.4 COMMUNITY SNAPSHOT

The City of Inkster is home to a population of just over 26,000 residents, with a median age of 32 years, making it a relatively young community compared to Wayne County and the State of Michigan. Inkster’s employment rate and median household income trail both regional and state averages at 51.4% and median household income of \$38,381. With only 12.1% of residents holding a bachelor’s degree or higher, there is an opportunity to strengthen education pathways, workforce and education attainment, further supporting the city’s long term growth and economic development.

**Table 2. Community Snapshot**

2020	City of Inkster	Wayne County	State of Michigan
Total Population	26,088	1,757,043	10,077,3310
Employment Rate	51.4%	59.1%	58.7%
Total Households	10,123	79,400	-
Total Household Units	11485	790,191	4,570,173
Median household Income	38381	55,867	\$66,986
Bachelor’s Degree or Higher	12.1%	27.3%	32.1%
Median Age	32	38	40
Pop. 65+ years	10.6%	16.6%	18.7%

In terms of housing, Inkster features over 11,400 total housing units, with 10,123 households, suggesting a need to evaluate housing adequacy and affordability. The community’s older adult population, while smaller than regional trends at 10.6%, will still require age-friendly housing and services to meet the needs of its seniors and growing populations. Meanwhile, the city’s young median age and relatively lower income levels point to the importance of creating affordable, accessible, and sustainable housing options that align with modern demands. As part of a regional housing strategy, Inkster would gain from promoting mixed-income developments, improving neighborhood walkability, and enhancing public transportation to support a more connected, resilient, and vibrant community.



## Community Profile

The Community Profile for the City of Inkster details various community characteristics such as demographics, housing and income, age and population trends. Supported by the Michigan State Housing Development Authority (MSHDA) Housing Data Portal, a benchmark profile for the City of Inkster was developed, highlighting the community trends, ensuring a data-driven approach to the planning and goal setting process of the Master Plan. The community profiles aspires to provide Inkster residents and leaders data and tools to address pressing issues like housing affordability, accessibility, and equity, laying the groundwork for sustainable growth and development that reflects the future needs and aspirations of the City of Inkster.

- » Similar to the population trend the households have been at a steady decrease but have recently begun to rise beginning in the year 2020.
- » The median household income for the City of Inkster has steadily increased at pace with the Detroit-Warren-Dearborn region, reaching nearly \$34,000 in 2022.
- » The amount of renter and homeowner share of households in the City of Inkster has trended towards an increased make-up of renter occupied units in 2022, from 49.2% in 2012, a total of 55% of current housing units.
- » The growth rate of population in the City of Inkster has been negatively outpaced compared to its Detroit-Warren-Dearborn region.
- » Since 2021, the population of the City of Inkster population growth has met the region's growth rate of nearly 1% annually.
- » The homeownership rate for the City of Inkster follows a similar decline to the change in population to that of the Detroit-Warren-Dearborn region.
- » Median home values for the City of Inkster has not fluctuated in cost over the past 10 years nearly \$63,000. The median homes values in the Detroit-Warren-Dearborn region experienced a gradual increase in cost over the past 10 years to nearly \$220,000.
- » Families or individuals making less than \$35,000 annually per year experience cost burden at the highest rate, where household expenses exceed household income by 30%
- » The health of City of Inkster residents are most effected by High Blood Pressure and High Cholesterol.
- » In 2022 the Median Home Price for the City of Inkster can support home prices up to \$135,000.



## 2.5 INKSTER DEMOGRAPHICS

Knowledge of local historic trends and future projections can help the City plan for future growth, change, and development. This information can also determine the amount of services residents will need to thrive in Inkster. Unless otherwise specified, this data was collected from the U.S. Census Bureau’s American Community Survey 5-year estimates for 2022.

### Population, Education, and Employment

This section explores data on the current and projected population of Inkster, as well as the race, gender, and age makeup of the City’s population. Additionally, factors contributing to the overall economic climate in Inkster, such as educational attainment, median household income, and employment sectors are analyzed. This information is important in the master planning process to estimate the types of public services residents will desire and shape economic and community development initiatives undertaken by the City.

#### Population Projections

**Table 3** shows population trends in Inkster between 1990 and 2022, as well as the how the population is projected to change by the year 2050.

**Table 3. Population Trends – City of Inkster 1990-2050**

	1990	2000	2010	2020	2022	Projected 2050	Projected Change 2020-2050	
							Number	Percent
City of Inkster	30,772	30,115	25,369	26,088	25,839	25,868	-220	-0.8%

Source: U.S. Census Bureau Decennial Census, 1990-2020 ; American Community Survey 5-year estimates, 2022; SEMCOG 2050 Forecast produced in 2023

The City of Inkster’s population has experienced steady declines over the past 30 years, with the decline seeming to become more level by 2020. Inkster saw its most dramatic population decline between 2000 and 2010, losing 4,746 residents in that time. However, Inkster’s population gained 719 residents between 2010 and 2020. The projected population by 2050 remains similar to the population in 2022, indicating that Inkster’s population is stabilizing.

#### Household Characteristics

**Table 4** provides information on the number of households and average household size in the City of Inkster. Data on household characteristics can help the City determine the housing types and sizes that may have the highest demand among residents. Additionally, household data can help predict future population trends for the City.

**Table 4. Household Characteristics – City of Inkster, 2010 and 2022**

	2010	2022	Percent Change, 2010-2022
Number of Households	9,821	9,222	-6.10%
Average Household size	2.56	2.78	8.59%

Source: U.S. Census Bureau Decennial Census, Tables H12 and H13, 2010; American Community Survey 5-year estimates, Table S1101, 2022

Between 2010 and 2022, Inkster’s number of households declined by 6.10%. Considering the population increase during this same period, a decline in the number of households suggests that Inkster residents are forming larger households. This is confirmed by the fact that Inkster’s average household size has slightly increased between 2010 and 2022, from 2.56 in 2010 to 2.78 in 2022. However, this increase is not enough to suggest a need for constructing larger housing units with more bedrooms and communal spaces.

## Racial / Ethnic Distribution

There are notable demographic differences between Inkster and Wayne County. Inkster’s Black or African American population is 36.8% higher than that of Wayne County as a whole. Additionally, Inkster’s population is 16.2% white, while Wayne County’s is 50.8% white.

**Table 5. Racial / Ethnic Distribution – City of Inkster and Wayne County, 2022**

	City of Inkster		Wayne County	
	Number	Percent	Number	Percent
One Race	24,207	93.7%	1,689,643	94.8%
White	4,183	16.2%	905,956	50.8%
Black or African American	19,304	74.7%	670,722	37.6%
American Indian and Alaska Native	20	0.1%	5,497	0.3%
Asian	313	1.2%	61,624	3.5%
Native Hawaiian and Other Pacific Islander	2	0.0%	350	0.0%
Some Other Race	385	1.5%	45,494	2.6%
Two or More Races	1,632	6.3%	91,998	5.2%

Source: American Community Survey 5-year estimates, Table DP05, 2022

## Gender Distribution

The gender distribution in Inkster is fairly evenly split, however, the population of females is about 2.6% than that of males.

**Table 6. Population by Gender – City of Inkster, 2022**

Gender	Number	Percent
Female	13,256	51.3%
Male	12,583	48.7%

Source: American Community Survey 5-year estimates, Table DP05, 2022



## Age

**Table 7** shows the age distribution in Inkster in comparison to Wayne County, excluding Detroit. Understanding the age distribution of the population is key in calculating the demand for different types of public infrastructure, amenities, and services. For example, areas with a high school-aged population may require greater investment in schools, parks and recreation space, and childcare facilities. On the other hand, areas with a higher senior population may require greater investment in healthcare facilities and services, transportation services, and accessible housing options.

**Table 7. Age Structure Comparisons – 2022**

Age Group	City of Inkster		Wayne County (excluding Detroit)		Percent Difference
	Number	Percent	Number	Percent	
Pre-School (Under 5 years)	2,280	8.8%	70,023	6.1%	2.7%
School Aged (5 to 19 years)	5,740	22.3%	218,480	19.1%	3.2%
Family Forming (20 to 44 years)	8,966	34.7%	361,547	31.6%	3.1%
Mature Families (45 to 64 years)	6,104	23.6%	305,129	26.7%	-3.1%
Retirement (65 years and older)	2,749	10.7%	189,675	16.6%	-5.9%
Median Age	32.2	–	37.7	–	-5.5 years

Source: American Community Survey 5-year estimates, Table DP05, 2022

While the age composition of Inkster and Wayne County (excluding Detroit) are similar, there are some notable differences that may dictate differences in planning for the future. The City of Inkster has a slightly higher school-aged population than the County, while the retirement-aged population is nearly 6% lower than that of Wayne County.

Understanding how these age distributions are projected to change in the future is an equally important tool for understanding the demand for infrastructure and service needs. **Table 8** shows the projected population by age in Inkster, comparing the Southeastern Michigan Council of Governments (SEMCOG) measurement from 2020 to their projections for 2050.

**Table 8. Projected Population by Age – City of Inkster 2020-2050**

Age Group	SEMCOG 2020	SEMCOG 2050	Projected Change 2020-2050
Pre-School (0-4 years)	1,889	1,809	-80
School Age (5-17 years)	5,209	4,717	-492
School Age (18-24 years)	2,445	1,660	-785
Family Forming (25-64 years)	13,188	13,929	741
Retirement (65 years and older)	3,013	3,154	141
Total	26,088	25,868	-220

Source: SEMCOG Regional Development Forecast, 2020, 2050 produced in 2023

The City of Inkster is expected to have a larger population of family-forming and retirement-age individuals by 2050, supported by strategies that support the needs of established families and retirees in the community.

## Educational Attainment

Educational attainment is an important consideration for economic development and employment opportunities. Typically, higher levels of educational attainment can expand the amount of job opportunities available to residents, and can help Inkster develop a creative, skilled workforce. [Table 9](#) compares levels of educational attainment in Inkster with that of Wayne County and the State of Michigan.

**Table 9. Educational Attainment of Population 25 Years and Older – 2022**

Educational Attainment Level	City of Inkster	Wayne County	State of Michigan
Less than 9th Grade	496 (3.0%)	47,044 (3.9%)	180,530 (2.6%)
9th to 12th Grade, No Diploma	2,195 (13.3%)	100,244 (8.3%)	391,872 (5.6%)
High School Graduate (Includes Equivalency)	6,043 (36.6%)	356,264 (29.6%)	1,970,618 (28.4%)
Some College, No Degree	4,583 (27.7%)	279,683 (23.2%)	1,561,318 (22.5%)
Associate's Degree	1,210 (7.3%)	102,753 (8.5%)	673,750 (9.7%)
Bachelor's Degree	1,427 (8.6%)	192,328 (16.0%)	1,311,608 (18.9%)
Graduate or Professional Degree	569 (3.4%)	127,074 (10.5%)	848,743 (12.2%)

Source: American Community Survey 5-year estimates, Table S1501, 2022

## Median Household Income

Median household income is not only an important metric in understanding the demand for infrastructure and services in Inkster, but a key indicator for quality of life, especially when its compared to cost-of-living metrics like median home value and median gross rent. [Table 8](#) tracks changes in median household the City of Inkster and Wayne County between 2010 and 2022.

**Table 10. Median Household Income – City of Inkster and Wayne County, 2010-2022**

	2010	2020	2022	2010-2022 Dollar Amount Change	2010-2022 Percent Change
City of Inkster	\$31,805	\$32,109	\$38,381	\$6,576	20.7%
Wayne County	\$42,241	\$49,359	\$57,223	\$14,982	35.5%

Source: American Community Survey 5-year estimates, Table S2503, 2010-2022

The median household income of Inkster has increased from \$31,805 in 2010 to \$38,381 in 2022, representing a 20.7% increase. However, Inkster continues to experience lower median household incomes than Wayne County, while median household incomes have grown at a slower rate than Wayne County.

## Employment

**Table 9** shows the employment sectors of Inkster residents, and their 2050 projections. This data can help clarify economic development goals and objectives as the city look to attract new and growing industries and support their residents in achieving employment opportunities.

**Table 11. Employment Sectors and Forecasted Jobs – City of Inkster 2020-2050**

Industry	2020			2050			Projected change in the number of employees 2020-2050
	Rank	Total	Percentage	Rank	Total	Percentage	
Natural Resources and Mining	16	8	0.1%	15	6	0.09%	-2
Construction	11	272	4.7%	9*	348	5.4%	76
Manufacturing	12	208	3.6%	11	238	3.7%	30
Wholesale Trade	13	147	2.6%	12	175	2.7%	28
Retail Trade	7	419	7.3%	8	352	5.4%	-67
Transportation and Warehousing	1	759	13.2%	1	874	13.5%	115
Utilities	17	0	0.0%	16	0	0.0%	0
Information	15	68	1.2%	14	79	1.2%	11
Financial Activities	4	533	9.3%	5	561	8.7%	28
Professional and Technical Services	9	305	5.3%	10	332	5.1%	27
Management of Companies and Enterprises	14	138	2.4%	13	127	2.0%	-11
Administrative, Support, and Waste Services	3	623	10.9%	2	805	12.4%	182
Education Services	10	303	5.3%	9*	348	5.4%	45
Medical Facilities and Hospitals	6	455	7.9%	6	544	8.4%	89
Leisure and Hospitality	8	361	6.3%	7	512	7.9%	151
Other Services	5	485	8.5%	3	600	9.3%	115
Public Administration	2	654	11.4%	4	579	8.9%	-75

Source: SEMCOG Regional Development Forecast, 2020, 2050 produced in 2023



According to SEMCOG projections, Administrative, Support, and Waste Services are expected to be the fastest growing employment sector in the City. Additionally, Leisure and Hospitality, Transportation and Warehousing, and Other Services are expected to be fast growing sectors for Inkster residents. These sectors may be growing because of the booming online shopping industry, which has led to an increase in administrative, transportation, and warehousing jobs. Furthermore, the coronavirus pandemic has increase remote working opportunities, which may translate to the increase in administrative and support jobs. Understanding how employment opportunities are changing may influence how Inkster utilizes and develops land within the City.

**Table 12** shows the acres of land in Inkster and surrounding communities and breaks the acreage down into the amount of industrial land acreage and commercial/office land acreage.

**Table 12. Acres of Land in the City of Inkster and Comparison Communities – 2020**

Municipality	Total Land (Acres)	Industrial Land		Commercial/Office Land	
		Acres	% of Total	Acres	% of Total
City of Inkster	3,999.1	59.7	1.5%	139.8	3.5%
City of Garden City	3,750.7	60.2	1.6%	153.3	4.1%
City of Dearborn	15,666.0	2,085.2	13.3%	1,767.6	11.3%
City of Dearborn Heights	7,529.7	57.2	0.8%	363.6	4.8%
City of Livonia	22,943.3	1,483.3	6.5%	2,604.5	11.4%
City of Westland	13,085.0	401.6	3.1%	1,156.7	8.8%

Source: SEMCOG Community Profiles, 2020

SEMCOG’s data shows that a smaller percentage of Inkster’s total land is dedicated to industrial and commercial and office uses than most of the surrounding communities. Inkster may consider this data when determining how to best utilize vacant land in the City. To increase employment opportunities within the city, strategies for Inkster may consider redeveloping some of its vacant land for industrial or commercial uses, while working to mitigate any negative impacts or nuisances for surrounding residential neighborhoods in the City.



## Housing Tenure

Housing tenure describes the number of housing units owned versus rented, as well as the number of units that are vacant. **Table 13** shows housing tenure in Inkster and surrounding communities.

**Table 13. Housing Tenure – City of Inkster and Comparison Communities, 2022**

Municipality	Total Occupied Units	Owner-Occupied		Renter-Occupied		Total Vacant		Total Units
		Units	Percent	Units	Percent	Units	Percent	
City of Inkster	9,222	4,101	44.5%	5,121	55.5%	1,859	16.8%	11,081
City of Garden City	11,025	8,901	80.7%	2,124	19.3%	299	2.6%	11,324
City of Dearborn	35,968	24,848	69.1%	11,120	30.9%	2,756	7.1%	38,724
City of Dearborn Heights	22,070	15,843	71.8%	6,227	28.2%	1,365	5.8%	23,435
City of Livonia	37,789	32,962	87.2%	4,827	12.8%	1,366	3.5%	39,155
City of Westland	35,286	21,261	60.3%	14,025	39.7%	2,576	6.8%	37,862

Source: American Community Survey 5-year estimates, Table DP04, 2022

Approximately 11.0% more households in Inkster rent their home instead of own it. Conversely, households in surrounding communities are majority owner-occupied. These trends supports more attainable homeownership opportunities, such as assistance programs for first-time homebuyers or low-income homebuyers. Furthermore 16.8% of housing in Inkster is vacant, 10% higher than that of the City of Westland, which has the second highest vacancy rate amongst the comparison communities.

## Median Home Value and Median Gross Rent

**Table 14** shows median home values and median gross rent in Inkster and compares them to those of surrounding communities.

**Table 14. Median Home Value and Median Gross Rent – City of Inkster and Comparison Communities, 2022**

Municipality	Median Home Value		Percent Change, 2010-2022		Median Gross Rent		Change, 2010-2022	
	2010	2022	Number	Percent	2010	2022	Number	Percent
City of Inkster	\$87,100	\$69,000	-\$18,100	-20.8%	\$708	\$1,097	\$389	54.9%
City of Garden City	\$126,000	\$152,800	\$26,800	21.3%	\$838	\$950	\$112	13.4%
City of Dearborn	\$145,300	\$189,400	\$44,100	30.4%	\$925	\$1,205	\$280	30.3%
City of Dearborn Heights	\$125,700	\$161,200	\$35,500	28.2%	\$916	\$1,204	\$288	31.4%
City of Livonia	\$182,700	\$249,000	\$66,300	36.3%	\$854	\$1,235	\$381	44.6%
City of Westland	\$130,600	\$164,900	\$34,300	26.3%	\$750	\$1,067	\$317	42.3%

Source: American Community Survey 5-year estimates, Table DP04, 2010-2022

The City of Inkster has experienced declines in median home value by \$18,100 in 2010, while median gross rents and total rental units have increased by \$389 per month over this same period. While median household income has grown by 20.7% over between 2010 and 2022, median gross rent has increased by 54.9%. Highlighting a growing housing cost burden for renting households in Inkster. Furthermore, this increase in median gross rent is over 10% higher than that of the City of Livonia, which experienced the second highest increase.

## Age of Housing

**Table 15** shows the number of houses built over time in Inkster. An older housing stock typically corresponds with higher home repair needs for residents, less efficient homes that lead to higher energy bills, and sometimes, hazardous building materials like lead-based paint.

**Table 15. Age of Housing – City of Inkster, 2022**

Year Structure Built	Number	Percent
<b>Total Housing Units</b>	<b>11,081</b>	<b>100.0%</b>
Built 2020 or later	0	0.0%
Built 2010 to 2019	29	0.3%
Built 2000 to 2009	486	4.4%
Built 1990 to 1999	469	4.2%
Built 1980 to 1989	263	2.4%
Built 1970 to 1979	1,431	12.9%
Built 1960 to 1969	1,308	11.8%
Built 1950 to 1959	4,835	43.6%
Built 1940 to 1949	1,508	13.6%
Built 1939 or earlier	752	6.8%

Source: American Community Survey 5-year estimates, Table DP04, 2022

Like many communities throughout the State of Michigan, Inkster has an aging housing stock. 43.6% of housing in Inkster was built between 1950 and 1959, while no housing has been built since 2020. While population declines and stabilization in Inkster may not necessitate constructing new housing, efforts could be undertaken to retrofit and modernize existing homes to reduce home repair needs and improve energy efficiency.





## Food Security

The United States Department of Agriculture developed a Food Access Research Atlas. This tool uses 2019 income and grocery store access data to measure food access. A Census tract is classified as low-income if the tract has a poverty rate of 20 percent or greater, the tract's median family income is less than or equal to 80 percent of the State-wide median family income, or the tract is in a metropolitan area and has a median family income less than or equal to 80 percent of the metropolitan area's median family income. In urban areas, a Census tract is defined as low-access if a significant number of residents are more than one mile from a grocery store, and a large number of households are without vehicle access. **Figure 1** below shows the Census tracts in Inkster that are classified as both low-income and low-access.

Food access and security is an issue for many Census tracts within the City of Inkster, with between 7.2% and 21.1% of residents in these Census tracts lacking a vehicle and are more than a half mile from a grocery store. To assist in resolving this disparity, the City of Inkster should explore opportunities to embed grocery stores within neighborhoods to increase food access for households who may not own a vehicle. Events like farmers' markets are also important in promoting healthy food access while supporting walkable neighborhoods.



**Figure 1. Low-Income and Low-Food Access Census Tracts**  
– City of Inkster, 2019

## 2.6 EXISTING LAND USE

Analyzing the division of land by specific land use categories is the first step in proposing future developments and understating the current state of the land.

### Single Family Residential and Two Family Residential

This classification includes improved parcels having one-family detached and two-family attached dwelling units and located in predominately single-family detached residential areas.

### Multifamily Residential

This classification includes land areas that are occupied by predominately residential structures containing dwelling units for three or more households. This classification includes apartments, attached condominiums, senior housing complexes, and nursing homes.

### Manufactured Housing Park

Inkster has two older manufactured housing communities on Michigan Avenue, the first located northeast of Harrison and the second located on the east side of Henry Ruff in the Lower Rouge Parkway.





## Commercial

Convenience (Neighborhood) retail centers are located along major streets. Retail activities can be further divided into convenience and general use categories. Convenience businesses are important to neighborhood residents, as they provide day-to-day personal services and goods: small food stores, hardware, dry cleaners, etc. General retail stores include: supermarkets, home improvement centers, auto-related services and sales, and similar uses. A number of older motels are located on the south side of Michigan Avenue.



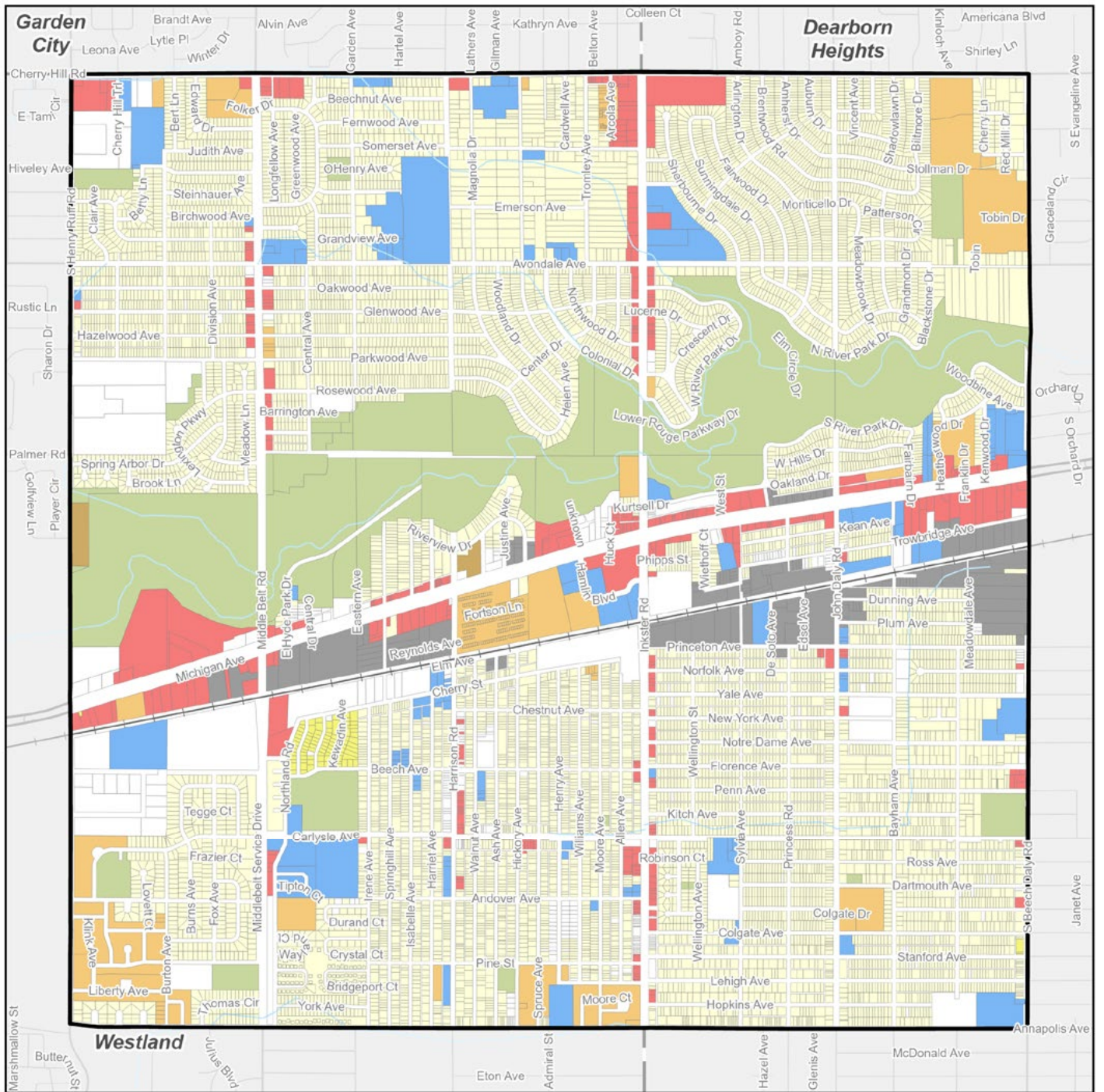
## Industrial

This category includes manufacturing, warehousing, assembly and fabrication facilities, and other non-manufacturing industrial uses. Most of these land uses are located on the south side of the Michigan Avenue corridor and adjacent to the railroad tracks.



## Public/Semi-Public

Public and semi-public uses represent approximately 3.63% of the land uses in the City. Generally public uses include City, county, state and federal facilities. Specifically, public uses in the City include: the City Hall on Trowbridge, the former City Hall building, the Library, Police Station, Court House, Fire House, Dozier Recreation Center (part of Parks and Open Space), DPS yard; State of Michigan Social Service and Unemployment offices, and US Post Office. A military reserve center is located on S. Beech-Daly, south of Yale. Semi-public uses include churches, private schools, and fraternal organizations.



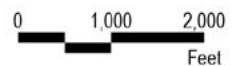
# Existing Land Use

City of Inkster, Wayne County, Michigan

July 1, 2024

## LEGEND

- Single Family Residential
- Two Family Residential
- Multiple Family Residential
- Manufactured Housing Park
- Commercial
- Industrial
- Parks and Open Space
- Public/Semi-Public
- Vacant
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of Inkster, 2024. McKenna, 2024.



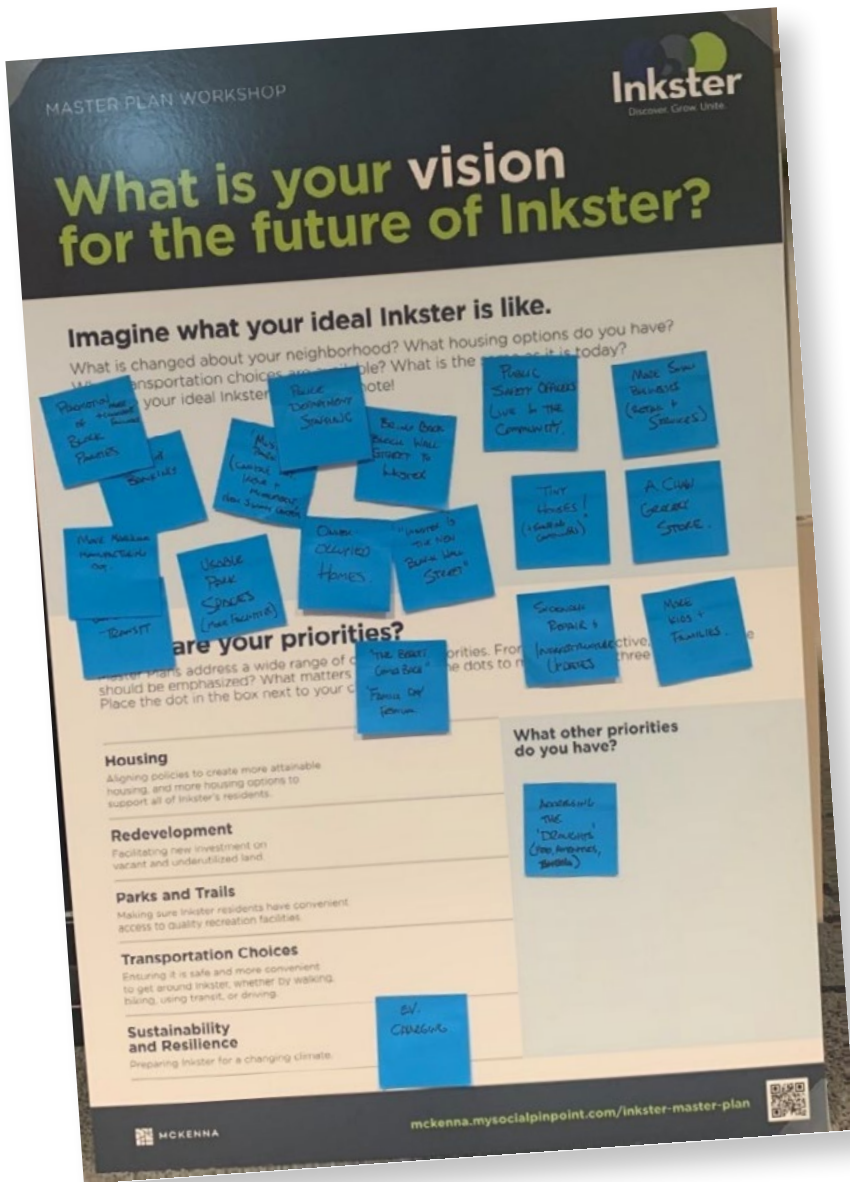


**MASTER PLAN** · CITY OF INKSTER, MI





# 03. COMMUNITY INPUT



### 3.1 FEEDBACK THEMES

**Community.** People love Inkster because of a sense of community, camaraderie, and neighbors that help other neighbors.

**Housing.** Respondents expressed concern for rising prices and impacts on home affordability. There was consistent support for increased homeownership and keeping investment within the Inkster community. Engaged stakeholders desire a variety of housing types in Inkster and supported creative housing strategies. They also expressed a desire for increased programming (like home repair assistance programs, rental subsidy programs) to assist people in maintaining their existing housing.

**Development and Redevelopment.** Throughout the engagement process, respondents desired better management, stewardship, and redevelopment of vacant properties.

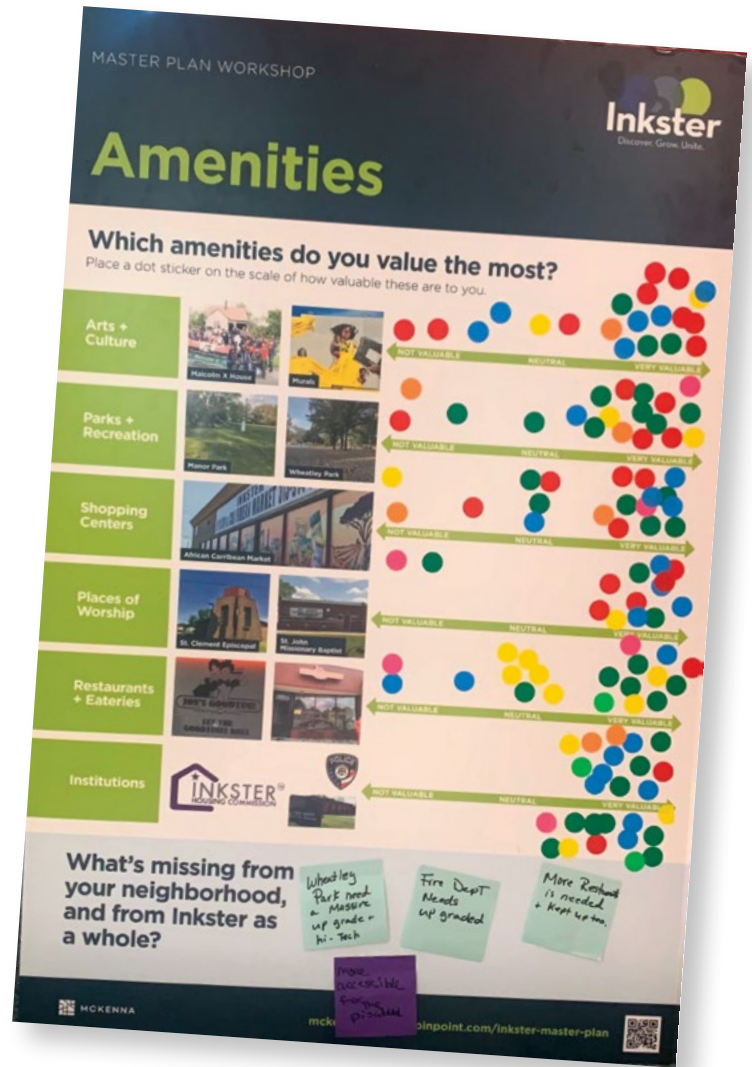
**Destinations & Amenities.** Engaged respondents desire to facilitate the development and provision of more amenities and 'stuff of daily life' within Inkster's borders.



**Parks & Recreation.** There was consistent support among engaged stakeholders for activation of parks through adding equipment and infrastructure and using the parks for community gatherings and events.

**City Policies and Procedures.** Engaged respondents would like the city to become more development-friendly through more predictable, rigorous, consistent processes and procedures.

**Transportation.** Respondents expressed a desire to repair the sidewalk network, are concerned about safe streets (unsafe speeds, necessary lighting improvements), and support increased mobility through increased transit connections between routes and additional mobility options for seniors.



Comprehensive community engagement is an essential part of any Master Planning process. Engagement activities help define existing concerns in the community the Master Plan should address, as well the applicability of potential goals and objectives for the community. The following chapter outlines the engagement activities that took place throughout this process and summarize key takeaways that are incorporated in the goals and objectives of this Master Plan.

## 3.2 IN-PERSON ENGAGEMENT ACTIVITIES

### Strategic Workshop

A public workshop for Inkster residents was held on July 9th, 2024 in the Inkster City Council Chambers to solicit feedback on residents' vision for the future of the community and identify specific concerns and goals as the City conducts its 2024 Master Plan process.

The comment boards discussed topics like the overall vision and values for the City of Inkster, transportation access and connectivity, priority redevelopment sites, City and neighborhood amenities, and housing. The following main takeaways were gathered:

1. **Housing.** Attendees expressed concern over the increasing home prices and rental rates in Inkster and its impacts on home affordability and homeownership opportunities for Black families. Attendees desired a variety of housing types in Inkster and supported creative housing strategies such as tiny home communities to support housing affordability and diversity.
2. **Destinations & Amenities.** Residents expressed that Inkster lacked destinations for residents to travel to, such as grocery stores, retail stores, restaurants, and entertainment options, and people often have to go outside of the community to address these needs. Multiple attendees expressed a desire to increase the number of places to shop, dine, and play within Inkster.
3. **Parks & Recreation.** While residents appreciated the number of parks in Inkster, they expressed that very few have amenities like play structures, sporting equipment, or walking and biking paths. Residents wanted to see Inkster's parks being activated through adding equipment and infrastructure and using the parks for community gatherings and events.





## National Night Out

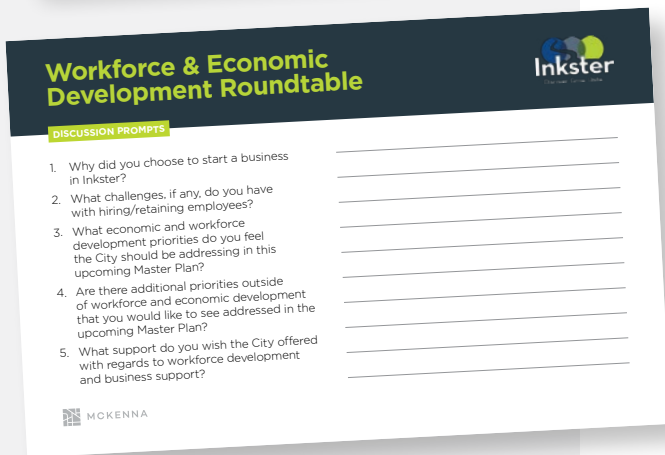
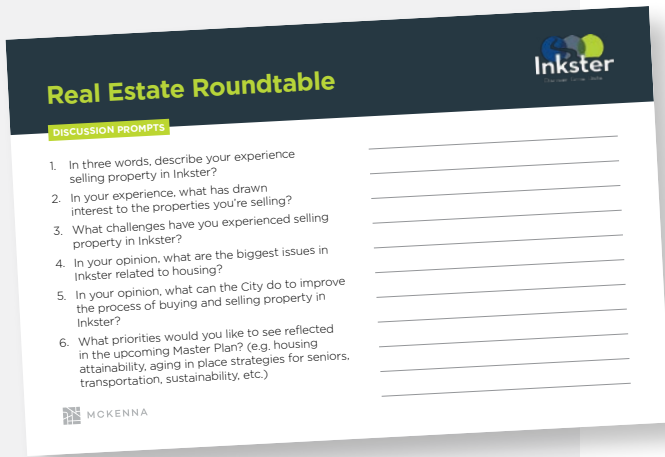
The planning team engaged Inkster residents at the National Night Out event on August 6, 2024 in the parking lot of the Inkster Police Department. The following key takeaways were gathered from event attendees.

1. **Housing.** Event attendees wanted to see a variety of housing types developed within Inkster to help support the needs of all residents. While single family homes and apartments were the most popular housing types, all housing types were selected in the sticker activity. Multiple attendees expressed the need for housing options that address the needs of unhoused Inkster residents.
2. **Maintenance and Upgrading of Existing Amenities.** Residents believed most of the amenities in Inkster were very valuable but expressed that these amenities need to be better maintained and upgraded. Specific amenities that were called out for upgrades include the Fire Department and Wheatley Park.
3. **Priorities.** Most attendees supported housing and redevelopment as priorities for this Master Plan process. "Parks and Trails", "Transportation Choices", and "Sustainability and Resilience" were also frequently selected as top priorities, however, they were selected at a slightly lower frequency than "Housing" and "Redevelopment". Real Estate



## Roundtables

The planning team hosted roundtable discussions in September and October 2024 to gather targeted information on real estate development, economic development, and overall quality of life from key stakeholders in the City of Inkster. Key takeaways are as follows:



## Real Estate

Attendees noted multiple characteristics of real estate in Inkster that help attract new residents or investors into the community, including its affordability in comparison to neighboring communities and its safe neighborhoods. They also discussed multiple aspects where the City can improve its processes to support increased real estate development that benefits existing residents. This included:

- » **Improved transparency in City development processes.** All attendees noted that development processes in the City are often unclear, making it difficult for property owners or investors to know what regulations apply to them and their property. Attendees encouraged the City to continue developing fact sheets, templates, and resource guides outlining what regulations apply to different types of development and what resources exist for existing homeowners and developers to help maintain and improve their properties.
- » **Examine the existing Zoning Ordinance to identify barriers to development.** Realtors explained that there are many vacant side lots available on the market that are difficult to sell and develop because their small size makes it difficult to develop them in compliance with the existing Zoning Ordinance. For example, the minimum lot widths in the existing Zoning Ordinance for one-unit residential districts of between 50 and 80 feet often prevent side lots from being purchased and developed. Attendees recommended examining the Zoning Ordinance to remove these types of barriers.
- » **Collaborate with County and State agencies to ensure Inkster residents have equal access to resources.** Attendees wanted to see the City work more with Wayne County, the Michigan State Housing Development Authority (MSHDA), and other relevant agencies to ensure residents had access to homeownership and home repair programs, such as the Wayne County First Time Homebuyer Assistance Program.



### Workforce & Economic Development

Topics for this roundtable included benefits to starting a business in Inkster, workforce development opportunities, and the business mix in Inkster, among other topics. Two attendees from the Redevelopment Ready Communities Subcommittee participated in the roundtable.

1. **Consistency and transparency in development processes.** Similar to the real estate roundtable, attendees believed investment and development in Inkster would be more robust if development processes were more clearly defined and consistently applied. Additionally, attendees expressed the importance of a standard tracking process to track ongoing development projects from start to finish to ensure projects did not get “lost in the shuffle”. Attendees thought these changes could help improve the perception of Inkster as being “anti-business”.
2. **Lack of business diversity.** Attendees discussed the impacts of a lack of diversity in the business mix in Inkster. Inkster is currently lacking businesses that meet the daily needs of Inkster residents, including banks, grocery stores, pharmacies, and restaurants. Attendees also discussed the implications of the growth of the cannabis industry in the City, and highlighted the importance of ensuring other industries are targeted as the City works to increase development along Michigan Avenue and other commercial corridors.
3. **Connect to existing workforce development resources.** Attendees noted the strong social service network in the City, with organizations such as Wayne Metropolitan Community Action Agency, Starfish Family Services, and United Way offering workforce development resources. Attendees recommended that the City engage these existing resources and refer residents to these organizations when necessary. Attendees also explained that workforce development resources often did not train for the jobs that were currently available in Inkster.

*“Because of Inkster’s rich history, there is hope for a bright future.”*

*“We try to help each other no matter what the situation.”*

## Community Leaders and Institutions

Topics for this session included discussions about what makes Inkster a good place to live, critical issues that make it difficult to stay in Inkster long-term, desired improvements, and the quality of current service offerings.

- » **Camraderie and Sense of Community.** Respondents expressed that Inkster has a strong sense of community, exemplified by the sentiment that “We try to help each other no matter what the situation.” There is an evident appreciation for the welcoming and ‘neighborly’ attitude in Inkster
- » **Homeownership and Protection from Displacement.** Respondents expressed a desire for more homeownership opportunities for existing residents, and concern about the impacts of new development on neighborhoods that already exist.
- » **Communication.** Respondents expressed a desire for new and improved methods of advertising assistance programs and communication in general. Development and Investment

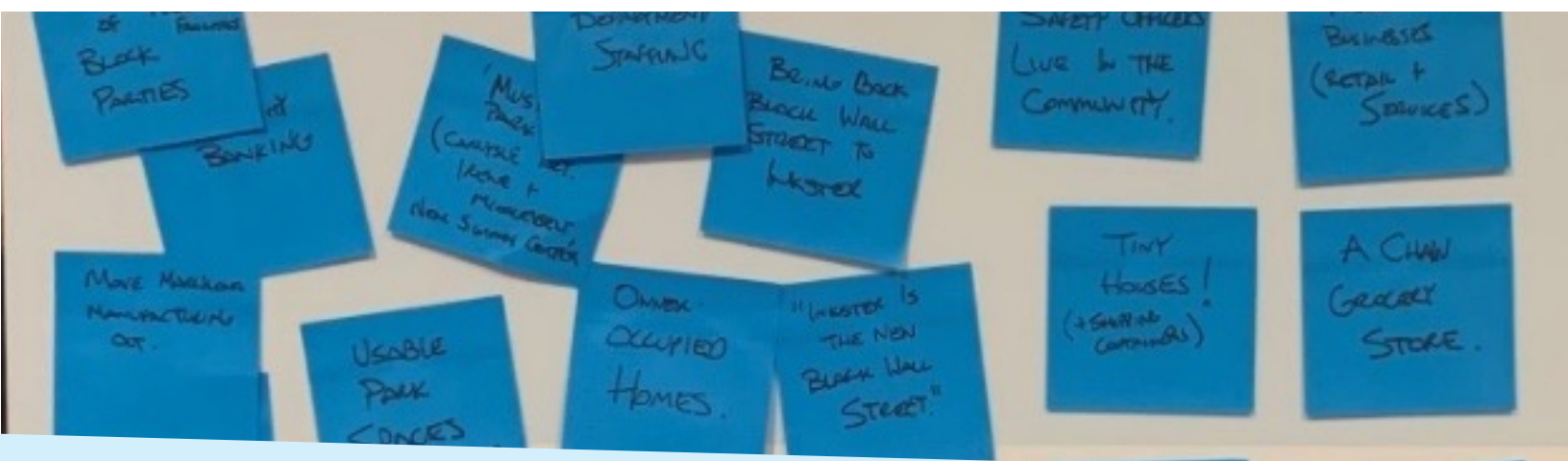
Topics for this discussion centered around Inkster’s strengths, weaknesses, and opportunities for redevelopment and investment. Inkster benefits from available land for both multi-unit and infill housing, walkability and connectivity to surrounding communities. There are challenges related to the City’s image and a perceived association with crime. Respondents identified opportunities for alignment with State and other resources for development incentives, improvements to the zoning ordinance to allow for housing diversity, celebration of successes, and planning for green infrastructure and resilience.



## Community Leaders and Institutions

### Development and Investment

Topics for this discussion centered around Inkster’s strengths, weaknesses, and opportunities for redevelopment and investment. Inkster benefits from available land for both multi-unit and infill housing, walkability and connectivity to surrounding communities. There are challenges related to the City’s image and a perceived association with crime. Respondents identified opportunities for alignment with State and other resources for development incentives, improvements to the zoning ordinance to allow for housing diversity, celebration of successes, and planning for green infrastructure and resilience.



# 3.3 VIRTUAL AND ASYNCHRONOUS ENGAGEMENT

## Passive Visioning

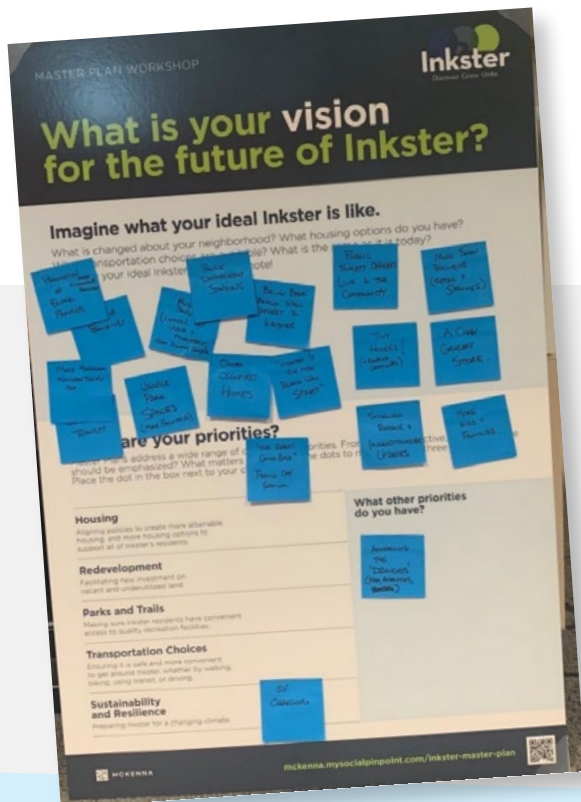
To give residents additional opportunities to engage with the Master Plan process, engagement boards were left at City Hall, the Leanna Hicks Public Library, Twin Towers, and the Dozier Recreation Center. This board asked participants to add sticky notes with thoughts about their ideal Inkster and add dot stickers next to their main priorities that they would like to see included in the Master Plan.

## Imagining an ideal Inkster

When asked to imagine their ideal Inkster, respondents frequently mentioned being able to meet their daily retail, medical, and other needs in Inkster, rather than having to go outside of the City for these services. Additionally, walkability and fixing existing pedestrian infrastructure was a common theme in the comments left by respondents.

## Top Priorities

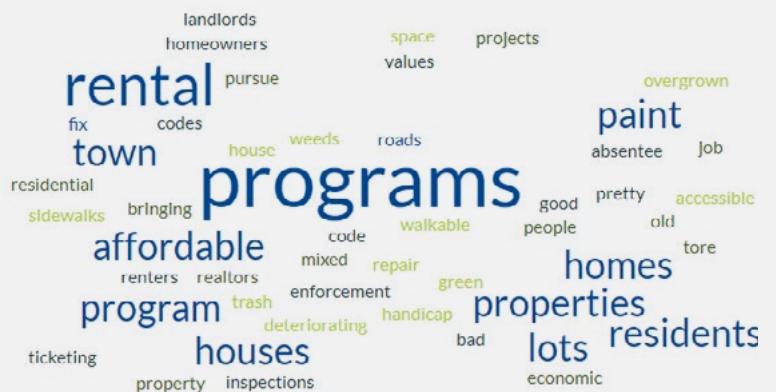
Respondents were able to place dot stickers next to priorities they think should be included in the Master Plan. The top three categories chosen by respondents were Redevelopment, Housing, and Sustainability and Resilience. Additional priorities identified related to economic and business development and City communication.



## Survey

An online and paper survey was made available to receive resident feedback on quality of life, public services, transportation, cultural and economic development, and housing in Inkster. Additionally, an online comment map was available so respondents could provide their likes, dislikes, and ideas for specific locations in Inkster. Staff received responses from 46 respondents during the survey period. The following summarizes key survey takeaways:

- » Quality of Life and the Public Realm. Repurposing vacant lots appeared to be a high priority for many Inkster residents.
- » Public Services & Facilities. There is a general dissatisfaction with the enforcement of property maintenance codes among engaged respondents.
- » Transportation. Respondents expressed concern for safety while walking and biking in Inkster.
- » Cultural & Economic Development. Most respondents wanted to see more of a variety of different businesses in Inkster. The top three business types selected by respondents as being needed were grocery stores, sit-down restaurants, and bank/financial institutions.
- » **Housing.** Many respondents expressed that they thought programming like home repair assistance programs, rental subsidy programs, and reinstating previous programs like Paint the Town would assist people in maintaining their existing housing. They also identified housing diversity as important for the future of Inkster.





**MASTER PLAN** · CITY OF INKSTER, MI



**04.**  
**HOUSING AND  
NEIGHBORHOODS**

## 4.1 INTENT AND PURPOSE

The Housing & Neighborhood Chapter of the City of Inkster's Master Plan aims to provide a comprehensive understanding of the city's current housing conditions, while identifying strategic opportunities for growth and improvement. This chapter delves into the Community Housing Snapshot and Characteristics of Housing to capture the present state of Inkster's housing stock, demographics, and the various social and economic factors that influence the residential landscape. The evolving needs of residents are identified through housing needs assessments, offering insights into current demand, market trends, and the capacity of the housing sector to meet these needs.

Further, this chapter provides a thorough assessment of the Strengths, Weaknesses, Opportunities, Threats that highlights the city's assets, challenges, and untapped potential. Through these analyses, key findings and identify opportunities to foster sustainable housing development, improve neighborhood vitality, and promote equity are presented. The chapter serves as a guiding framework for addressing future housing needs while supporting Inkster's goals for community well-being and long-term growth.

## 4.2 COMMUNITY HOUSING SNAPSHOT

### Populations & Projections

It is important to understand the role of people to understand the intent and purpose for addressing housing needs. Further, strategies for housing are impacted by current and future populations trends. The following section explores population trends and projection data using data from the 2020 Census and the Southeastern Michigan Council of Governments (SEMCOG).

**Table 16. Population Trends – City of Inkster, 1940-2020**

	1940	1950	1960	1970	1980	1990	2000	2010	2014*	2020
City of Inkster	7,044	16,728	39,097	38,595	35,190	30,772	30,115	25,369	25,056*	26,088

Source: U.S. Decennial Census, 1960-2000; U.S. Decennial Census (Table P1), 2010-2020

The City of Inkster maintained a peak population in 1960 and maintained a housing stock which supported the 39,097 residents in predominantly single family and multiple family dwelling units. The future population trends for the City of Inkster are estimated to maintain a steady population with minimal growth, fluctuating around 25,000 residents. Trends in population give an indication on the type and amount of housing needed to support the future population need for Inkster residents.

**Table 17. Population Projections, – City of Inkster, 2030-2045**

	2030	2035	2040	2045	2050
City of Inkster	25,682	25,845	25,993	25,998	25,868

Source: SEMCOG Population Estimates, 2030-2045



## Community Population Age & Ethnicity

A housing stock for a community must reflect the needs of the community to properly provide the housing options and types that residents seek. As community populations age, the individual needs of residents change, and so do their housing expectations. The age of families and individual households reflect the presence of community amenities, cost-burden and expenses, and where residents choose to live. It is important to understand the impacts of changes in population age over time, gender ratio, and the relationship to housing needs.

**Table 18. Population Age – City of Inkster, 2010 and 2020**

Population Age	2010	+/-	2020
Under 5 years	1,858	31	1,889
5 to 9 years	1,901	102	2,003
10 to 14 years	2,000	66	2,066
15 to 17 years	1,328	-188	1,140
18 and 19 years	858	-127	731
20 years	439	-117	322
21 years	322	23	345
22 to 24 years	1,069	-22	1,047
25 to 29 years	1,550	487	2,037
30 to 34 years	1,619	220	1,839
35 to 39 years	1,664	-182	1,482
40 to 44 years	1,603	-118	1,485
45 to 49 years	1,744	-155	1,589
50 to 54 years	1,693	-89	1,604
55 to 59 years	1,554	119	1,673
60 and 61 years	593	-4	589
62 to 64 years	699	191	890
65 and 66 years	418	146	564
67 to 69 years	560	112	672
70 to 74 years	645	255	900
75 to 79 years	509	58	567
80 to 84 years	417	-107	310
85 years and over	326	18	344

The population trends in Inkster between 2010 and 2020 show a mixed pattern of growth and decline across various age groups. Notably, the youngest age groups (under 5 years, 5 to 9 years, and 10 to 14 years) saw moderate increases, while there was a significant decline in the teenage population (15 to 19 years). The young adult population (25 to 29 years) experienced the most substantial growth, indicating a possible influx of young professionals or families.

Meanwhile, the middle-aged population (35 to 49 years) saw a marked decline, which may indicate out-migration or an aging demographic. However, older adults, particularly those aged 55 to 59 years and 70 to 74 years, experienced significant growth, reflecting the aging population trend seen in many communities. These shifts point to changing housing and community service needs, particularly for young adults and seniors.

### Population Age Summary

- » The 5 to 9 years age group grew by 102, while the 10 to 14 years age group saw a rise of 66 individuals, indicating growth in young children and adolescents.
- » Significant declines occurred in the 15 to 17 years age group (-188) and the 18 to 19 years group (-127), showing a drop in teenage population.
- » The 20- and 21-years age groups saw a decrease, especially among 20-year-olds (-117), while 21-year-olds showed a slight increase (+23).
- » The 25 to 29 years age group saw the largest increase (+487), reaching 2,037 individuals, reflecting a growth in young adults.
- » Age groups between 30 to 34 years and 55 to 59 years experienced significant growth, increasing by 220 and 119 individuals, respectively.
- » There were notable declines in the 35 to 49 years groups, particularly in the 35 to 39 years (-182) and 45 to 49 years (-155) age ranges.
- » The senior population, particularly those 70 to 74 years, increased by 255, showing growth in the elderly population.
- » The oldest age groups, 80 to 84 years and 85 years and over, saw decreases, especially in the 80 to 84 years group (-107).

## 4.3 CHARACTERISTICS OF HOUSING

### Housing Tenure

Housing tenure refers to the distribution and dynamics of occupied housing units, with a distinction between owner-occupied and renter-occupied properties. The make-up of owner-occupied and renter-occupied units gives an indication of housing market stability and the level of housing investment within a community. Between 2011 and 2022, Inkster saw a decline in total occupied housing units, driven largely by a reduction in owner-occupied housing. The number of owner-occupied units dropped sharply, indicating a shift away from homeownership. In contrast, renter-occupied housing steadily grew, suggesting potentially an increased rental demand or a shift in housing preferences or a trend of a growing number of investment properties due to the low cost of homes in the community at that time. Despite the decline in homeownership, the average household size for owner-occupied units increased over the years, signaling a trend of larger family units in owned homes.

**Table 19. Housing Tenure – City of Inkster, 2011-2022**

HOUSING TENURE	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Occupied housing units	9,222	9,031	8,953	9,002	9,130	9,348	9,477	9,451	9,466	9,460	9,754	9,789
Owner-occupied	4,101	3,753	3,683	3,888	4,145	4,456	4,679	4,887	4,851	4,828	4,956	5,132
Renter-occupied	5,121	5,278	5,270	5,114	4,985	4,892	4,798	4,564	4,615	4,632	4,798	4,657
Average household size of owner-occupied unit	2.76	2.72	2.6	2.53	2.44	2.38	2.48	2.5	2.53	2.63	2.58	2.58
Average household size of renter-occupied unit	2.79	2.9	2.75	2.81	2.84	2.81	2.68	2.72	2.71	2.65	2.59	2.67

Renter-occupied units also experienced an increase in household size, peaking in 2021 before slightly declining. This growth in household sizes could reflect a rise in multi-generational or shared housing arrangements. Overall, these trends point to changing housing dynamics in Inkster, with increased rental demand and potential affordability issues in the housing market.

- » Total occupied housing units decreased from 9,789 in 2011 to 9,222 in 2022.
- » The number of owner-occupied units declined over 1,000 units from 5,132 in 2011 to 4,101 in 2022.
- » Renter-occupied units increased slightly from 4,657 in 2011 to 5,121 in 2022, peaking in 2021 at 5,278 units.
- » The average household size for owner-occupied units increased from 2.58 in 2011 to 2.76 in 2022, indicating larger households over time.
- » The average household size for renter-occupied units varied more, with a peak of 2.90 in 2021, before dropping slightly to 2.79 in 2022.

## Home Values

The value of homes provides a dynamic view of the economic, social, and infrastructural health of a city, offering insights that are crucial for both residents and policymakers. Insights from home values can indicate housing market growth, demand for housing or community investment, and trends or gaps in the current housing stock. The housing market in Inkster has experienced a gradual rise in property values between 2015 and 2022, with a significant shift from lower-value homes to higher-value ones. Homes valued at less than \$50,000, which once made up a large share of the market, have declined by more than 50%, reflecting an overall improvement in housing quality or increased demand for more valuable properties. The growth in homes valued between \$100,000 and \$299,999, especially between 2020 and 2022, indicates that the market is trending towards mid-range and higher-value homes, likely driven by market recovery, increased buyer interest, or new development.

**Table 20. Home Values – City of Inkster, 2015-2022**

	2022	2021	2020	2019	2018	2017	2016	2015
Owner-occupied units	4,101	3,753	3,683	3,888	4,145	4,456	4,679	4,887
Less than \$50,000	1,208	1,498	1,789	2,004	2,249	2,633	2,747	2,516
\$50,000 to \$99,999	1,848	1,587	1,333	1,389	1,368	1,460	1,598	1,903
\$100,000 to \$149,999	447	360	266	285	371	212	177	272
\$150,000 to \$199,999	262	45	40	72	91	131	119	149
\$200,000 to \$299,999	93	135	124	23	4	4	8	7
\$300,000 to \$499,999	161	43	40	52	61	14	15	18
\$500,000 to \$999,999	74	82	87	59	1	2	10	15
\$1,000,000 or more	8	3	4	4	0	0	5	7
Median (dollars)	69,000	59,900	51,500	48,700	47,000	44,300	45,000	49,100

The median home value has seen consistent growth, rising from \$49,100 in 2015 to \$69,000 in 2022. This suggests a positive housing market outlook in terms of property appreciation, although affordability could become a concern for potential homeowners as fewer low-cost housing options remain available. The trend toward higher-value homes may reflect broader regional housing market dynamics or investment in the area, but it also underscores the need for affordable housing solutions to accommodate lower-income households.

- » The number of owner-occupied units in Inkster decreased from 4,887 in 2015 to 4,101 in 2022, with a steady decline over the years.
- » Homes valued at less than \$50,000 dropped significantly from 2,516 in 2015 to 1,208 in 2022, signaling a reduction in low-value properties.
- » The number of homes valued between \$50,000 and \$99,999 increased from 1,903 in 2015 to 1,848 in 2022, though it peaked at 1,587 in 2021, suggesting stabilization in this price range.
- » Homes valued between \$100,000 and \$149,999 saw substantial growth, increasing from 272 units in 2015 to 447 in 2022.
- » Higher-value homes (\$150,000 to \$199,999 and above) grew notably, especially between 2020 and 2022, with homes in the \$300,000 to \$499,999 range jumping from 43 in 2021 to 161 in 2022.
- » The median home value rose from \$49,100 in 2015 to \$69,000 in 2022, reflecting an overall increase in property values.

## Age of Housing

The age of housing units tell the history of residential development of a city, and how much demand for housing exist at a given period of time. Inkster's housing stock is predominantly older, with the majority of homes constructed before 1970. The largest share of homes were built between 1950 and 1959, making up nearly half of the total housing units in 2022. This suggests that a significant portion of Inkster's housing may be in need of maintenance, upgrades, or modernization to meet current living standards. The decline in housing units built during the 1960s, likely due to aging and obsolescence, underscores the importance of rehabilitating older properties.

**Table 21. Age of Housing Units – City of Inkster, 2015-2022**

Year Structure Built	2022	2021	2020	2019	2018	2017	2016	2015
Total housing units	11,081	10,752	10,739	10,672	10,808	11,219	11,304	11,371
Built 2020 or later	0	0	58	50	30	28	0	0
Built 2010 to 2019	29	62	0	0	0	14	9	9
Built 2000 to 2009	486	475	442	354	349	442	324	312
Built 1990 to 1999	469	450	532	464	395	340	324	307
Built 1980 to 1989	263	234	259	307	222	289	359	437
Built 1970 to 1979	1,431	1,640	1,629	1,663	1,521	1,428	1,375	1,456
Built 1960 to 1969	1,308	1,291	1,671	1,813	2,027	2,286	2,528	2,299
Built 1950 to 1959	4,835	4,745	4,308	3,974	4,182	4,153	4,183	4,263
Built 1940 to 1949	1,508	1,202	1,120	1,391	1,396	1,548	1,603	1,678
Built 1939 or earlier	752	653	720	656	686	691	599	610

New housing development has been minimal over the past decade, with virtually no homes built post-2020 and only a handful constructed between 2010 and 2019. This trend suggests limited new construction activity and potential barriers to residential development in Inkster. As the existing housing stock continues to age, this lack of new construction may contribute to housing challenges, including affordability, quality, and availability. Encouraging new development and investing in the maintenance of older housing will be crucial for meeting future housing demand in the city.

- » Total housing units in Inkster fluctuated slightly from 11,371 in 2015 to 11,081 in 2022, reflecting a general decline.
- » There were no housing units built after 2020 in 2021 or 2022, with only 58 units recorded as built in 2020.
- » New construction (built between 2010 to 2019) remained minimal, with only 29 new units in 2022.
- » The bulk of the housing stock was built between 1950 and 1959, comprising 4,835 units in 2022, or nearly 44% of total housing.
- » Housing built between 1960 and 1969 has declined from 2,299 units in 2015 to 1,308 units in 2022, reflecting the age and potential depreciation of these homes.
- » Older homes (built before 1950) still make up a significant portion of the housing stock, with over 2,260 units in 2022, though the number has steadily decreased since 2015.

## Housing Stock

The housing stock of the City of Inkster is diverse and offers a variety of housing options each with various amenities that meet the needs of its' residents. Inkster's housing stock is overwhelmingly dominated by single-family, detached homes, which have remained the primary form of housing in the city. These homes have seen slight declines in recent years, though they still account for the vast majority of residential structures. In contrast, larger multi-family housing units (with 20 or more units) have decreased notably, which may limit the availability of affordable rental options, as these types of units typically serve a broad range of renters.

**Table 22. Housing Stock**– City of Inkster, 2015-2022

Units in Structure	2022	2021	2020	2019	2018	2017	2016	2015
Total housing units	11081	10752	10739	10672	10808	11219	11304	11371
1-unit, detached	8229	7918	7711	7661	7954	8254	8347	8433
1-unit, attached	168	167	192	106	135	200	177	187
2 units	281	179	194	210	175	190	252	205
3 or 4 units	311	342	458	412	332	351	360	257
5 to 9 units	578	536	436	540	465	455	452	517
10 to 19 units	628	602	676	647	688	753	779	756
20 or more units	765	868	860	945	871	877	809	955
Mobile home	121	140	212	151	188	139	128	61
Boat, RV, van, etc.	0	0	0	0	0	0	0	0

The stability in small multi-family structures (such as 2, 3-4, and 5-9 unit buildings) and a minimal number of mobile homes reflect Inkster's focus on traditional housing forms, rather than on diverse or alternative housing types. However, with the decrease in larger multi-family housing units and mobile homes, there may be increased pressure on affordable housing options. Future housing strategies should consider diversifying housing types to meet a range of needs, particularly as rental demand continues to grow in the city.



## Housing Occupancy

The occupancy of the housing units in the City of Inkster offers an opportunity to attract residents to vacant units and to identify areas for future growth and development. Housing occupancy can be understood by measuring occupied homes and rental units. The housing occupancy data for Inkster reveals a complex landscape where total housing units have not only declined since their peak in 2011 but have also seen fluctuations in occupancy and vacancy rates. While the number of occupied units increased slightly in 2022, the rise in vacant units signals that there are still significant challenges in the housing market, potentially impacting the community’s stability and economic health. The increase in homeowner vacancy rates raises concerns about the accessibility and desirability of homes for sale, which could further depress property values if the trend continues.

**Table 23. Housing Occupancy – City of Inkster, 2011-2022**

Housing Occupancy	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Total housing units	11,081	10,752	10,739	10,672	10,808	11,219	11,304	11,371	11,607	11,820	12,072	12,178
Occupied housing units	9,222	9,031	8,953	9,002	9,130	9,348	9,477	9,451	9,466	9,460	9,754	9,789
Vacant housing units	1,859	1,721	1,786	1,670	1,678	1,871	1,827	1,920	2,141	2,360	2,318	2,389
Homeowner vacancy rate	2.9	1.3	0.9	1	3.9	4.4	5.1	5.3	5.2	4	3.1	2.6
Rental vacancy rate	8.1	9.9	9.9	10.5	8.4	9.5	7.2	9.2	11.4	12.5	12.4	13.4

Conversely, the rental vacancy rate's decrease suggests some improvement in the rental market, although it remains high, indicating that many rental properties are still unoccupied. This presents a challenge for landlords and may hinder new investment in rental properties. To enhance housing stability in Inkster, strategies should focus on reducing both homeowner and rental vacancy rates, encouraging occupancy through targeted outreach and support programs, and creating incentives for new development to meet current housing demand while revitalizing existing properties.



## Homeowner Cost as Percentage of Income

Housing units with and without mortgages in the City of Inkster reveal notable trends and shifts in housing affordability over time. The housing cost burden data for Inkster presents a mixed picture of affordability and financial strain among homeowners without a mortgage. The increase in units without a mortgage suggests that a segment of the population is achieving greater financial independence, yet many of these households still face significant challenges in managing housing costs. The rise in units paying 35% or more of their income on housing underscores the persistent issue of affordability, indicating that a considerable number of residents may be living 'paycheck to paycheck', which can adversely affect their quality of life.

**Table 24. Housing Cost Burden: Housing Cost as a Percentage of Income – City of Inkster, 2011-2022**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	2,466	2,203	2,168	2,199	1,848	2,328	2,341	2,415	2,167	2,105	3,006	3,258
Less than 10.0 percent	814	661	708	789	679	771	736	690	566	431	893	927
10.0 to 14.9 percent	497	448	397	370	289	435	431	398	386	351	375	361
15.0 to 19.9 percent	219	222	219	257	153	287	279	337	345	361	391	456
20.0 to 24.9 percent	136	145	146	187	158	209	205	232	168	206	241	275
25.0 to 29.9 percent	94	111	116	154	569	207	200	170	129	116	1106	1239
30.0 to 34.9 percent	139	138	165	123	0	132	143	144	90	105	47	66
35.0 percent or more	567	478	417	319	2269	287	347	444	483	535	1851	1764
Not computed	33	40	30	41	785	54	44	25	49	62	433	441

Conversely, the increase in units with housing costs less than 10% of income is a positive sign, suggesting that some homeowners are finding stability and can allocate resources to other essential needs. However, the sharp decline in the middle-income brackets (specifically those spending 25% to 29.9% of their income) raises questions about economic dynamics and the local housing market. Overall, there is a need for strategies to enhance housing affordability and reduce cost burdens in Inkster, such as financial literacy programs, assistance for low- and moderate-income homeowners, and policies that encourage affordable housing development.

- » The number of housing units in Inkster without a mortgage increased significantly from 2,203 in 2021 to 2,466 in 2022, indicating a trend toward financial independence for some homeowners.
- » A notable portion of these units is experiencing cost burdens, particularly those paying 35% or more of their income on housing, which increased from 478 units in 2021 to 567 in 2022.
- » The percentage of units with housing costs constituting less than 10% of income rose to 814 in 2022, up from 661 in 2021, reflecting an improvement in affordability for some homeowners.
- » There is a significant drop in the number of homeowners paying 25% to 29.9% of their income on housing, from 569 units in 2018 to 94 units in 2022, which may indicate a shift toward either increased income or decreased housing costs.
- » The category of housing cost burdened units (30% or more of income) remains concerning, particularly for those paying 35% or more, which signifies financial strain for many households.

## Gross Rent as a Percentage of Household Income (Grapi)

The data on gross rent as a percentage of household income in Inkster reveals a concerning trend regarding rental affordability. The significant portion of renters (47.4%) paying 35% or more of their income in rent highlights the financial strain faced by many households, potentially leading to increased instances of housing instability and related socioeconomic issues. While some improvement can be seen in the percentage of renters paying between 15% and 24.9% of their income, the overall decline in occupied rental units suggests that the rental market may not be accommodating the growing need for affordable housing.

**Table 25. Gross Rent as a Percentage of Household Income – City of Inkster, 2011-2022**

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011
Occupied units paying rent (excluding units where GRAPI cannot be computed)	4,521	4,634	4,658	4,608	4,498	4,419	4,389	4,180	4,293	4,283	4,333	4,190
Less than 15.0 percent	561	542	578	570	515	502	452	364	332	328	341	379
15.0 to 19.9 percent	487	429	473	572	514	472	370	289	201	184	351	334
20.0 to 24.9 percent	489	539	525	427	332	347	346	338	345	353	387	364
25.0 to 29.9 percent	445	531	513	394	538	536	463	535	569	490	483	520
30.0 to 34.9 percent	399	384	348	430	388	383	477	384	342	329	281	216
35.0 percent or more	2140	2,209	2,221	2,215	2,211	2,179	2,281	2,270	2,504	2,599	2,490	2,377
Not computed	600	644	612	506	487	473	409	384	322	349	465	467

Despite a small number of renters benefiting from lower rental costs, the predominance of higher-cost burdens demonstrates the need for effective policies and programs to address these challenges. Solutions may include increasing the supply of affordable housing, implementing rent control measures, and providing rental assistance to low- and moderate-income families. Additionally, strategies to enhance financial literacy and empower renters to negotiate better terms could contribute to greater stability in the rental market and improve overall community well-being in Inkster.

- » The number of occupied rental units in Inkster decreased slightly from 4,634 in 2021 to 4,521 in 2022, indicating a potential decline in the rental market.
- » A significant majority of renters (approximately 47.4% or 2,140 units) are paying 35% or more of their income on rent, which is indicative of a serious housing cost burden.
- » The percentage of renters spending less than 15% of their income on rent has remained relatively stable, with 561 units recorded in 2022, but this represents only 12.4% of all occupied rental units.
- » Units paying between 15% and 24.9% of income have seen fluctuations, with the 15.0 to 19.9% category increasing to 487 units in 2022, suggesting some renters may be achieving better affordability.
- » The number of units with rent not computed has decreased, but there were still 600 units in 2022, indicating some rental agreements or income situations that may complicate understanding true affordability.

## 4.4 HOUSING OPPORTUNITY ANALYSIS

This Housing Opportunity Analysis serves as a strategic tool to assess the current state of the community's housing landscape and identify areas for improvement and opportunity. By examining the strengths, weaknesses, opportunities, and threats related to housing and neighborhoods in the City of Inkster, this analysis aims to provide a comprehensive understanding of the unique challenges and assets within the community. The insights gleaned from this evaluation will inform policymakers, stakeholders, and community members as they work collaboratively to develop targeted strategies that enhance housing affordability, stability, and overall quality of life for all residents. Supporting the development of actionable recommendations that align with the broader goals of the Master Plan, ensuring a vibrant, sustainable, and equitable future for Inkster's neighborhoods.

### Strengths

- » **Diverse Housing Stock.** Inkster has a varied housing inventory, including single-family homes, multi-family units, and mobile homes, catering to different income levels and household sizes.
- » **Stable Owner-Occupied Units.** The increase in owner-occupied units from 3,753 in 2021 to 4,101 in 2022 indicates a trend towards homeownership, which can lead to community stability and investment.
- » **Median Housing Value Growth.** The rising median home value from \$51,500 in 2020 to \$69,000 in 2022 reflects a positive shift in the housing market and can enhance community pride and investment.

### Weaknesses

- » **High Rental Burden.** Approximately 47.4% of renters are spending 35% or more of their income on housing, indicating significant affordability challenges and financial strain on households.
- » **Aging Housing Stock.** A large portion of the housing was built before 1950 (4,835 units), which may require substantial maintenance and renovations, impacting livability and property values.
- » **Vacancy Rates.** The rising number of vacant units (1,859 in 2022) signals potential issues with the attractiveness or affordability of the housing market, which could lead to neighborhood decline.

## Opportunities

- » **Investment in Affordable Housing.** There is a need for more affordable housing options, particularly for low- and moderate-income families, which presents an opportunity for development and funding.
- » **Community Development Initiatives.** Leveraging community input and partnerships to create programs aimed at improving housing conditions and accessibility can enhance neighborhood quality and engagement.
- » **Financial Assistance Programs.** Implementing rental assistance and homebuyer education programs can empower residents to make informed decisions about housing, leading to greater stability.

## Threats

- » **Economic Instability.** Potential economic downturns can exacerbate housing affordability issues and increase homelessness or housing insecurity in the community.

## 4.5 HOUSING STRATEGIES

The housing strategy for the City of Inkster offers a tailored approach to achieving goals and objectives that not only address immediate housing needs but also support long-term sustainable growth. Enhancing this strategy through alignment with the Michigan Statewide Housing Plan provides a strategic framework to tackle the city's housing challenges while leveraging state resources and best practices. By aligning local objectives with statewide priorities, Inkster can strengthen its efforts to increase access to affordable, equitable housing, improve housing supply, and enhance overall affordability for residents. This alignment also enables Inkster to tap into broader state initiatives, foster collaboration, and implement innovative solutions that improve housing opportunities for all residents.

### Strategic Housing Priorities

The Michigan Statewide Housing Plan outlines key priorities, goals, and strategies to address housing affordability and overcome barriers to housing. The priorities identified in the plan offer clear areas of focus for the effective implementation of housing strategies.

- » Equity and Racial Justice
- » Housing Ecosystem
- » Preventing and Ending Homelessness
- » Housing Stock
- » Older Adult Housing
- » Rental Housing
- » Homeownership
- » Communication and Education

### Key Terms to Implement Housing Strategies

**Accessible Housing.** A dwelling that offers accommodations for people with disabilities to live barrier-free and safely

**Affordable Housing.** Housing for which the occupant is paying no more than 30% of their gross income in housing costs, including utilities.

**Area Median Income (AMI).** The middle amount of income for a community or region in a distribution of incomes. In other words, half of the population has an income below the AMI and half has an income above the AMI. This is used as a benchmark for determining the overall income levels of geographic areas.

**Extremely Low-Income.** A household whose annual income does not exceed the federal poverty level or 30% of the AMI, whichever number is higher.

**Healthy Housing.** Housing that provides its residents with a safe and sanitary place to live, reducing the risk of health problems such as asthma, lead poisoning, or other illness and injury.

**Low-Income.** A household whose annual income does not exceed 50% of the AMI

**Marginalized Populations.** Groups or categories of people who experience discrimination or exclusion from communities or opportunities due to imbalances of wealth or power.

**Mixed-Income Housing.** Housing that provides a range of options that people at various income levels can afford.

**Moderate Income.** A household whose annual income is between 50% and 80% AMI.

**Workforce Housing.** Housing that is affordable and typically created for workers in close proximity to their jobs.

*Source: MI Statewide Housing Plan Appendix B*

## Strategic Recommendations

To ensure alignment with statewide housing objectives, the Strategic Recommendations consolidates the goals and strategies outlined in the analysis of the Michigan Statewide Housing Plan and those strategies most relevant to Inkster’s unique housing challenges and opportunities. By focusing on those strategies that directly support Inkster’s needs—such as increasing affordable housing, enhancing housing supply, and improving equity in housing access.

In addition to the Statewide Housing Plan’s Goals and Strategies the City can consider strategies to address vacancies and non-structural blight to support the strength of neighborhoods. Non-structural blight (NSB) can be defined as properties with some or all of the following characteristics:

- » Has visual indications of lack of care, making the parcel unsightly or an eyesore. For example, a lack of maintenance, accumulation of household goods outdoors, and intentional dumping (e.g., construction waste, tires).
- » Has other nuisances (e.g., groundhogs) and/or hazardous materials present.
- » Can occur on parcels with and without structures.

- » Can occur on parcels with occupied or vacant structures.
- » Is not synonymous with “vacant lot” (some vacant lots are NSB and some are not).

The Center for Community Progress has documented efforts to help abate NSB in Flint, Michigan. The City of Inkster could implement some of the following strategies as first steps towards utilizing vacant and blighted spaces in neighborhoods.

- » Continue demolition of vacant and abandoned buildings in poor condition and work with community partners to devise and implement a long-term maintenance plan for vacant lots after demolition.
- » Promote and incentivize parcel assembly, land acquisition, and lot clearing, prioritizing low-vacancy blocks to facilitate the land use transitions from existing conditions to recommended place types.

Invest necessary resources and promote partnerships with community groups and institutions to maintain community open space and enhance sense of community in low-density neighborhoods.

**Michigan's Statewide Housing Plan**

**Housing Ecosystem**  
The housing ecosystem consists of components that interconnect across the priority areas of the plan. Attention to the housing ecosystem is foundational to the effectiveness of actions taken to improve housing in the state.

**Goal Highlights:** Enhancing collaboration among the many organizations that make up the housing ecosystem • Increasing the availability of data on housing needs and opportunities • Increasing the size and diversity of the construction workforce • Offering more opportunities for diverse housing contractors • Increasing affordable high-speed internet access

**16%**  
Drop in Michigan's working in construction between 2007 and 2012

**85%**  
Of Michigan households have access to broadband, although access varies widely by location, income, ethnicity, etc. (2019)

**Housing Stock**  
Michigan has a pressing need to develop, rehabilitate, and preserve housing across the state at price points for every level of income.

**47%**  
Of Michigan housing units were built prior to 2001

**44%**  
Of Michigan's recent units are vacant properties (2019)

**Goal Highlights:** Increasing the supply of affordable, accessible, attainable, and workforce housing • Reducing construction and maintenance costs • Meeting state climate and healthy housing goals • Rehabilitating and weatherizing existing housing stock • Expanding zoning practices that increase the housing supply • Preventing displacement from gentrifying neighborhoods

**Older Adult Housing**  
Housing for older adults (age 65 or older) is of special concern in Michigan due to the growth of its aging population.

**15%**  
Increase in older adult population in Michigan from 2013 to 2019

**2nd Lowest**  
Older adults in Michigan had the second lowest annual income compared to all other adults in 2019

**Goal Highlights:** Expanding the supply of affordable, accessible rental units for older adults • Helping older adults age in place • Increasing the availability of affordable facilities that offer a continuum of care for their residents

**Preventing and Ending Homelessness**  
Ensuring stability for those who have experienced the lack of a home and who need intensive supports, as well as those who chronically experience housing instability, is the focus of this priority. This area was developed with and aligned to Michigan's Campaign to End Homelessness (MCEH).

**38,247**  
Michiganians experienced homelessness (2019)

**13,586**  
Families and children were homeless (2019)

**Rental Housing**  
Rental housing is an important housing option for Michigan residents who cannot afford or are not interested in homeownership.

**48%**  
Of Michigan renters paid no more for housing per household (2019)

**28%**  
Of Michigan renters reported covered low incomes in 2019

**Goal Highlights:** Reducing the number of evictions • Reducing the number of people experiencing rent burden • Increasing the quality of rental housing

## Equity and Racial Justice

**Objective:** To address systemic challenges to accessible and equitable housing by removing discriminatory barriers affecting housing choices of marginalized populations.

Strategy	Action
1.1.A	Establish a standing equity advisory committee including those with lived experience to review findings and housing equity concerns (e.g., access to affordable housing, accessibility, lead in drinking water/paint, credit worthiness) and then provide recommendations to the statewide housing partnership responsible for implementation of the Statewide Housing Plan
1.1.B	Work with other sectors, such as business, health care, and the courts, to create and implement a process for the sharing of relevant data.
1.2. A	Identify and address redlining, exclusionary zoning, and other discriminatory policies and practices that result in inequities and residential segregation, including but not limited to appraisals, assessment of State Equalized Value, loan application denials, and insurance premiums
1.2. D	Incentivize landlords to participate in housing programs serving vulnerable populations who hold temporary or emergency vouchers or other assistance.
1.3. A	Promote universal and barrier-free design accessibility, while considering additional space for special needs and equipment and contextual factors (e.g., access to transit and amenities) that influence accessibility.
1.3. B	Incentivize more affordable 3- and 4-bedroom unit options for larger and multigenerational households
1.3 C	Incentivize increased numbers of accessible units, including for extremely low incomes, in new development projects
1.4. D	Increase funding for rental supports for returning citizens and justice-involved individuals.
1.5.B	Promote the use of community-benefit agreements that give voice, amenities, protections, and other assurances to residents affected by development projects.

## Housing Ecosystem

**Objective:** Develop an ecosystem of resources that serve to improve the efficiencies of efforts and strategies which improve housing

Strategy	Action
2.1.A	Create and/or align regional networks to promote discourse, identify gaps, leverage resources, address systemic inequities, remove barriers, and collaborate on housing plans and projects; assess capacity of regional networks on a regular basis and fill gaps where appropriate.
2.1.B	Establish partnerships with organizations involved in the social determinants of health to ensure intersections with housing policies across the ecosystem, including COVID-19 policies.
2.1. C	Bring technical resources to communities to help them become ready for new housing development.
2.3. B	Create a statewide workgroup with key partners and people with lived experience (e.g., experience of housing instability, poverty, or homelessness) to explore opportunities for ensuring fair treatment and equitable employment in the construction, planning and zoning, and real estate industries.
2.4. C	Provide resources to help underrepresented entrepreneurs launch and grow construction, planning and zoning, and real estate businesses.
2.5. A	Coordinate with others, including the MIHI (Michigan High-Speed Internet) Office, in working to improve access and affordability.

## Preventing and Ending Homelessness

**Objective:** Encourage community action and policy which supports those who have experienced challenges with chronic homelessness and housing instability.

Strategy	Action
3.2. A	Incentivize development of affordable and accessible housing units for households at or below 30% AMI to increase supply.
3.2. C	Increase the supply of supportive housing units developed (including but not limited to recovery housing) by fully leveraging existing funding, expanding the pool of resources by soliciting new funding, and ensuring that those units are targeted to households in greatest need.
3.3. A	Increase funding for supportive housing services that are evidence-based, aligned with quality measures, and focused on tenant outcomes
3.5. C	Track supportive housing unit creation and annually re-evaluate unit projections by population to set and monitor unit production goals

## Housing Stock

**Objective:** Support the need to develop, preserve and rehabilitate a diverse range of housing options which fit the needs of residents of all income levels and affordability.

Strategy	Action
4.1. A	Advocate at the federal and state levels for increased funding, including gap funding, to support affordable and attainable housing ranging from small- to large-scale housing development.
4.1. D	Incentivize holistic, environmentally just development that provides equitable access to transportation (roads, non-motorized facilities, and/or public transit), child care, economic opportunity, education, and amenities in neighborhoods.
4.1. E	Use best practices from other states to apply tax increment financing and other incentives to encourage housing production and transformational market-driven development.
4.1. F	Implement recommendations of the Racial Equity Impact Assessment for the Low-Income Housing Tax Credit Program to increase more equitable affordable and attainable housing.
4.1. G	Build capacity for nonprofit, faith-based, and other purpose-driven housing development.
4.3. A	Streamline access to existing tools and funding sources to help with the added costs of developing energy-efficient housing.
4.3. B	To create more healthy housing, incentivize developers to use green building practices.
4.4. B	Support the establishment and use of guidelines for assessing the quality of housing stock.
4.4. E	Provide funding to municipalities and land banks to bring vacant and abandoned homes up to code in preparation for sale.
4.5. A	Encourage local municipalities and others tasked with project oversight and inspection to coordinate to ensure resident health and safety concerns are addressed in housing rehabilitation.
4.6. A	Provide more incentives and fund income and appraisal gaps to support the development of missing middle housing types and workforce housing.
4.6. E	Develop a toolkit for organizations and companies that documents the advantages of employer-assisted housing fund programs and how to establish one in order to retain and attract talent.
4.7. A	Provide capacity in the form of housing-related technical support for smaller municipalities.
4.7. C	Continue to provide funding for equitable and inclusive community master planning and zoning updates through the MEDC's Redevelopment Ready Communities program technical assistance match funding.
4.7. D	Develop model language for zoning amendments or overlays that remove obstacles to increasing the housing supply.
4.8. C	Educate about and promote the use of community land trusts/shared-equity housing.

Source: MI Statewide Housing Plan Priorities, Goals, & Strategies

## Older Adult Housing

**Objective:** Support programs and policy which provides assistance to housing for older adults and opportunities for marginalized populations to age in place.

Strategy	Action
5.1. A	Review and modify housing programs to remove barriers to expanding and improving older adult housing.
5.2. A	Develop or enhance local aging-in-place education and resources for older adults, their caregivers and families, and landlords through housing counseling agencies, Area Agencies on Aging, home and community services agencies, Program of All-Inclusive Care for the Elderly, and services that are near their homes or otherwise easily accessible.
5.2. B	Expand funding opportunities that would allow older adult homeowners and landlords to make modifications to units to support aging in place, accessibility, and visitability.
5.2. C	Support local zoning that is appropriate for older adult housing options, such as accessory dwelling units.
5.3. A	Work with regional and local government groups to develop best practices to help ensure that their older residents have access to a continuum of care in affordable and accessible facilities.
5.3. B	Where gaps exist, create new funding opportunities for new senior facilities providing a continuum of care through the collaboration of a broad array of partners.

## Rental Housing

**Objective:** Support populations served by rental housing by implementing policy which increase quality rental housing, protects the rights of tenants, and reducing the impacts of rent burden.

Strategy	Action
6.1. A	Encourage early-intervention eviction-diversion and referral programming at the community level that engages landlords, property managers, tenants, utilities, and community service providers to identify those who are at risk before court action is needed, and if unavoidable, increase access to legal services for tenants in eviction proceedings.
6.1. C	Expand prevention of and consequences for illegal lockouts by landlords.
6.2. A	Develop programs with landlords and their trade associations to remove barriers and provide incentives (e.g., screening criteria, rent guarantees).
6.2. B	Advocate for increased federal rental assistance funding, living wages, annual rent increase caps, and a requirement to count housing subsidy and other public benefits as a source of income for rental application purposes.
6.2. D	Identify non-federal funding sources that address gaps between housing subsidies and market rents while reflecting local conditions (e.g., utility costs).
6.2. E	Establish a statewide housing mobility program targeted particularly to Housing Choice Voucher tenant participants and prospective landlords, including affordable supportive services and incentives for landlords renting properties in mixed-income areas.
6.3. A	Provide assistance to landlords who have financial hardships to make sure property is up to code, is weatherized and energy efficient, and/or maintained for quality, health, and safety, conditioned on maintaining unit affordability
6.3. B	Provide shared resources and other support to municipalities to facilitate landlord registries, regular inspections, and code enforcement.

Source: MI Statewide Housing Plan Priorities, Goals, & Strategies

## Homeownership

**Objective:** Implement programs and policy which increase equity in homeownership and support the development of housing which meets a diverse range of incomes and including low- and moderate- income levels.

Strategy	Action
7.1. A	Expand programs that help households navigate the home-buying process with personalized, culturally responsive assistance.
7.1. B	Create a program to enhance oversight and accountability of the appraisal industry and empower homeowners and homebuyers to take action when they receive an evaluation that is lower than expected or receive a mortgage denial.
7.1. C	Increase shared-equity programs where the homebuyer and funding organizations share equity in homes and thereby make mortgages more affordable for low-income buyers over a period of time.
7.2. A	Create a public-private lender collaborative, with involvement from CDFIs, to identify new ways to increase lending to low- and moderate-income homebuyers, including down payment assistance
7.2. B	Connect people to workforce training programs, adult education, postsecondary education, and entrepreneurship training so they can continue to increase their earnings.
7.2. C	Work with municipalities to help them make fair and equitable property tax assessments.

## Communication and Education

**Objective:** Coordinate with the local and state agencies to increase awareness of resources and strategies for affordable, attainable, and opportunities for workforce housing.

Strategy	Action
8.1. B	Meet people where they are when communicating with them through culturally appropriate, accessible delivery formats (including for people with disabilities), languages, and messengers.
8.2. B	Increase awareness among housing providers and those who provide assistance of the programs and services available.
8.2. C	Increase awareness of the process for qualifying, enrolling, and obtaining local- and state-subsidized housing, including waiting lists, among those needing assistance.
8.3. A	Increase fair housing education, promotion, testing, obligation, and enforcement through partnerships and resource-sharing through the Fair Housing Centers, local government, the Michigan Department of Civil Rights, and HUD
8.3. B	Develop targeted educational materials specifically for populations with vulnerabilities such as those experiencing homelessness, immigrants, refugees, migrants, BIPOC, LGBTQ+, people with disabilities, etc., that outline their rights and communicate how to report suspected illegal or unethical landlord conduct.
8.4. A	With additional funding, expand the network of and outreach from providers who deliver financial literacy to support housing stability
8.4. C	Help those people who are unbanked to establish relationships with financial institutions.



**MASTER PLAN** · CITY OF INKSTER, MI





05.  
**TRANSPORTATION  
AND MOBILITY**

This chapter provides data on existing transportation in the City of Inkster, including crash data and traffic volumes, pedestrian infrastructure, and public transportation. Additionally, the chapter explores current planning best practices, such as Complete Streets policies and the State's current transportation goals and discusses their applicability to Inkster.

## 5.1 TRANSPORTATION GOALS

Prior to examining transportation data that illustrates existing transportation strengths and barriers in Inkster, it is important to look at previous transportation goals, the progress towards their implementation, and their relevance to Inkster today. The 2017 Master Plan contained transportation goals relating to branding and wayfinding along major streets and entrance points and improving transportation efficiency. The table below outlines these goals and any progress that has been made since 2017 in achieving these goals.

### 2017 Goal: Transportation

**Objective:** Maintain a safe, quality street network which operates at an acceptable level of service, is aesthetically pleasing, is considerate of pedestrian and bicyclists and ensures traffic on residential streets harmonize with the neighborhood.

#### ***Progress made toward 2017 Goals and Objectives***

- » Wayne County Department of Public Services 2020 Middlebelt Road Resurfacing Project
- » Received Safe Streets for All Grant with Wayne, Westland, and Garden City

### 2017 Goal: Non-Motorized and Public Transit

**Objective:** Develop a comprehensive non-motorized system of sidewalks, bike lanes, and pathways throughout the community which is safe, well maintained, allows access to various landmarks within the community, and provides a recreational and social amenity for residents.

#### ***Progress made toward 2017 Goals and Objectives***

- » Received Safe Streets for All Grant with Wayne, Westland, and Garden City in 2024
- » 2020 Amendment to the Sidewalk Ordinance to provide regulations on the maintenance and replacement of sidewalks
- » Both completely new construction developments approved by the Planning Commission included bike racks in their project

## 5.2 LOCAL CONTEXT

Transportation policies and upgrades to infrastructure are frequently influenced by the existing conditions of a city's transportation system. Data from SEMCOG and the U.S. Census American Community Survey illustrates the existing transportation infrastructure and safety in the City of Inkster and highlights potential opportunities for improvement.

### Crash Data

Crash data can illustrate ongoing safety and traffic concerns for roads in the City of Inkster. Identifying particular locations or intersections where automobile crashes or other accidents are prevalent may help the City prioritize locations for road improvements and the types of improvements that should be made. SEMCOG reported 311 crashes in the City of Inkster in 2022. The severity of these crashes are categorized in Table X below.

**Table 26. Crash Types – City of Inkster, 2022**

Type of Crash	Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage
Number of Crashes	3	11	30	36	231
Percentage	1.0%	3.5%	9.6%	11.6%	74.3%

Source: SEMCOG Crash Locations, 2022

Of the 311 crashes in Inkster, the vast majority (74.3%) involved property damage but no injury. Another 11.6% involved possible, but not confirmed, injury. Three crashes in the City of Inkster in 2022 were fatal.

The location of all types of crashes is pertinent in determining which intersections may benefit from road improvements that calm traffic, such as street landscaping, improved road markings and signage, or curb bulb outs. The intersections with the most crashes in 2022 are displayed in Table X.

**Table 27. Crash Locations – City of Inkster, 2022**

Location	Michigan Ave. and Middlebelt Rd.	Michigan Ave. and Inkster Rd.	Michigan Ave. and Central Dr.	Michigan Ave. and John Daly Rd.
Number of Crashes	26	25	9	9

Source: SEMCOG Crash Locations, 2022

The intersections with the highest number of crashes in 2022 were all along Michigan Avenue. Michigan Avenue and Middlebelt Road had the highest number of crashes and included one fatal crash in 2022. Michigan Avenue and Inkster Road similarly had 25 crashes. Michigan Avenue and Central Drive and Michigan Avenue and John Daly Road experienced much lower crash volumes.

## Commuting

Commuting data provides important insights on the daily transportation habits of Inkster residents. Table 13 shows the methods of transportation workers aged 16 years and older use to commute to work.

**Table 28. Means of Transportation to Work – City of Inkster, 2022**

Means of Transportation to Work	Count	Percent
Car, truck, or van - drove alone	7,210	76.29%
Car, truck, or van - carpooled	720	7.62%
Public transportation (excluding taxicab)	420	4.44%
Walked	96	1.02%
Taxicab, motorcycle, bicycle, or other means	348	3.68%
Worked from home	657	6.95%
<b>Total</b>	<b>9,451</b>	<b>100%</b>

Source: American Community Survey 5-year estimates, Table B08141, 2022

As is the trend throughout Michigan, the majority of Inkster residents use their own car to commute to work. The next most-used mode of transportation is carpooling. Finally, nearly 7% of Inkster residents, or 657 residents, worked from home in 2022.

## Road Classification & Jurisdictions

Roads are often classified by National Functional Classifications (NFC), which determine how the federal government distributes federal highway funding. Map X shows the NFC's for Inkster's roads and streets.

### Other Principal Arterials

Other Principal Arterials consist of freeways, high-traffic multilane roads, and other important roadways. These roads often represent main commercial corridors and are main routes to travel to different portions of the City. Michigan Avenue, Middlebelt Road, and Inkster Road are all considered Other Principal Arterials. These roads are eligible for federal aid, so federal funding sources should be considered when discussing improvement plans with the Wayne County Roads Division and the Michigan Department of Transportation.

### Major Collectors

Major Collectors are medium- to heavy-traffic roads that connect local roads to arterial roads. South Henry Ruff Road, John Daly Road, and Avondale Avenue are all considered Major Collectors. These roads are eligible for federal aid.

### Minor Arterials

Minor Arterials are multilane roads and other important roads that are an offshoot of the Interstate System. Cherry Hill Road is the only road considered a Minor Arterial. These roads are eligible for federal aid.

### Local Roads

The majority of Inkster's roads and streets are classified as local roads. Local roads are used primarily for access to residential neighborhoods and small shops or businesses integrated into the fabric of neighborhoods. These roads are not eligible for federal aid.



# Roadway Classifications

City of Inkster, Wayne County, Michigan

July 1, 2024

## LEGEND

National Functional Classifications

-  Interstate
-  Other Freeway
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local
-  Non-Certified
-  City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of Inkster, 2024. McKenna, 2024.



## 5.3 NON-MOTORIZED TRANSPORTATION

Non-motorized transportation, as the name suggests, are transportation strategies that do not involve a motorized vehicle. Pedestrian and bicycle transportation are the most common types of non-motorized transportation planners consider, however, improvements in bicycling and pedestrian networks can benefit many other non-motorized transportation modes, like skateboarding or rollerblading. The following sections explore existing non-motorized transportation infrastructure in Inkster as well as potential areas of improvement.

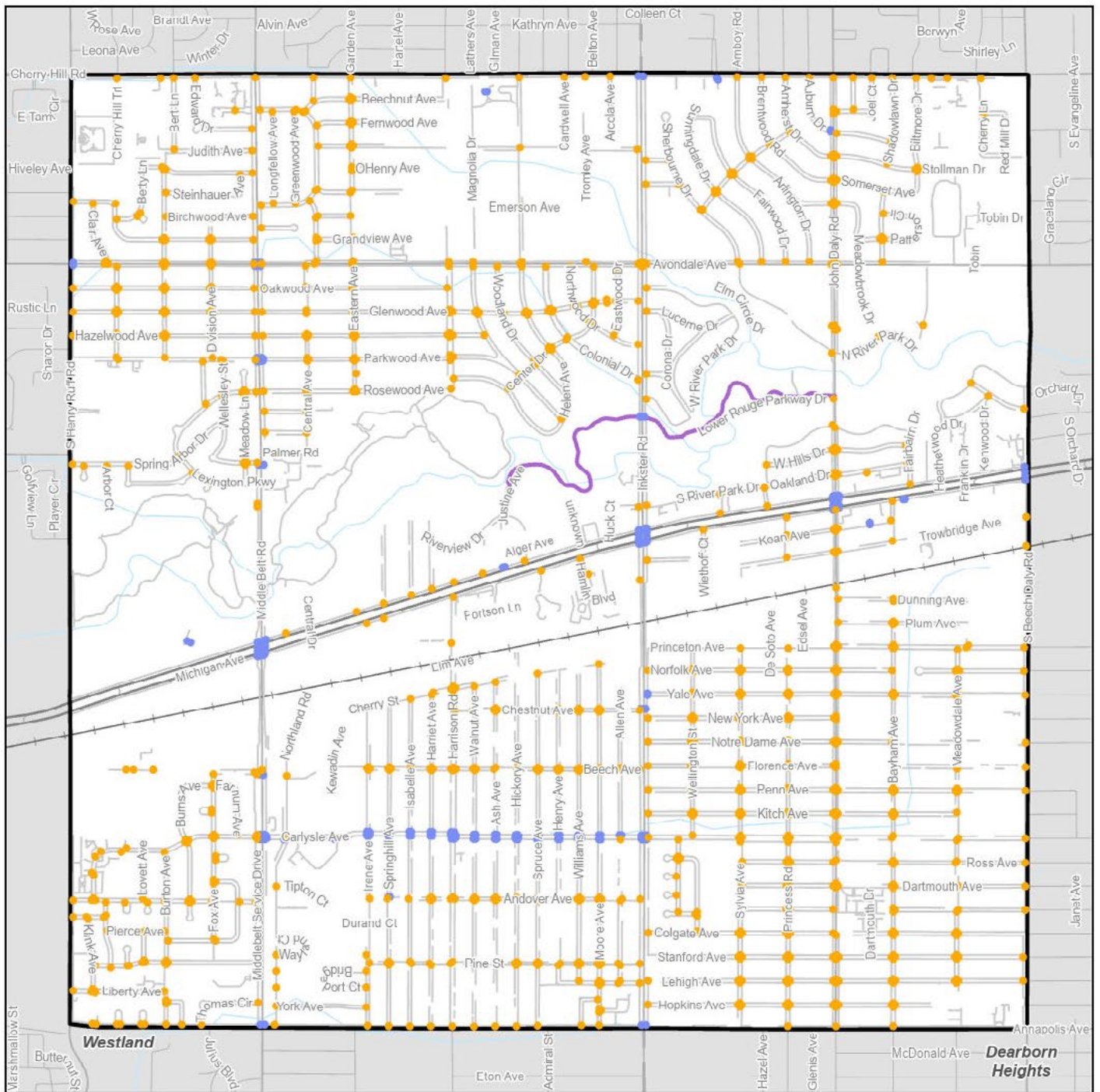
### **Pedestrian and Bicycle Network**

Non-motorized transportation strategies can include adding marked crosswalks for pedestrians, adding widened shoulders for bikers, or introducing a rented bike-share system. These strategies not only help improve transportation and amenity access to those who may not have access to a vehicle, but can help improve community health outcomes by encouraging outdoor exercise. Map X shows the existing active transportation infrastructure in Inkster, including shared use paths, sidewalks, and painted and unpainted crosswalks.

While most of Inkster's major and local roads appear to have a complete sidewalk network on both sides of the street, there are areas where sidewalk gaps are apparent. Trowbridge Avenue appears to have significant sidewalk gaps on both sides of the street. Additionally, the northwest corner of the City, north of Avondale Avenue and east of John Daly Road, appear to have noticeable gaps in the sidewalk network, as well as the southeast corner of the City south of the railroad tracks.

Crosswalks are also a key part of non-motorized transportation infrastructure. Unpainted crosswalks, where there are no painted crosswalk markings, but where the grade changes to match the street to allow pedestrians to cross from one side of the street to the other, are widely available in Inkster. Painted crosswalks, however, are concentrated along Carlyle Avenue and Michigan Avenue, with occasional painted crosswalks along Cherry Hill Road, Middlebelt Road, and Inkster Road. A strategy that Inkster may consider pursuing is converting some unpainted crosswalks on higher-traffic streets to painted crosswalks to improve pedestrian safety in these corridors.

Inkster also has a recreational and transportational amenity with the Lower Rouge County Parkway passing through the center of the City. Within the Parkway, there is a shared use path starting at John Daly Road, and continuing west through the Parkway and terminating at Justine Avenue. This shared use path is an asset that Inkster should enhance by extending the path or adding infrastructure that encourages its use and improves safety, such as adding lighting, markings, and bicycle fix-it stations along the path.



# Active Transportation

City of Inkster, Wayne County, Michigan

July 1, 2024

## LEGEND

- Marked Crosswalks
- Unmarked Crosswalks
- Shared Use Path
- Sidewalks
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. McKenna 2024.



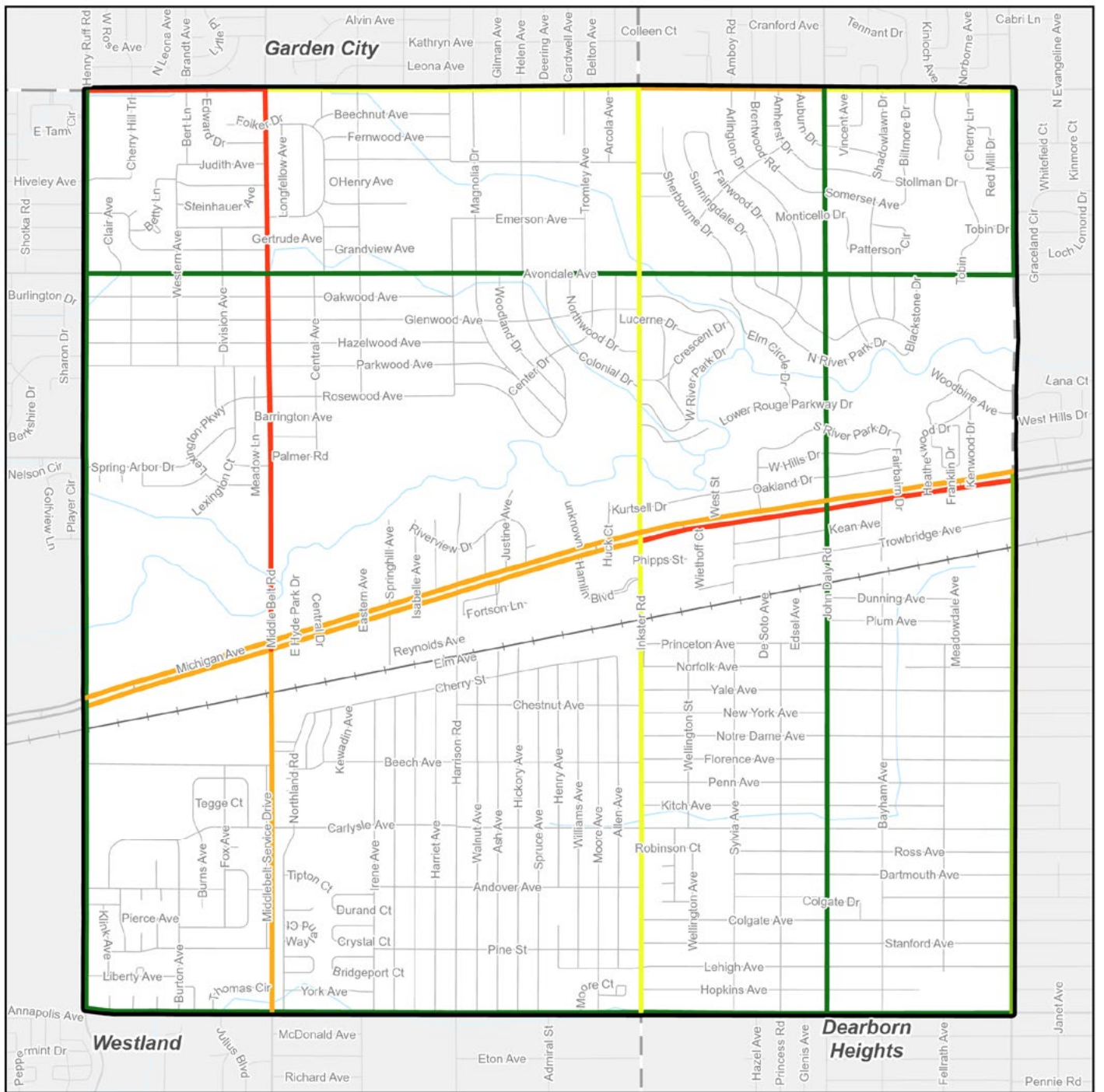
## 5.4 MOTORIZED TRANSPORTATION

### Road Conditions

Traffic volume data is one metric to gauge daily driving conditions on Inkster’s roads. Traffic volume is often measured by average annual daily traffic (AADT). AADT is calculated by taking the total volume of vehicle traffic throughout the year and dividing it by 365 days to get an average daily traffic volume. Map X shows the AADT of roads in Inkster.

Location	Middlebelt Road north of Michigan Avenue	Michigan Avenue east of Inkster Road	Cherry Hill Road west of Middlebelt Road	-
AADT	17,001-21,932 vehicles per day	17,001-21,932 vehicles per day	17,001-21,932 vehicles per day	-
Location	Henry Ruff Road	John Daly Road	Annapolis Street	Avondale Avenue
AADT	1,343-3,000 vehicles per day	1,343-3,000 vehicles per day	1,343-3,000 vehicles per day	1,343-3,000 vehicles per day

AADT varies widely for Inkster’s main corridors. The highest traffic volumes are seen on Middlebelt Road north of Michigan Avenue, on Cherry Hill Road west of Middlebelt Road, and on East Michigan Avenue east of Inkster Road. These sections of road experience AADTs of between 17,001 and 21,932 vehicles per day. The lowest traffic volumes can be seen along Henry Ruff Road, John Daly Road, Annapolis Street, and Avondale Avenue, experiencing between 1,343 and 3,000 vehicles per day. The roads in Inkster with higher traffic volumes may require more frequent maintenance and may benefit from pedestrian and bicyclist safety measures, like pedestrian-activated crossing signals. Inkster should explore these possibilities, collaborating with the Wayne County Roads Division and the Michigan Department of Transportation when applicable.



# Traffic Volumes

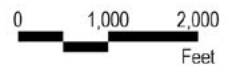
City of Inkster, Wayne County, Michigan

July 1, 2024

## LEGEND

Average Annual Daily Traffic

- 1,343 - 3,000
- 3,001 - 10,000
- 10,001 - 14,000
- 14,001 - 17,000
- 17,001 - 21,932
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of Inkster, 2024. McKenna, 2024.

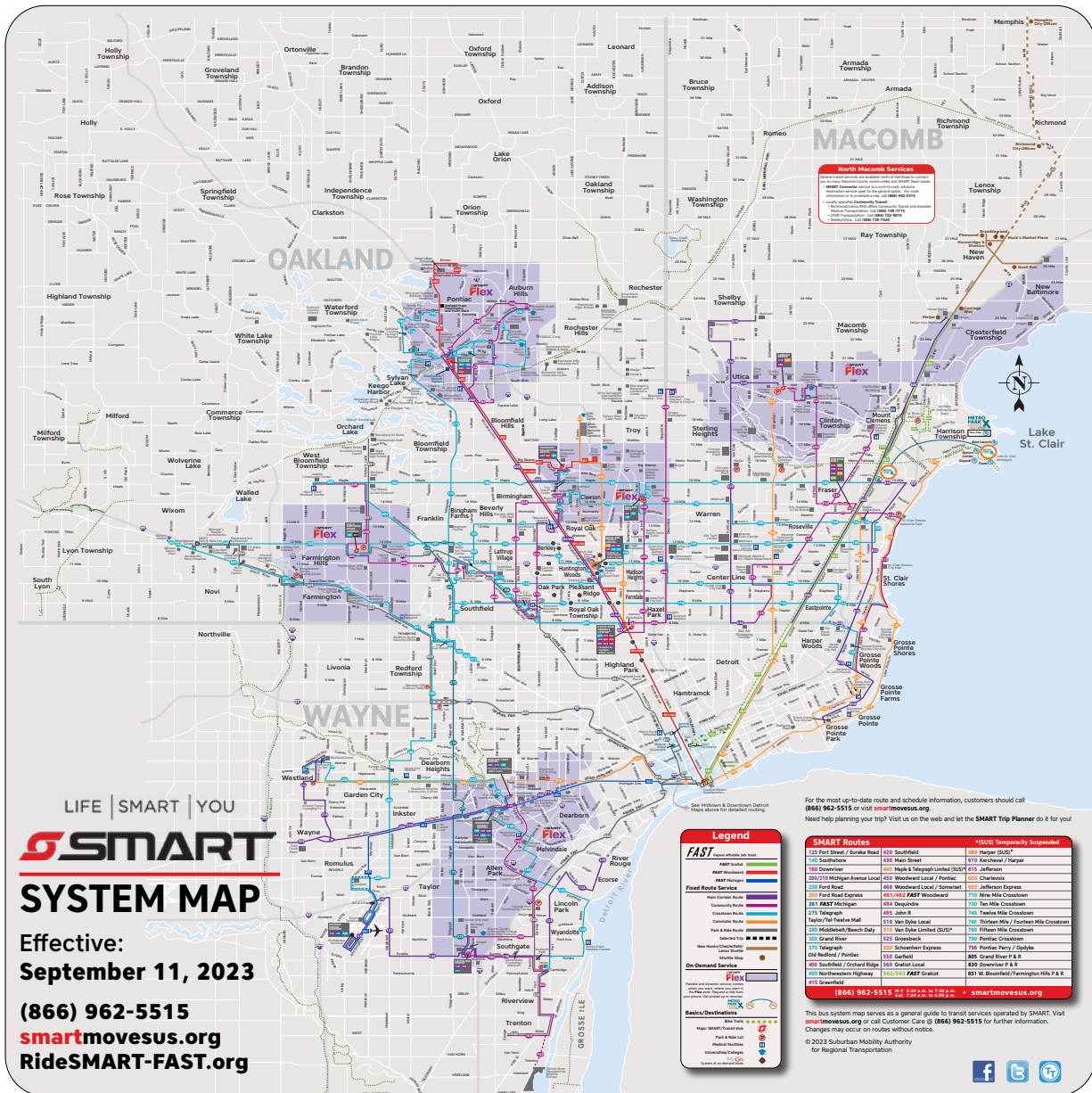


## Bus Transit System

Inkster receives bus transportation services from the Suburban Mobility Authority for Regional Transportation (SMART). SMART operates four routes in the City – two Michigan Avenue Local routes, the FAST Michigan route, and the Middlebelt/Beech-Daly route. While SMART does not have a fixed route that enters the residential neighborhoods within Inkster, there are other options that provide public transportation services within the neighborhoods. SMART also offers a connector service, which allows residents to reserve curb-to-curb rides within ten miles of the starting destination. ADA Paratransit services are also offered by SMART to people whose disabilities may complicate their ability to use SMART's other services.

SMART also has a community partnership with Nankin Transit. Nankin Transit provides reservation transit services to senior residents and residents with disabilities in Inkster, Garden City, Westland, Wayne, and Canton. Nankin Transit can transport residents within these cities, and within a mile of the borders of any of these communities. Residents can also schedule reoccurring trips to ensure they have a scheduled ride to regular errands and appointments. The existing services SMART and Nankin Transit offer will be considered when considering both motorized and non-motorized transportation upgrade strategies.





**North Macomb Services**  
 North Macomb Services are available on SMART Routes.  
 SMART Routes are available in the following areas:  
 - Macomb County: 100000 to 109999  
 - Oakland County: 48000 to 48999  
 - Wayne County: 48000 to 48999  
 - For more information, visit [www.smartmovesus.org](http://www.smartmovesus.org)  
 - Phone: (866) 962-5515  
 - Email: [customer@smartmovesus.org](mailto:customer@smartmovesus.org)

LIFE | SMART | YOU

# SMART SYSTEM MAP

Effective:  
**September 11, 2023**

**(866) 962-5515**  
[smartmovesus.org](http://smartmovesus.org)  
[RideSMART-FAST.org](http://RideSMART-FAST.org)

For the most up-to-date route and schedule information, customers should call (866) 962-5515 or visit [smartmovesus.org](http://smartmovesus.org).  
 Need help planning your trip? Visit us on the web and let the SMART Trip Planner do it for you!

**Legend**

**FAST**  
 FAST Routes  
 Flex Routes  
 On-Demand Service  
 SMART Destinations  
 SMART Transfer Points  
 SMART Transfer Stations

SMART Routes		*SUS Temporarily Suspended
100 Downriver	400 Southfield	500 Harper (SUS)*
105 Southshore	405 Main Street	615 Kentwood / Harper
110 Eastpointe	410 Maple & Telegraph Limited (SUS)	615 Jefferson
115 Ford Road	415 Woodward Local / Pontiac	615 Chatham
120 Ford Road Express	420 Woodward Local / Farmington	615 Jefferson Express
125 Ford Road Express	425 Woodward Local / Farmington	615 Nine Mile Crossroads
130 Farmington	430 Woodward Local / Farmington	615 Ten Mile Crossroads
135 Farmington	435 Woodward Local / Farmington	615 Twelve Mile Crossroads
140 Farmington	440 Woodward Local / Farmington	615 Thirteen Mile / Fourteen Mile Crossroads
145 Farmington	445 Woodward Local / Farmington	615 Fifteen Mile Crossroads
150 Farmington	450 Woodward Local / Farmington	615 Pontiac / Chatham
155 Farmington	455 Woodward Local / Farmington	615 Pontiac / Farmington
160 Farmington	460 Woodward Local / Farmington	615 Grand River P & B
165 Farmington	465 Woodward Local / Farmington	615 Downriver P & B
170 Farmington	470 Woodward Local / Farmington	615 W. Woodward / Farmington Hills P & B
175 Farmington	475 Woodward Local / Farmington	
180 Farmington	480 Woodward Local / Farmington	
185 Farmington	485 Woodward Local / Farmington	
190 Farmington	490 Woodward Local / Farmington	
195 Farmington	495 Woodward Local / Farmington	
200 Farmington	500 Woodward Local / Farmington	
205 Farmington	505 Woodward Local / Farmington	
210 Farmington	510 Woodward Local / Farmington	
215 Farmington	515 Woodward Local / Farmington	
220 Farmington	520 Woodward Local / Farmington	
225 Farmington	525 Woodward Local / Farmington	
230 Farmington	530 Woodward Local / Farmington	
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385 Farmington	685 Woodward Local / Farmington	
390 Farmington	690 Woodward Local / Farmington	
395 Farmington	695 Woodward Local / Farmington	
400 Farmington	700 Woodward Local / Farmington	
405 Farmington	705 Woodward Local / Farmington	
410 Farmington	710 Woodward Local / Farmington	
415 Farmington	715 Woodward Local / Farmington	
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430 Farmington	730 Woodward Local / Farmington	
435 Farmington	735 Woodward Local / Farmington	
440 Farmington	740 Woodward Local / Farmington	
445 Farmington	745 Woodward Local / Farmington	
450 Farmington	750 Woodward Local / Farmington	
455 Farmington	755 Woodward Local / Farmington	
460 Farmington	760 Woodward Local / Farmington	
465 Farmington	765 Woodward Local / Farmington	
470 Farmington	770 Woodward Local / Farmington	
475 Farmington	775 Woodward Local / Farmington	
480 Farmington	780 Woodward Local / Farmington	
485 Farmington	785 Woodward Local / Farmington	
490 Farmington	790 Woodward Local / Farmington	
495 Farmington	795 Woodward Local / Farmington	
500 Farmington	800 Woodward Local / Farmington	
505 Farmington	805 Woodward Local / Farmington	
510 Farmington	810 Woodward Local / Farmington	
515 Farmington	815 Woodward Local / Farmington	
520 Farmington	820 Woodward Local / Farmington	
525 Farmington	825 Woodward Local / Farmington	
530 Farmington	830 Woodward Local / Farmington	
535 Farmington	835 Woodward Local / Farmington	
540 Farmington	840 Woodward Local / Farmington	
545 Farmington	845 Woodward Local / Farmington	
550 Farmington	850 Woodward Local / Farmington	
555 Farmington	855 Woodward Local / Farmington	
560 Farmington	860 Woodward Local / Farmington	
565 Farmington	865 Woodward Local / Farmington	
570 Farmington	870 Woodward Local / Farmington	
575 Farmington	875 Woodward Local / Farmington	
580 Farmington	880 Woodward Local / Farmington	
585 Farmington	885 Woodward Local / Farmington	
590 Farmington	890 Woodward Local / Farmington	
595 Farmington	895 Woodward Local / Farmington	
600 Farmington	900 Woodward Local / Farmington	
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610 Farmington	910 Woodward Local / Farmington	
615 Farmington	915 Woodward Local / Farmington	
620 Farmington	920 Woodward Local / Farmington	
625 Farmington	925 Woodward Local / Farmington	
630 Farmington	930 Woodward Local / Farmington	
635 Farmington	935 Woodward Local / Farmington	
640 Farmington	940 Woodward Local / Farmington	
645 Farmington	945 Woodward Local / Farmington	
650 Farmington	950 Woodward Local / Farmington	
655 Farmington	955 Woodward Local / Farmington	
660 Farmington	960 Woodward Local / Farmington	
665 Farmington	965 Woodward Local / Farmington	
670 Farmington	970 Woodward Local / Farmington	
675 Farmington	975 Woodward Local / Farmington	
680 Farmington	980 Woodward Local / Farmington	
685 Farmington	985 Woodward Local / Farmington	
690 Farmington	990 Woodward Local / Farmington	
695 Farmington	995 Woodward Local / Farmington	
700 Farmington	1000 Woodward Local / Farmington	

This bus system map serves as a general guide to transit services operated by SMART. Visit [smartmovesus.org](http://smartmovesus.org) or call Customer Care @ (866) 962-5515 for further information. Changes may occur on routes without notice.  
 © 2023 Suburban Mobility Authority for Regional Transportation



## 5.5 COMPLETE STREETS APPROACH

Complete Streets is an approach that addresses the transportation needs of all road users, whether you are a pedestrian, bicyclist, public transportation user, or driver. A Complete Streets approach also aims to improve transportation access for those currently underserved by the existing auto-oriented transportation system, such as those with disabilities or those without access to vehicles. A Complete Streets approach is not a one-size-fits-all approach for every street; rather, Complete Streets implements strategies that take the unique layout, amenities, and challenges of each street. Strategies that a Complete Streets approach may implement include adding sidewalks and closing sidewalk gaps, bike lanes, more frequent bus stops, and a variety of other strategies. Complete Streets make streets safer and more accessible to all users.

The National Complete Streets Coalition (NCSC) previously identified ten elements of a comprehensive Complete Streets policy to help communities develop and implement policies that ensure streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments. The elements serve as a national model of best practices that can be implemented in nearly all types of Complete Streets policies at all levels of governance.

### Elements of Complete Streets Policy

1. **Vision and Intent.** Includes an equitable vision for how and why the City of Inkster wants to complete its streets. Specifies need to create a complete, connected, network and specifies at least four modes, two of which must be biking or walking.
2. **Diverse users.** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases.** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations.** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction.** Requires interagency coordination between relevant governmental departments, including the City, Wayne County, MDOT, and others, and partner agencies on Complete Streets.
6. **Design.** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity.** Considers the City of Inkster and surrounding communities' current and expected land use and transportation needs.
8. **Performance measures.** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria.** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps.** Includes specific next steps for implementation of the policy .

## Suggested Areas of Implementation for Complete Streets Policies

While all streets in Inkster should be safe and accessible through multiple modes of transportation, upgrades can be prioritized for certain streets as feasibility is determined for other streets. Based on the data in this section and information learned during the public engagement process, the following streets in Inkster should be prioritized in the implementation of these policies:

1. **Michigan Avenue.** Considering its status as a main travel route in Inkster and the high number of crashes, Michigan Avenue is a strong candidate for implementing Complete Streets policies.
2. **Inkster Road.** Complete Streets policies on Inkster Road can have a large impact as a major arterial through Inkster. Additionally, multiple members of the public saw potential in Inkster Road as a neighborhood commercial corridor. Complete Streets policies can help support Inkster Road's transformation as a commercial corridor by improving walkability and bikeability, providing non-motorized access to current and future businesses on the street.
3. **Middlebelt Road.** Like Michigan Avenue, Middlebelt Road experiences a higher number of crashes than other roads in Inkster, making it a good candidate for implementing Complete Streets policies.

## Downtown and Michigan Avenue Design

The 2009 Inkster Master Plan and the 2008 US-12 (Michigan Avenue US-12) Conceptual Corridor Study presented an initial vision for the redesign of Michigan Avenue. Several public meetings were held to determine the future of Michigan Avenue (US-12) within city limits. The 2017 Master Plan also included the findings and recommendations from these studies to support their implementation. The consensus from the public, now and in previous planning efforts, is that Michigan Avenue in Downtown Inkster should be redesigned to create a pedestrian friendly environment with on-street parking, transit, bicycle facilities, improved pedestrian crossings and updated streetscape elements. On the land use side, residents express a desire for mixed-use retail and office with restaurants, public spaces and entertainment venues supported by higher density residential.

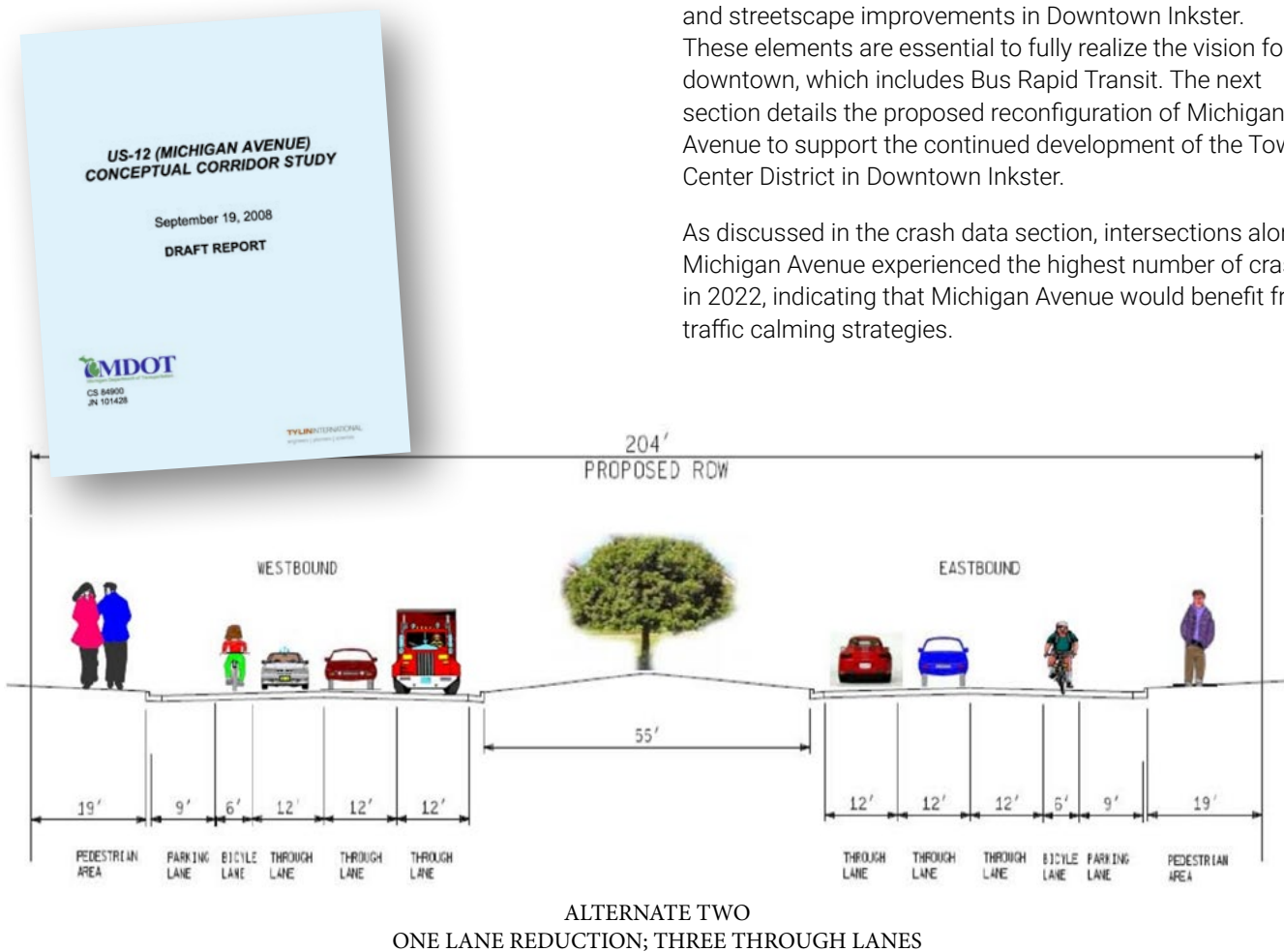
## 2008 Michigan Avenue Corridor Study (MDOT)

The 2008 Michigan Avenue Corridor Study proposed preferred alternative for Michigan Avenue included a one lane reduction (with three through lanes) in each direction with signal timing optimization and a speed reduction from 40mph to 35 mph. The Cross section included the addition of 6-foot bicycle lanes in each direction and a 9-foot on street parking bays at commercial frontages. On-street parking is an essential element for urban retail and should be highly prioritized to support continued redevelopment efforts in Downtown Inkster. The 2009 plan also recommended improved pedestrian crossings and streetscape enhancements.

## 2015 Michigan Avenue TRANSIT Corridor Study (RTA)

As mentioned prior, the Southeast Michigan Regional Transit Authority recently concluded a corridor study of Michigan Avenue that recommended the development of a Bus Rapid Transit service on Michigan Avenue with stations at Inkster Road in Downtown. The cross sections proposed were not studied in detail, but the preferred concept presented for Inkster is a dedicated center running transit lane with stations located in the median. One potential alignment presented by the RTA considered stations being built in the median. The RTA study did not integrate the previous recommendations of the 2008 US-12 Corridor plan to add parking, pedestrian enhancements, bicycle enhancements, and streetscape improvements in Downtown Inkster. These elements are essential to fully realize the vision for downtown, which includes Bus Rapid Transit. The next section details the proposed reconfiguration of Michigan Avenue to support the continued development of the Town Center District in Downtown Inkster.

As discussed in the crash data section, intersections along Michigan Avenue experienced the highest number of crashes in 2022, indicating that Michigan Avenue would benefit from traffic calming strategies.



## 5.6 FUTURE TRANSPORTATION PLANS & TRENDS

The Michigan Mobility 2045 (MM2045) Plan promotes a “future-oriented, multimodal integrated framework for transportation agencies throughout the state”, highlighting its relevancy and importance for Inkster residents. The MM2045 also includes sub-plans focusing on transit and active transportation. Addressing transportation needs in the face of climate change, strategies for creating multi-jurisdictional transportation agencies, and analyzing gaps in transportation funding resources are just some of the topics addressed by MM2045. In considering these transportation challenges, MM2045 Plan offers four guiding principles for the goals and objectives in the Plan:

Preservation. Preserve, operate, enhance, and right-size the existing multimodal network as efficiently and effectively as possible, build and manage it to withstand and recover rapidly from disruptions, and maintain a network that provides for predictable access, movement, and interconnectivity.

1. **Modal Choice.** Build, maintain, and operate a multimodal mobility network for all users that is safe, adapts to new demographic, economic, and technological conditions, equitably distributes costs and benefits, responds to the public’s demand for more modal choices and strengthens economic opportunity with high quality access to jobs, to commerce, and between economic centers in and out of Michigan.
2. **Future Oriented.** Protect mobility investments by pursuing and planning for emerging trends, embracing technology, seeking flexible and diversified funding and financing tools to strengthen cross-jurisdiction and multidisciplinary partnerships, and pursue innovation in every aspect of transportation.
3. **Sustainable Communities.** Foster livable, healthy, and connected communities with convenient, multimodal access to jobs, services, social support, and activities by facilitating the safe and convenient movement of all people regardless of age, income, race, or ability, providing strong intermodal connections, and engaging in health promoting projects and policies that support clean air.

The table on the following page examines how the goals set in the MM2045 Plan relate to the objectives set in this Master Plan as well as the previous 2017 Master Plan to analyze how the plans build on the MM2045 Plan.

Michigan Mobility 2045 Plan Goal	2017 Master Plan Objective	2024 Master Plan Objective
<p><b>Quality of Life</b></p> <p>Enhance quality of life for all communities and users of the transportation network.</p>	<p>Maintain a safe, quality street network which operates at an acceptable level of service, is aesthetically pleasing, is considerate of pedestrian and bicyclists and ensures traffic on residential streets harmonize with the neighborhood.</p>	<ul style="list-style-type: none"> <li>» Work with SMART to improve connectivity between bus routes in Inkster.</li> <li>» Add painted markings and signage at crosswalks to improve pedestrian safety throughout the City.</li> <li>» Improve the sidewalk network by eliminating gaps and ensuring ADA accessibility</li> <li>» Eliminate street designs and barriers that prevent connectivity between neighborhoods</li> </ul>
<p><b>Mobility</b></p> <p>Enhance mobility choices for all users of the transportation network through efficient and effective operations and reliable multimodal opportunities.</p>	<p>Develop a comprehensive non-motorized system of sidewalks, bike lanes, and pathways throughout the community which is safe, well maintained, allows access to various landmarks within the community, and provides a recreational and social amenity for residents.</p>	<ul style="list-style-type: none"> <li>» Work with SMART to improve connectivity between bus routes in Inkster.</li> <li>» Add painted markings and signage at crosswalks to improve pedestrian safety throughout the City.</li> <li>» Improve the sidewalk network by eliminating gaps and ensuring ADA accessibility</li> <li>» Eliminate street designs and barriers that prevent connectivity between neighborhoods</li> </ul>
<p><b>Safety and Security</b></p> <p>Enhance the safety and ensure the security of the transportation network for all users and workers.</p>	<p>Maintain a safe, quality street network which operates at an acceptable level of service, is aesthetically pleasing, is considerate of pedestrian and bicyclists and ensures traffic on residential streets harmonize with the neighborhood.</p>	<ul style="list-style-type: none"> <li>» Add painted markings and signage at crosswalks to improve pedestrian safety throughout the City.</li> <li>» Improve the sidewalk network by eliminating gaps and ensuring ADA accessibility</li> </ul>
<p><b>Network Condition</b></p> <p>Through investment strategies and innovation, preserve and improve the condition of Michigan's transportation network so that all modes are reliable, resilient, and adaptable.</p>	<p>Maintain a safe, quality street network which operates at an acceptable level of service, is aesthetically pleasing, is considerate of pedestrian and bicyclists and ensures traffic on residential streets harmonize with the neighborhood.</p>	<ul style="list-style-type: none"> <li>» Work with SMART to improve connectivity between bus routes in Inkster.</li> <li>» Add painted markings and signage at crosswalks to improve pedestrian safety throughout the City.</li> <li>» Improve the sidewalk network by eliminating gaps and ensuring ADA accessibility</li> <li>» Eliminate street designs and barriers that prevent connectivity between neighborhoods</li> </ul>
<p><b>Economy and Stewardship</b></p> <p>Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.</p>	<p>Develop a comprehensive non-motorized system of sidewalks, bike lanes, and pathways throughout the community which is safe, well maintained, allows access to various landmarks within the community, and provides a recreational and social amenity for residents.</p>	<ul style="list-style-type: none"> <li>» Work with SMART to improve connectivity between bus routes in Inkster.</li> <li>» Add painted markings and signage at crosswalks to improve pedestrian safety throughout the City.</li> <li>» Improve the sidewalk network by eliminating gaps and ensuring ADA accessibility</li> <li>» Eliminate street designs and barriers that prevent connectivity between neighborhoods</li> </ul>
<p><b>Partnership</b></p> <p>Strengthen, expand and promote collaboration with all users through effective public and private partnerships.</p>	<p>Continue to improve City policies and planning processes with input from appropriate stakeholders</p>	<ul style="list-style-type: none"> <li>» Work with SMART to improve connectivity between bus routes in Inkster.</li> </ul>

## 5.7 FUNDING RESOURCES

### Safe Streets for All

In 2024, the cities of Inkster, Wayne, Westland, and Garden City received funding to develop a joint action plan aimed to upgrade roadways and increase safety for all four communities. The action plan process includes comprehensive community engagement to capture resident priorities into the plan. Once completed, this action plan will be among the few Safe Streets for All Action Plans in Michigan, and as a result will help put Inkster 'first in line' for implementation funding to apply the strategies developed in the action plan.

### Act 51

Public Act 51 of 1951 created jurisdictional road networks and manages the Michigan Transportation Fund (MTF), which collects and distributes transportation-related taxes and specifies how these revenues can be spent.

### Transportation Alternatives Program

The Transportation Alternatives Program (TAP) offers federal grant money to help communities fund intermodal transportation and safe alternative transportation projects. Past projects that have been completed using TAP funding include Detroit's Dequindre Cut, the Pere Marquette Rail Trail, and the Detroit Riverwalk.

### Transportation Economic Development Fund (TEDF)

The Transportation Economic Development Fund (TEDF) aims to fund transportation projects that help communities throughout the state compete in the international economy and support economic growth. TEDF breaks up its funding into categories, some of which the City of Inkster can take advantage of. The City of Inkster may be eligible for TEDF Category A funds. Category A Funding supports transportation projects that can improve a community's economic competitiveness. Projects must relate to expanding the capacity, condition, safety, or accessibility of the transportation network and must relate to an immediate and non-speculative development project.



**MASTER PLAN** · CITY OF INKSTER, MI



**06.**  
**SUSTAINABILITY  
AND RESILIENCY**

The importance of sustainability and resilience in planning and decision-making will become an increasingly valuable asset for the future of the City of Inkster. As advancements in technology, industry, and environmental practices continue to evolve to meet community needs, long-term planning and sustainable practices must be adapted to preserve essential resources. To maximize the benefits of city-wide strategies for sustainability and resilience, this chapter introduces sustainable goals and strategies that the City of Inkster can implement to encourage and support sustainable actions.

## 6.1 FRAMEWORK FOR SUSTAINABILITY

To achieve sustainable outcomes, communities must work together to establish a shared vision that integrates sustainability into policies, procedures, and decision-making across both community members and administration. Like many others, the City of Inkster can leverage sustainability goals and principles as practical tools for strengthening planning and decision-making processes.

When developing goals for sustainability and resiliency, guiding principles provide essential context and background for informed discussions based on this chapter. The *Sustainable Communities: Best Practices for Comprehensive Plans* offers community-driven principles for creating goals, strategies, and policies that embed sustainable actions into comprehensive plans.

### Principles for Sustainability

1. **Livable Built Environment.** Ensure that all elements of the built environment, including land use, transportation, housing, energy, and infrastructure, work together to provide sustainable, green places for living, working, and recreation, with a high quality of life.
2. **Harmony with Nature.** Ensure that the contributions of natural resources to human well-being are explicitly recognized and valued and that maintaining their health is a primary objective.
3. **Resilient Economy.** Ensure that the community is prepared to deal with both positive and negative changes in its economic health and to initiate sustainable urban development and redevelopment strategies that foster green business growth and build reliance on local assets.
4. **Interwoven Equity.** Ensure fairness and equity in providing for the housing, services, health, safety, and livelihood needs of all citizens and groups
5. **Healthy Community.** Ensure that public health needs are recognized and addressed through provisions for healthy foods, physical activity, access to recreation, health care, environmental justice, and safe neighborhoods.
6. **Responsible Regionalism.** Ensure that all local proposals account for, connect with, and support the plans of adjacent jurisdictions and the surrounding region.

The City of Inkster would benefit from coordinating and developing a long-range strategy for sustainability and resilience, as it would provide a proactive framework for addressing future challenges and opportunities. Through focusing on sustainability, Inkster could improve resource efficiency, reduce environmental impacts, and foster a healthier, more vibrant community for residents and businesses. Supporting the city's ability to adapt and respond to changing economic, environmental, and social conditions, enhancing its ability to withstand and recover from adverse events, such as extreme weather or economic downturns. Furthermore, aligning long-term goals with sustainable practices would support attracting investment, job opportunities, and improvement of quality of life, positioning Inkster as a forward-thinking community that prioritizes the well-being of its citizens and environment.

## 6.2 PLANNING FOR PARKS & RECREATION

Natural resources are valuable assets to the City of Inkster, essential for providing residents with a high quality of life and offering destinations for recreation and healthy living. Inkster is home to 248 acres of parkland, encompassing 14 city parks, three county parks, and a variety of natural resources, including wetlands, woodlands, and the Rouge River. In 2023, the City of Inkster adopted the 2023-2027 Parks and Recreation Plan, which focuses on enhancing park equipment, improving safety and security, upgrading landscaping and access, and implementing sustainable practices. This plan outlines a long-range action plan with specific goals and objectives for the city to achieve over the next five years.

**Table 29. Summary of 2023-2027 Parks and Recreation Action Plan**

<b>Equipment Improvements</b>	Goal 1.1	Enhance existing parks by improving the quality of amenities on site and/or adding features necessary for the enjoyment of our residents and increased use of the parks.
	Goal 1.2	Seek out public-private partnerships for recreation improvements and place-making opportunities.
<b>Safety/Security</b>	Goal 2.1	Utilize CPTED* Principles to improve the safety and feeling of security within parks to increase use and enjoyment of parks.
<b>Landscaping</b>	Goal 3.1	Improve the landscaping of parks to offer greater visual plant variety, add shade, and add pleasant relaxing spaces for residents to walk through or sit and rest.
<b>Access</b>	Goal 4.1	Increase the use and accessibility of parks.
	Goal 4.2	Increase number and the variety of events hosted in public parks.
<b>Sustainability</b>	Goal 5.1	Improve the green design of parks and recreational facilities through enhanced tree canopy coverage, stormwater management, renewable energy sources, and variety of native plant species, as well as trash and pollution prevention.
	Goal 5.2	Continue environmental stewardship of the Rouge River and natural features in the City

Source: 2023-2027 Parks and Recreation Plan



Inkster Park



# Parks, Community Facilities, and Public Spaces

City of Inkster, Wayne County, Michigan

July 1, 2024

## LEGEND

- Community Centers
- Institutional Land Uses
- Parks
- Lower Rouge County Parkway
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. McKenna 2024.



## 6.3 GREEN INITIATIVES

Green Initiatives offer the City of Inkster valuable opportunities to engage in programs that support state and regional sustainability efforts, promoting coordinated implementation of best practices in resilience and sustainability. The State of Michigan, along with the Department of Natural Resources (DNR), offers a range of programs and initiatives that encourage communities to leverage state resources for advancing sustainability goals. In addition to the DNR's Green Initiatives program, Michigan has developed the Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2023-2027 and the MI Healthy Climate Plan, both of which provide strategies and frameworks for incorporating sustainable practices.



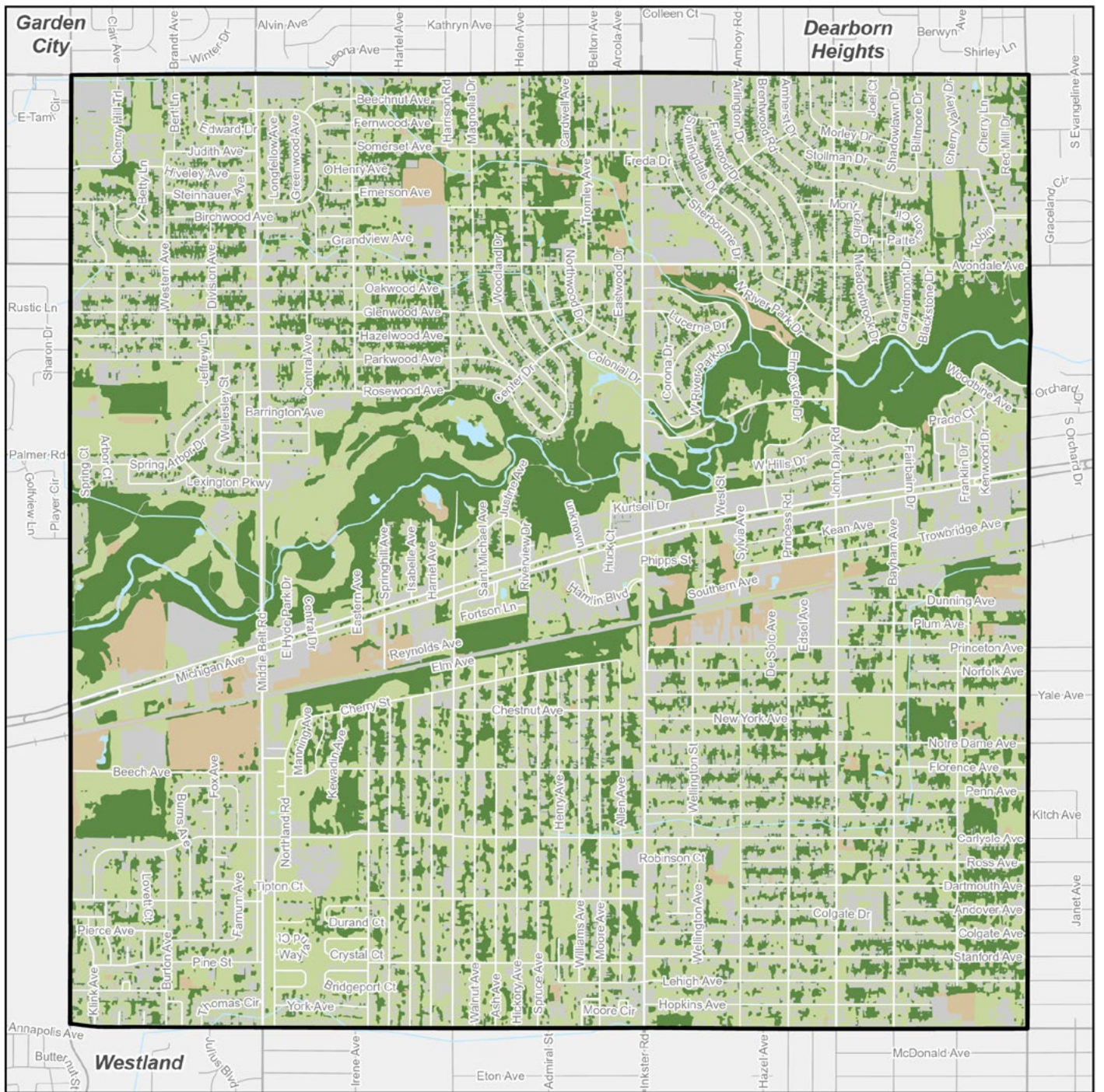


## 6.4 EXISTING NATURAL FEATURES

### Land Cover

Land cover describes the physical characteristics of a piece of land. This may include the presence of trees, grassland, buildings and impervious surface, water, and other characteristics. The Land Cover Map on the following page shows existing land cover in Inkster.

The largest land cover category in Inkster is open space and grassland. This land cover category encompasses Inkster's parks, yard space on residential and commercial properties, and some vacant parcels. Bare land, which is vacant land that has not had grass or landscaping restored, makes up the remainder of vacant parcels in the City. The second largest category is impervious surface. This category typically includes all physical characteristics of land that are manmade, including parking lots. While impervious surface is present throughout the City, it is especially concentrated along Michigan Avenue. Trees also make up about 25% of the land cover in Inkster because of the presence of the Lower Rouge Parkway.



# Land Cover

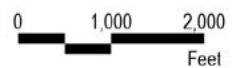
City of Inkster, Wayne County, Michigan

July 1, 2024

## LEGEND

Landcover Category (% of Total Land Area)

- Bare Land (3.38%)
- Impervious Surface (33.91%)
- Open Space / Grassland (36.55%)
- Trees (25.58%)
- Water (0.58%)
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. McKenna 2024.



## Watersheds, Wetlands, and Water Quality

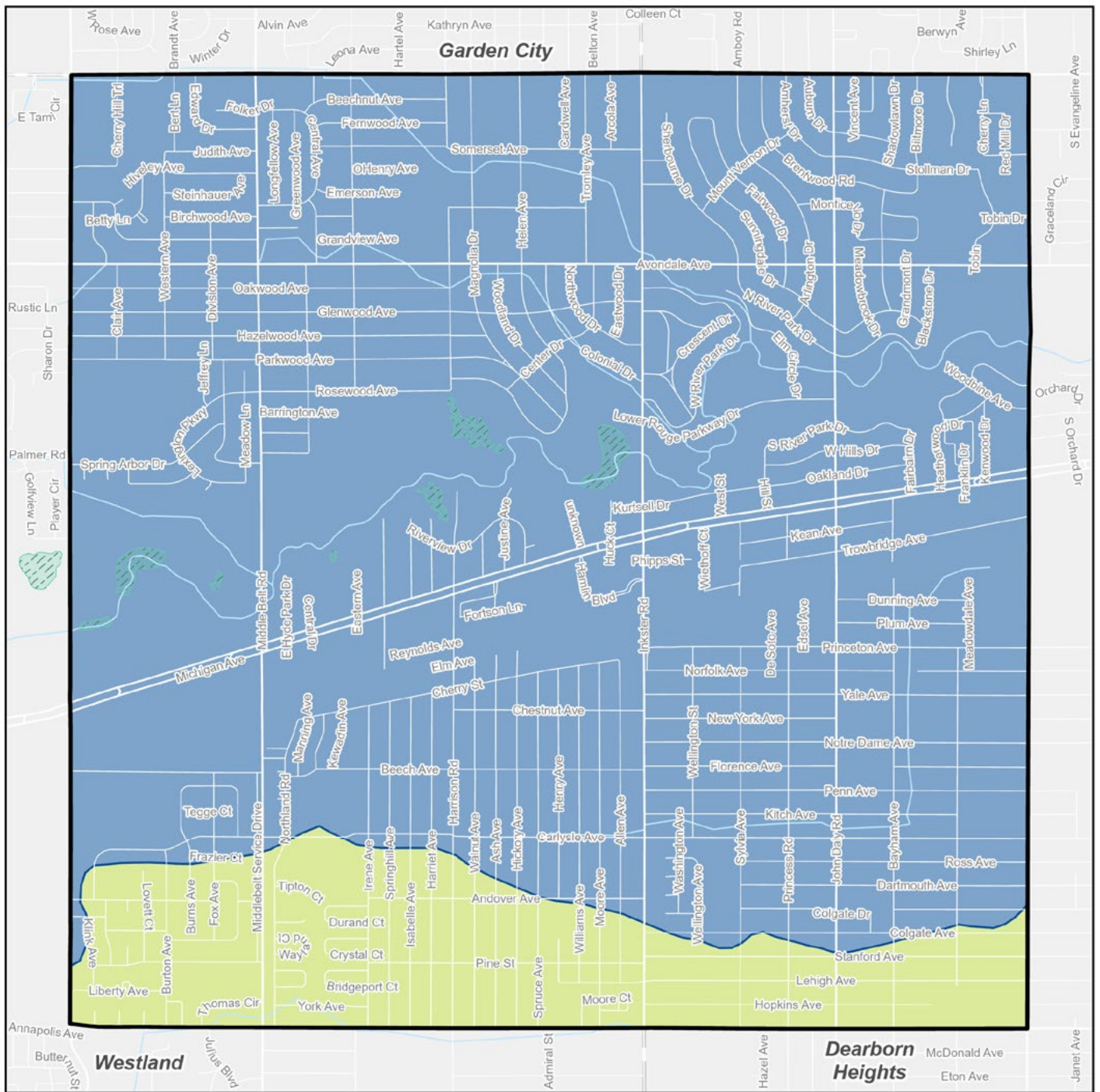
Watersheds are an important consideration in planning to protect natural features and systems. Healthy watersheds preserve water quality for Inkster residents and provide habitat for local wildlife. Inkster touches two watersheds – the Rouge Watershed and the Ecorse Creek and Combined Downriver Watershed. The area encompassing each watershed, as well as existing rivers, streams, and wetlands in Inkster, can be seen in Map X below.

The Rouge Watershed encompasses the Main, Upper, Middle, and Lower Branches of the Rouge River. Combined, the Rouge River and its tributaries flow 570 miles through Wayne, Washtenaw, and Oakland Counties, and the watershed drains approximately 467 square miles into the Detroit River. The Rouge River is currently of the United States Environmental Protection Agency's (EPA) Great Lakes Areas of Concern. An "Area of Concern" (AOC) is defined as areas "where significant impairment of beneficial uses has occurred as a result of human activities at the local level" (EPA, 2024). Due to its location in the most heavily populated region in the State and historic and current industrial activity in the region, environmental degradation of the Rouge River and the Rouge Watershed is an ongoing concern. The EPA has completed or made progress on multiple projects to remediate environmental concerns and restore the Rouge River and the watershed, including adding a bypass channel around the Henry Ford Estate Dam to allow for the migration of fish, restoring the Rouge Oxbow, and dredging the Lower Rouge River Old Channel. The City of Inkster can continue to partner with Friends of the Rouge to support localized efforts for a cleaner more accessible Rouge River.

## Lower Rouge Parkway

The Lower Rouge County Parkway is managed by Wayne County and runs from Canton to Dearborn. Inkster has a shared use path that runs through Lower Rouge Parkway from John Daly Road to Justine Avenue. With support from Wayne County, Inkster was also able to install a kayak launch to improve the utilization of the Rouge River.





# Watersheds

City of Inkster, Wayne County, Michigan

July 1, 2024

### LEGEND

- Rouge Watershed
- Ecorse Creek and Combined Downriver Watershed
- Streams and Drains
- Wetlands
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. McKenna 2024.





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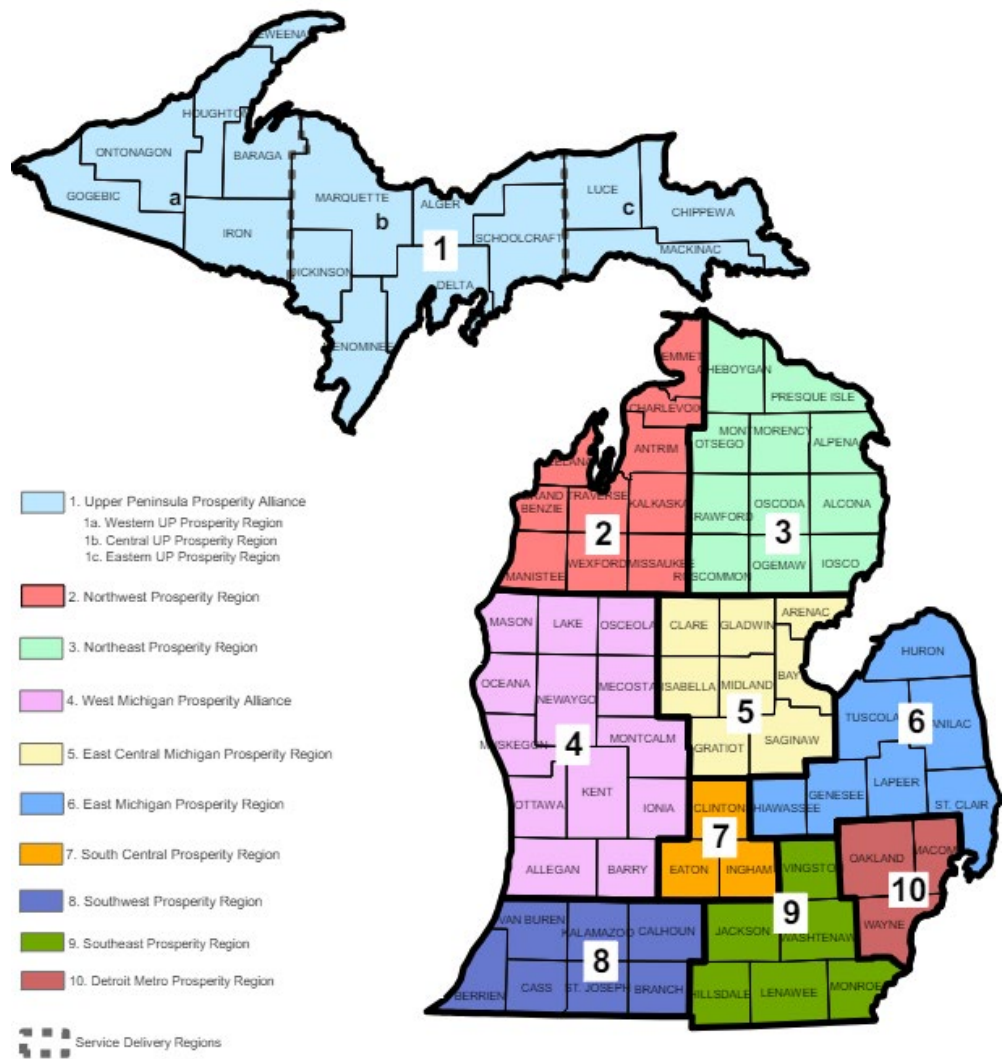
An aerial photograph of a city street, showing a multi-lane road on the left, a sidewalk, and various commercial and residential buildings. The image is overlaid with a dark blue tint. A bright yellow horizontal bar is positioned on the left side of the page, partially overlapping the text.

# 07. ECONOMIC DEVELOPMENT

The Economic Development Chapter for the City of Inkster Master Plan detail a comprehensive approach to fostering long-term prosperity by building on past economic goals, analyzing current market conditions, and developing forward-looking workforce strategies. This chapter begins by reviewing the city's economic history and existing plans, providing context for ongoing initiatives and development efforts. Detailed economic and market analysis to assess local strengths, challenges, and opportunities, supporting the development of present workforce planning strategies aimed at equipping Inkster's residents with the skills and resources needed to thrive in a competitive and evolving economy, ensuring that future growth is inclusive, sustainable, and aligned with the city's vision for revitalization.

### Prosperity Region - Detroit Metro Region 10

- » Detroit Economic Growth Corp
- » Detroit Regional Partnership
- » Macomb County PED
- » Oakland County PCD
- » Wayne County EDGE



# 7.1

## ECONOMIC DEVELOPMENT STRATEGY

The City of Inkster’s economic development strategy is built on a foundation of existing studies, community-driven objectives, and key metric analysis, designed to create a roadmap for sustainable growth and revitalization aligned with regional and state agencies.

### Approach to Economic Development

- » Utilize market data and key performance metrics to best implement initiatives that encourage economic and business success.
- » Plan for long-range development of residents’ skill sets, youth workforce and career development, and business development.
- » Implementation of redevelopment and revitalization strategies of neighborhoods, commercial corridors, and the downtown city center.
- » Strategic utilize economic and development incentives to attract and develop housing projects which meet the expectations and needs of the city.

### Workforce Planning

The core of economic development in the City of Inkster will necessitate evolving its population and its overall capacity for business development. Through increased job employment opportunities and investment human capital resources, the city can meet its desired growth and economic goals. The City of Inkster’s strategic planning for workforce development would see further advancement by aligning strategies and best practices which leverages and aligns with state resources and initiatives.

To advance the goal of fostering a thriving Inkster for both businesses and families, the city’s administration must collaborate to build upon recent successes while implementing innovative strategies to accelerate progress. Expanding the workforce requires addressing barriers faced by residents and actively encouraging both immigration and migration of workers into the community.

The State of Michigan’s Statewide Workforce Plan provides a framework of strategies and objectives for regional workforce development and effective policy-making. Key strategies include increasing access to skills training opportunities, strengthening transition pipelines from low-income to middle-class incomes, and supporting small businesses and entrepreneurship.

The following strategies aim to enhance workforce development in the City of Inkster while aligning with regional and state agency initiatives.

## Strategies for Workforce Planning:

1. Increase Degrees and Certificates of employees in skilled trades, and workforce careers
2. Create opportunities for ongoing training for individuals who may reskill for Industry Transitions
3. Expand Pathways to Lifelong Learning and Career Success for all ages and career stages
4. Expand Career Exposure, Exploration, Experience and Navigation of career pathways, including public administration
5. Address Challenges and Barriers to Employment for Underrepresented Groups
6. Expand Access to Affordable, Reliable Child and Elder Care
7. Address Transportation Barriers and access to affordable modes of transportation
8. Make Inkster a destination for small businesses and entrepreneurship growth.
9. Provide resourceful and dynamic solutions for businesses of all sizes.
10. Support and engage in Michigan's Small Business resources and Entrepreneurial programming.

## Resources for Workforce Development Planning

**Michigan Reconnect Michigan.** Reconnect offers Michiganders ages 21 and older the opportunity to earn a tuition-free associate degree or skill certificate at their local community college.

**MI College Completion Corps.** The Michigan College Access Network's College Completion Corps is pivotal in promoting degree attainment and enhancing access to Michigan's middle class.

**The Michigander Scholars.** The Michigander Scholars program is part of a comprehensive plan for a long-term talent pipeline. It provides Michigan university students earning technology or engineering degrees with access to networking opportunities, industry education, internships and jobs.

**Registered Apprenticeship and Work-based Learning Programs.** Michigan can significantly boost economic mobility by expanding work-based learning programs. This includes pre-apprenticeship programs tailored to industry needs, internships and "earn while you learn" opportunities.

**Career and Technical Education High-Quality Career and Technical Education (CTE) programs** provide Michigan students with an aligned, seamless transition from secondary to postsecondary education through dual and concurrent enrollment opportunities, CTE Early Middle College programs and local and statewide articulation agreements. Michigan Department of Education (MDE)-Office of Career and Technical Education (OCTE) and the Michigan Department of Labor and Economic Opportunity (LEO) collaborate with college access organizations to develop and support statewide associate to bachelor's degree transfer pathways

**The Michigan Career Development Model (MCDM)** is designed to provide all K-12 students in the Michigan educational system with the necessary knowledge and skills for success in a career of their choice and lifelong learning. MCDM activities assist students in their academic readiness, connect students to their career cluster of interest and prepare them for in-demand careers.

**STEM Forward.** A statewide program, focuses on hands-on experiences in crucial STEM areas like EV and mobility, semiconductors, life sciences, clean energy, defense and aerospace and advanced manufacturing. STEM Forward fosters meaningful, hands-on career experiences for students interested in STEM-related positions and reduces financial barriers for Michigan companies that want to hire interns as part of their recruiting process by providing financial support towards intern wages.

**Michigan Offender Success.** MDOC has established the Michigan's Offender Success (OS) model which develops a case plan for returning citizens that outlines the in-demand skills they need and potential employment opportunities available.

**Project SEARCH Transition-to-Work Program** is a unique, business-led, one-year employment preparation program administered by the Michigan Department of Education's (MDE) Office of Special Education that takes place entirely at the workplace. Total workplace immersion facilitates a seamless combination of classroom instruction, career exploration and hands-on training through worksite rotations for individuals with disabilities.

**MI Tri-Share Child Care Program.** Employers have an important role to play in expanding access to child care and making it more affordable for employees. Tri-Share was created to encourage employers to offer child care benefits to lower-income workers that do not qualify for help paying for child care through existing state programs but are still struggling to pay tuition that can rival the cost of a monthly mortgage payment.

**Higher Education Strategic Investments** offers catalytic funding to higher education institutions in Michigan to support and foster a talent pipeline more closely aligned with key industry employer needs. The funds support curriculum development, incumbent training programs, job seeker training and, historically, Pk-12 engagement.

**State Small Business Credit Initiative (SSBCI)** program provides access to capital in partnership with Community Development Financial Institutions (CDFIs), credit unions, community and regional banks. MEDC leverages this fund to serve Socially and Economically Disadvantaged Individuals (SEDI)-owned and Very Small Businesses (10 or fewer employees)

**Michigan Economic Development Corporation's Entrepreneurship and Innovation Strategy.** The MEDC's Entrepreneurship and Innovation team provides various opportunities and avenues for early-stage funding. The Michigan Innovate Capital Fund (MICF) is a new program to invest in pre-seed and start-up stage competitive edge technologies that require capital in the earliest stages of the commercialization process, with preference to be given to nonprofits in underserved locations that clearly address the funding gap in underrepresented communities

## 7.2 INKSTER ECONOMIC MARKET ANALYSIS

This economic market analysis aims to highlight the local capital market conditions in the City of Inkster, utilizing data to support community economic goals and the align strategies with local and regional objectives.

### Inkster Capital Market Analysis

Key performance market indicators outline the health of the local capital market of City of Inkster. The identification of gaps and opportunities in data is key to capitalizing on local market conditions and develop strategies intended to stimulate economic growth, foster equitable development, and support business entrepreneurship. The Capital Market Analysis provided studies of the key regional and local economic indicators of the City of Inkster, in addition to key property types and factors such as market vacancy, inventory and growth potential.

**Table 30. Capital Market Analysis**

Market	Inventory SF	Vacancy Rate	Vacant SF	Total Available SF	Occupancy Rate	Properties
Office	242,000	0.00%	-	\$1.60	100.0%	24
Industrial	1,100,000	8.7%	97,200 SF	102,000	91.3%	42
Retail	910,00	5.2%	47,200 SF	85,200	94.8%	177
	Inventory	12 Month Delivered Rooms	Avg. Daily Rate	RevPar	Occupancy Rate	Properties
Hospitality	346 Rooms	0	\$67.94	\$41.27	60.7%	11
	Inventory	Vacancy Rate	1-Bedroom Rate	2-Bedroom Rate	3-Bedroom Rate	Properties
Multi-Family	3,065 Units	6.8%	\$742	\$1,095	\$1,337	27

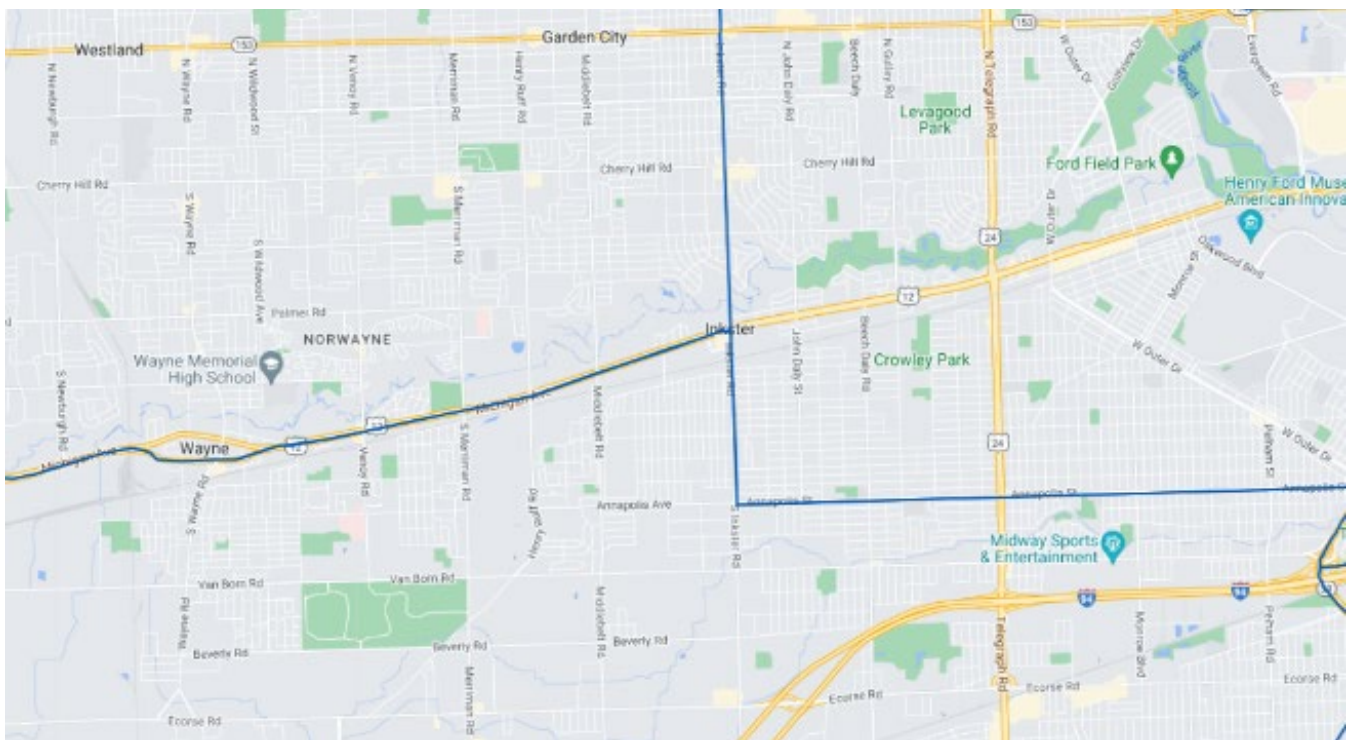


## Sub-Market Analysis

The City of Inkster is included to the greater Southern I-275 Corridor Retail Market, feed by the large volume of residential, commercial, and industrial traffic serviced by the I-275 Highway, bounded by Michigan Avenue, Inkster Road, and Gotfredson Road, a collection of 79 commercial and retail properties valued at \$3.9 billion, includes communities such as Westland, Livonia, Plymouth, Wayne, Northville, and Redford Township.

- » Retail Market
- » Office Market
- » Industrial Market
- » Multi-Family Market

Key Property Types	
<b>Power Center</b>	A large retail property with several freestanding anchor stores, typically ranging from 250,000 to 600,000 square feet. These centers have only a small number of specialty tenants.
<b>Neighborhood Center</b>	A smaller retail center ranging from 30,000 to 100,000 square feet, catering to the daily needs of the nearby community. A supermarket is usually the main tenant.
<b>Regional Mall</b>	Large shopping centers spanning 300,000 to over 1,000,000 square feet. They offer a wide variety of goods such as general merchandise, clothing, furniture, and home furnishings.
<b>General-Retail Property</b>	High-traffic, easily accessible areas designed for the sale, promotion, and distribution of products and services to the public.
<b>Strip Center</b>	A row of attached stores or service outlets managed as a single retail entity, with parking typically located in front of the stores.



## Retail Submarket Analysis

Retail Market	Inventory SF	Vacancy Rate	Available SF	Availability Rate	Market Rent/SF	Market Cap Rate
Inkster	910K	5.2%	85.2K	9.4%	\$1.23	8.3%
Southern I-275 Corridor	28.3M	4.5%	1.6M	5.6%	\$18.77	7.7%
Dearborn	12.2M	5.1%	713K	5.8%	\$20.08	7.8%
Airport	8.4M	4.7%	612K	7.3%	\$16.05	8.0%

### Southern I-275 Corridor Retail Submarket

- » The Southern I-275 Corridor retail submarket has a vacancy rate of 4.5% as of Q4 2024. Over the past year, the vacancy rate has remained steady, despite positive net absorption and newly delivered space.
- » The current vacancy rate of 4.5% is well below the submarket's five-year average of 6.2% and 10-year average of 6.8%, signaling strong market performance.
- » Among retail subtypes, vacancy rates vary: neighborhood centers at 9.0%, power centers at 1.4%, strip centers at 5.6%, malls at 3.2%, and general retail at 2.6%. Overall, the submarket has 1.6 million SF of available space, translating to an availability rate of 5.6%.
- » As of Q4 2024, no new retail construction is underway in the submarket, compared to an average of 58,000 SF under construction annually over the past decade.
- » The total retail inventory in the Southern I-275 Corridor stands at 28.3 million SF, including 7.6 million SF in neighborhood centers, 2.9 million SF in power centers, 2.4 million SF in strip centers, 1.5 million SF in malls, and 13.9 million SF in general retail properties.
- » Market rents average \$18.80/SF, reflecting a year-over-year growth of 3.4%, slightly above the overall Detroit market's 3.3% growth. Rent increases vary by property type: 3.9% for neighborhood centers, 4.2% for power centers, 3.0% for strip centers, and 3.6% for general retail properties. The annual rent growth of 3.4% exceeds the submarket's five-year average of 3.0% and 10-year average of 2.8%.

### Dearborn Retail Submarket

- » The Dearborn retail submarket has a vacancy rate of 5.1% as of Q4 2024, slightly above its five-year average of 4.8% and its 10-year average of 4.5%.
- » Vacancy rates by retail subtype vary: neighborhood centers at 5.5%, power centers at 7.4%, strip centers at 3.8%, malls at 13.2%, and general retail at 2.2%. The submarket has approximately 710,000 SF of available space, equating to an availability rate of 5.8%.
- » Currently, there is 4,000 SF of retail space under construction in Dearborn, significantly below the submarket's 10-year average of 19,000 SF under construction annually.
- » The Dearborn retail submarket encompasses approximately 12.2 million SF of inventory, including 2.0 million SF of neighborhood centers, 1.8 million SF of power centers, 750,000 SF of strip centers, 1.6 million SF of malls, and 6.1 million SF of general retail.
- » Market rents in Dearborn average \$20.00/SF, reflecting a 3.5% year-over-year increase, outpacing the overall Detroit market's 3.3% growth. Rent growth varies by property type: 4.3% for neighborhood centers, 4.8% for power centers, 2.7% for strip centers, 1.0% for malls, and 3.7% for general retail.
- » The annual rent growth of 3.5% surpasses the submarket's five-year average of 3.1% and 10-year average of 2.9%, highlighting strong leasing performance.

### Airport District Retail Submarket

- » The Airport District retail submarket has a vacancy rate of 4.7% as of Q4 2024, unchanged over the past year despite positive net absorption and newly delivered space.
- » The current vacancy rate of 4.7% is notably lower than the submarket's five-year average of 5.9% and 10-year average of 6.0%, reflecting strong market stability.
- » The submarket has approximately 610,000 SF of available space, resulting in an availability rate of 7.3%.
- » As of Q4 2024, there is no retail space under construction in the Airport District, a departure from the submarket's 10-year average of 10,000 SF under construction annually.
- » The Airport District retail submarket encompasses roughly 8.4 million SF of total inventory.
- » Market rents average \$16.10/SF, representing a 3.0% year-over-year increase. This is slightly below the wider Detroit market's growth of 3.3%. The submarket's annual rent growth of 3.0% is also below its five-year average of 3.5% and its 10-year average of 3.2%, indicating steady but modest rent performance.

## Office Sub-Market Analysis

Office Market	Inventory SF	Vacancy Rate	Available SF	Availability Rate	Market Rent/SF	Market Cap Rate
Inkster	242K	0.00%	0	0.00%	\$1.60	12.7%
Southern I-275 Corridor	12.8M	13.8%	2.2M	17.5%	\$20.07	11.4%
Dearborn	11.1M	5.9%	727K	6.2%	\$22.10	11.5%
Airport	3.1M	3.7%	633K	20.1%	\$19.25	12.3%

### Southern I-275 Corridor Office Submarket

- » The Southern I-275 Corridor office submarket has a vacancy rate of 13.8% as of the fourth quarter of 2024. Over the past year, the submarket's vacancy rate has changed by 2.4%, a result of 5,900 SF of net delivered space and -300,000 SF of net absorption.
- » Southern I-275 Corridor's vacancy rate of 13.8% compares to the submarket's five-year average of 11.1% and the 10-year average of 9.4%.
- » The Southern I-275 Corridor office submarket has roughly 2.2 million SF of space listed as available, for an availability rate of 17.5%. As of the fourth quarter of 2024, there is no office space under construction in Southern I-275 Corridor. In comparison, the submarket has averaged 100,000 SF of under construction inventory over the past 10 years.
- » Southern I-275 Corridor contains 12.8 million SF of inventory, compared to 202 million SF of inventory metro wide.
- » Average rents in Southern I-275 Corridor are roughly \$20.00/SF, compared to the Detroit average of \$22.00/SF.
- » Rents have changed by 0.9% year over year in Southern I-275 Corridor, compared to a change of 0.8% metro wide. Annual rent growth of 0.9% in Southern I-275 Corridor compares to the submarket's five-year average of 2.4% and its 10-year average of 2.4%.

### Dearborn Office Submarket

- » The Dearborn office submarket has a vacancy rate of 5.9% as of the fourth quarter of 2024.
- » Dearborn's vacancy rate of 5.9% compares to the submarket's five-year average of 8.6% and the 10-year average of 9.5%.
- » The Dearborn office submarket has roughly 730,000 SF of space listed as available, for an availability rate of 6.2%. As of the fourth quarter of 2024, there is 600,000 SF of office space under construction in Dearborn. In comparison, the submarket has averaged 160,000 SF of under construction inventory over the past 10 years.
- » Dearborn contains 11.1 million SF of inventory, compared to 202 million SF of inventory metro wide.
- » Average rents in Dearborn are roughly \$22.00/SF, matching the wider Detroit average of \$22.00/SF.
- » Rents have changed by 0.8% year over year in Dearborn, compared to a change of 0.8% metro wide. Annual rent growth of 0.8% in Dearborn compares to the submarket's five-year average of 2.1% and its 10-year average of 2.6%.
- »

### Airport District Office Submarket

- » The Airport District office submarket has a vacancy rate of 3.7% as of the fourth quarter of 2024.
- » Airport District's vacancy rate of 3.7% compares to the submarket's five-year average of 5.7% and the 10-year average of 4.4%.
- » The Airport District office submarket has roughly 630,000 SF of space listed as available, for an availability rate of 20.1%. As of the fourth quarter of 2024, there is no office space under construction in Airport District. In comparison, the submarket has averaged 7,700 SF of under construction inventory over the past 10 years.
- » Airport District contains 3.1 million SF of inventory, compared to 202 million SF of inventory metro wide.
- » Average rents in Airport District are roughly \$19.30/SF, compared to the Detroit average of \$22.00/SF.
- » Rents have changed by 0.5% year over year in Airport District, compared to a change of 0.8% metro wide. Annual rent growth of 0.5% in Airport District compares to the submarket's five-year average of 3.5% and its 10-year average of 2.8%.

## Industrial Sub-Market Analysis

Industrial Market	Inventory SF	Vacancy Rate	Available SF	Availability Rate	Market Rent/SF	Market Cap Rate
Inkster	1,100,000	8.7%	97,200 SF	102,000	91.3%	11.6%
Southern I-275 Corridor	20M SF	3.1%	813K SF	4.1%	\$8.64	11.1%
Dearborn	19.1M SF	4.5%	1.6M SF	8.2%	\$7.99	11.2%
Airport	59.2M SF	4.4%	4.2M SF	7.0%	\$8.73	11.0%

### Southern I-275 Industrial Submarket

- » The Southern I-275 industrial submarket has a vacancy rate of 3.1% as of the fourth quarter of 2024. Over the past year, the submarket's vacancy rate has changed by 2.0%, a result of 37,000 SF of net delivered space and -360,000 SF of net absorption.
- » Southern I-275's vacancy rate of 3.1% compares to the submarket's five-year average of 3.6% and the 10-year average of 3.8%.
- » The Southern I-275 industrial submarket has roughly 810,000 SF of space listed as available, for an availability rate of 4.1%. As of the fourth quarter of 2024, there is no industrial space under construction in Southern I-275. In comparison, the submarket has averaged 200,000 SF of under construction inventory over the past 10 years.
- » The Southern I-275 industrial submarket contains roughly 20.0 million SF of inventory. The submarket has approximately 11.5 million SF of logistics inventory, 1.6 million SF of flex inventory, and 6.9 million SF of specialized inventory.
- » Market rents in Southern I-275 are \$8.60/SF. Rents average around \$8.40/SF for logistics buildings, \$10.00/SF for flex properties, and \$8.70/SF for specialized assets.
- » Rents have changed by 3.5% year over year in Southern I-275, compared to a change of 3.7% market wide. Market rents have changed by 3.0% in logistics buildings year over year, 0.0% in flex buildings, and 5.5% in specialized buildings. Annual rent growth of 3.5% in Southern I-275 compares to the submarket's five-year average of 5.6% and its 10-year average of 5.6%.

### Dearborn Industrial Submarket

- » The Dearborn industrial submarket has a vacancy rate of 4.5% as of the fourth quarter of 2024.
- » Dearborn's vacancy rate of 4.5% compares to the submarket's five-year average of 5.8% and the 10-year average of 5.2%.
- » The Dearborn industrial submarket has roughly 1.6 million SF of space listed as available, for an availability rate of 8.2%. As of the fourth quarter of 2024, there is no industrial space under construction in Dearborn. In comparison, the submarket has averaged 120,000 SF of under construction inventory over the past 10 years.
- » The Dearborn industrial submarket contains roughly 19.1 million SF of inventory. The submarket has approximately 9.5 million SF of logistics inventory, 4.0 million SF of flex inventory, and 5.6 million SF of specialized inventory.
- » Market rents in Dearborn are \$8.00/SF. Rents average around \$7.50/SF for logistics buildings, \$10.20/SF for flex properties, and \$7.30/SF for specialized assets.
- » Rents have changed by 2.8% year over year in Dearborn, compared to a change of 3.7% market wide. Market rents have changed by 2.8% in logistics buildings year over year, -0.3% in flex buildings, and 6.1% in specialized buildings. Annual rent growth of 2.8% in Dearborn compares to the submarket's five-year average of 4.6% and its 10-year average of 4.9%.

### Airport District Industrial Submarket

- » Detroit's Airport District has the second-largest inventory of industrial space among the area's submarkets, with net absorption averaging 920,000 SF annually over the past five years, representing approximately 22% of absorption marketwide over this period. Tenant demand has been negative by -530,000 SF over the past 12 months, causing vacancy to increase by 340 basis points to 4.6%, slightly above the Detroit area average of 4.3%. Meanwhile, 1.5 million SF was delivered, while 640,000 SF is underway.
- » Logistics properties, including distribution and warehouse space, account for 35.6 million SF of the submarket's inventory and, like in the broader Detroit area, are the prevalent subtype here. But there's a sizable chunk of specialized space within the Airport District. Specialized buildings, which include manufacturing space, account for 22.2 million SF of the local industrial inventory pool.
- » Small bay industrial space under 100,000 SF remains tightened, with availability at 3.8%, while the large bay category, or properties over 100,000 SF, currently has availability of 6.3%. The average availability in the Airport District is 5.3% or roughly 3.2 million SF.
- » Softened tenant demand has caused rent growth to decline by approximately 190 basis points over the past 12 months to 3.6%, slightly above the market wide average of 3.6%. Industrial rents are about \$8.60/SF, which is aligned with the broader Detroit area. A similar pattern holds for logistics rents, which, at \$8.40/SF, match the metro average for that subtype.
- » The 640,000 SF currently underway in the Airport District represents less than 1.1% of inventory. Although development has declined recently, over the past three years, 4 million SF of industrial space has been added to the area's inventory.

## Multifamily Sub-Market Analysis

Multi-Family Market	Inventory SF	Vacancy Rate	1-Bedroom Rate	2-Bedroom Rate	3-Bedroom Rate	Market Cap Rate
Inkster	3,065 Units	6.8%	\$742	\$1,095	\$1,337	7.9%
Southwest Wayne County	22,574	6.4%	\$1,072	\$1,335	\$2,019	7.1%
Downriver	16,388	5.2%	\$940	\$1,174	\$1,408	7.3%
Dearborn	3,923	5.7%	\$1,204	\$1,488	\$2,128	7.7%

### Southwest Wayne County Multi-Family Submarket

- » Nearing the final months of 2024, multifamily vacancies in Southwest Wayne County were nearly flat over the past 12 months, compressing by 40 basis points to 6.7%. Over the same period, 80 units, entirely at 1 & 2 Star communities, were absorbed. Nothing has been delivered over the past year, and nothing is currently underway, indicating no supply-side pressure on fundamentals through the near term. Although development here is paused, construction has occurred here somewhat sporadically, with 390 units delivered here over the past five years.
- » Apartment rents in Southwest Wayne County are averaging around \$1,260/month, having increased by approximately 4.7% over the past 12 months. Rent growth was strongest among 4 & 5 Star properties, where rents increased by 6.1% to \$1,990/month. For context, the five-year average rent growth is at 5.4%. Even after the recent rent growth increases, the area's average rents are still below the Detroit-area average rent of \$1,310/month.
- » Investing activity spiked during the tail-end of 2021, to \$389 million, but has since declined well below the historical averages for the area. Over the past 12 months, \$28.3 million worth of assets changed hands from three recorded sales transactions, while market pricing has increased slightly over the previous 12 months to \$99,000/unit.

### Downriver Multi-Family Sub-Market

- » The Downriver multifamily submarket has a vacancy rate of 5.2% as of the fourth quarter of 2024.
- » Downriver's vacancy rate of 5.2% compares to the submarket's five-year average of 4.5% and the 10-year average of 4.3%.
- » As of the fourth quarter of 2024, there are 201 multifamily units under construction in Downriver. In comparison, the submarket has averaged 70 units under construction annually over the past 10 years. The Downriver multifamily submarket contains roughly 16,000 units of inventory. The submarket has approximately 630 units rated 4 & 5 Star, 4,600 units rated 3 Star, and 11,000 units rated 1 & 2 Star.
- » Average rents in Downriver are \$1,100/month, compared to the Detroit average of \$1,320/month.
- » Rents have changed by 3.6% year over year in Downriver, compared to a change of 3.5% metro wide. Annual rent growth of 3.6% in Downriver compares to the submarket's five-year average of 5.4% and its 10-year average of 4.4%.

### Dearborn Multi-Family Sub-Market

- » The Dearborn multifamily submarket has a vacancy rate of 5.7% as of the fourth quarter of 2024.
- » Dearborn's vacancy rate of 5.7% compares to the submarket's five-year average of 7.2% and the 10-year average of 7.0%.
- » As of the fourth quarter of 2024, there are 95 multifamily units under construction in Dearborn. In comparison, the submarket has averaged 19 units under construction annually over the past 10 years. The Dearborn multifamily submarket contains roughly 3,900 units of inventory. The submarket has approximately 370 units rated 4 & 5 Star, 1,900 units rated 3 Star, and 1,700 units rated 1 & 2 Star.
- » Average rents in Dearborn are \$1,330/month, compared to the Detroit average of \$1,320/month.
- » Rents have changed by 4.7% year over year in Dearborn, compared to a change of 3.5% metro wide. Annual rent growth of 4.7% in Dearborn compares to the submarket's five-year average of 3.3% and its 10-year average of 3.5%.

## Hospitality Sub-Market Analysis

Multi-Family Market	Inventory (Rooms)	12 Month Delivered Rooms	Avg. Daily Rate	Rev Par	Occupancy Rate	Market Cap Rate
Inkster	346	0	\$67.94	\$41.27	60.7%	11.4%
Detroit/Dearborn	11,451	0	\$193.45	\$133.77	68.6%	8.8%
Romulus/Airport	7,320	215	\$118.01	\$80.92	66.7%	9.6%
Livonia/West	6,517	0	\$120.81	\$80.58	69.2%	9.8%

### Detroit/Dearborn Hospitality Submarket

- » Over the year's first seven months, Detroit/Dearborn's occupancy and ADR grew 3.3% and 3.1%, respectively, leading to a 6.5% uplift in RevPAR. The submarket's performance was particularly strong in April 2024, when the city hosted the NFL Draft. It is worth noting that occupancy remains 14% below the 2019 benchmark year, with supply growing faster than demand since that year.
- » From a segmentation perspective, transient and group demand improved year-over-year, with the group segment witnessing the most substantial growth. The NFL Draft supported this performance in April when group demand jumped 25%. The year-over-year uptick in group demand led to an increase in the segment's rates, which grew faster than the market average. However, it is positive to note that rates across all segments contributed to the uplift.
- » Like the national trend, deliveries from 2020 through 2022 were below the long-term average of 210 rooms per year. However, this trend is reversing quicker than other urban centers. In 2023, four hotels opened, adding 620 rooms to the market and contributing to the city's overall revitalization efforts. Deliveries are expected to outpace the average again this year and next with more branded supply from Marriott, Hilton and IHG due to open. The main reason for the faster return of inventory growth relative to other urban centers is the lower land costs in Detroit, which has allowed projected profits to absorb higher construction and financing costs, making developments feasible. Additionally, industry participants believe that more hotel room capacity is needed for the city to host larger events.
- » Looking ahead to the end of 2024, we expect year-end occupancy growth to pull back due to softer economic conditions. This will result in slightly lower demand while more hotels are added to inventory. Rate growth is forecast to align with year-to-date results.
- » Transaction activity is in line with the national trend, with a slowdown over the past 12 months compared to the past few years due to high interest rates and tight credit markets. More trades are expected in 2025 as investors accept that interest rates will remain higher than in the past 15 years. There is also a belief that to remain competitive, investment activity must continue despite the higher cost of capital. Like the trend across the country, property improvement plan requirements may continue to act as a tailwind to generate more sales in Detroit/Dearborn.

### **Romulus/Airport Hospitality Submarket**

- » The Romulus/Airport submarket contains around 7,300 hotel rooms, and houses 79 of the Detroit market's 489 hotel properties. The average hotel in Romulus/Airport has about 93 rooms, which does not substantially differ from the market-wide norm or the national norm.
- » In the past 12 months, monthly occupancy has averaged 60.6%, moderately above the market average of 58.9% for the same period.
- » Twelve-month RevPAR in the Romulus/Airport hotel submarket was essentially flat year-over-year as of September. The situation looks a bit better when zooming out to the broader market, where RevPAR is in the green, albeit modestly.
- » The 220 rooms currently underway in the Romulus/Airport submarket represent a 2.9% expansion to the existing inventory. This represents a continuation of new development in the submarket: A handful of projects containing around 220 total rooms delivered within the past three years.
- » Broadly speaking, Romulus/Airport is not among the more actively traded US hotel submarkets. But investment activity in the past year ( 5 trades) easily exceeded the submarket's three-year average.

### **Livonia/West Hospitality Submarket**

- » The Livonia/West submarket contains around 6,500 hotel rooms, and houses 58 of the Detroit market's 489 hotel properties. Hotels are somewhat larger in Livonia/West than they are in the broader market. The average hotel has 112 rooms, compared to the 99 room-per-building market-wide average.
- » With trailing 12-month occupancies at 60.4%, Livonia/West is exceeding the market average of 58.9% for the same period.
- » Twelve-month RevPAR in the Livonia/West hotel submarket was essentially flat year-over-year as of September. That's a material contrast to the market-wide trend, where RevPAR is up moderately on a year-over-year basis.
- » Developers are highly active in other parts of the Detroit market. About 2,100 total rooms are underway, representing a market-wide inventory expansion of 4.3%. But Livonia/West might be less exposed to supply-side pressures, as nothing is under construction in the submarket itself. While nothing is currently underway, there has been a material amount of recent development in the submarket: About 330 rooms delivered within the past three years.
- » The submarket does see sales activity, but is not a particularly active grounds for hotel investment. On average, one or two deals per year have closed in recent years.

## 7.3 REDEVELOPMENT STRATEGY

The Redevelopment Strategy for the City of Inkster outlines a cohesive approach to addressing critical aspects of land use, economic development, and community revitalization. This strategy aims to integrate planning initiatives with actionable outcomes that support sustainable growth, attract investment, and enhance the quality of life for residents. By leveraging its strengths and addressing key challenges, Inkster can position itself as a dynamic, inclusive, and thriving community.

The Master Plan Redevelopment Strategies employed by the City of Inkster serve as a blueprint for achieving these goals. These strategies encompass a wide range of objectives, including:

- » **Implementing Middle Housing Strategies.** Middle housing strategies focus on diversifying housing options which range from duplex family homes and small-medium apartment complexes.
- » **Developing City Redevelopment Ready Sites.** Redevelopment Ready Sites are strategically identified properties that are primed for development.
- » **Implement the Redevelopment Future Land Use & Zoning Plan.** The Redevelopment Future Land Use Plan designates areas primed for redevelopment as Mixed Residential and Mixed Development future land uses, encouraging a mix of housing and uses which cater to a greater variety of local and regional consumer.
- » **Strategize for Park Land Conversion.** Park land conversion involves re-evaluating underutilized or obsolete park land for other uses, such as housing, mixed-use development, or new community amenities.
- » **Activate Sub-Area Plans.** Develop and integrate redevelopment initiatives in select corridors and neighborhood plan which focus on providing detailed approaches to attract development, evolve land uses, improve transportation and infrastructure, and encourage business development.
- » **Achieve Certification in Redevelopment Ready Program.** The City of Inkster is committed to engagement and implementation in best planning practices of the Michigan Economic Development Corporation Redevelopment Ready Communities Program.

### Redevelopment Ready Sites

These sites are selected based on their potential to attract investment and support community revitalization goals. Strategies for support the redevelopment of these sites include:

- » Conducting market feasibility studies to identify viable development opportunities.
- » Pre-approving zoning or offering streamlined permitting processes to reduce development barriers.
- » Actively marketing sites to developers and investors with detailed property information and community benefits.



**AREA:**

15.88 Acres

**CURRENT ZONING:**

R-1A One Family Residential

**2024 PLAN FUTURE LAND USE:**

Mixed Development



View from Northland facing east



**Cherry Street  
West of Inkster Road**

**AREA:**  
13.98 Acres

**CURRENT ZONING:**  
M-1A Light Industrial

**2024 PLAN FUTURE LAND USE:**  
Mixed Development



**Beech Avenue between  
Irene and Northland**

**AREA:**  
15.88 Acres

**CURRENT ZONING:**  
R-1A One Family Residential

**2024 PLAN FUTURE LAND USE:**  
Mixed Residential

## Residential Infill Program

A Residential Infill Program is a strategic initiative included in a community master plan to promote the redevelopment and revitalization of underutilized and vacant city-owned residential lots within existing neighborhoods. The program aims to enhance community character, increase housing diversity, and optimize the use of existing infrastructure and resources. Strategies for implementing the residential infill program include;

- » Utilize the MEDC Pattern Book for streamlined housing development.
- » Update Zoning Code to implement and encourage Middle Housing types.
- » Market and promote the sale and development of City-Owned property.
- » Collaborate with the State and County Land Bank to bundle and sell land for mixed residential development.

## Middle Housing Types

**Duplex.** A building containing two separate dwelling units, either side-by-side or stacked. Each unit typically has its own entrance and may share some infrastructure, such as a yard or driveway.

**Triplex.** A residential structure with three independent dwelling units. These units can be side-by-side, stacked, or a combination of both. Triplexes are slightly denser than duplexes but maintain a smaller scale than larger apartment buildings.

**Fourplex (Quadplex).** A building with four distinct dwelling units, often arranged similarly to a triplex but with an additional unit. Fourplexes may be side-by-side or stacked and are common in urban or transitional areas.

**Townhomes.** A series of attached single-family homes, each with its own separate entrance, often sharing walls with adjacent units. Townhomes typically have multiple stories and private yards or patios.

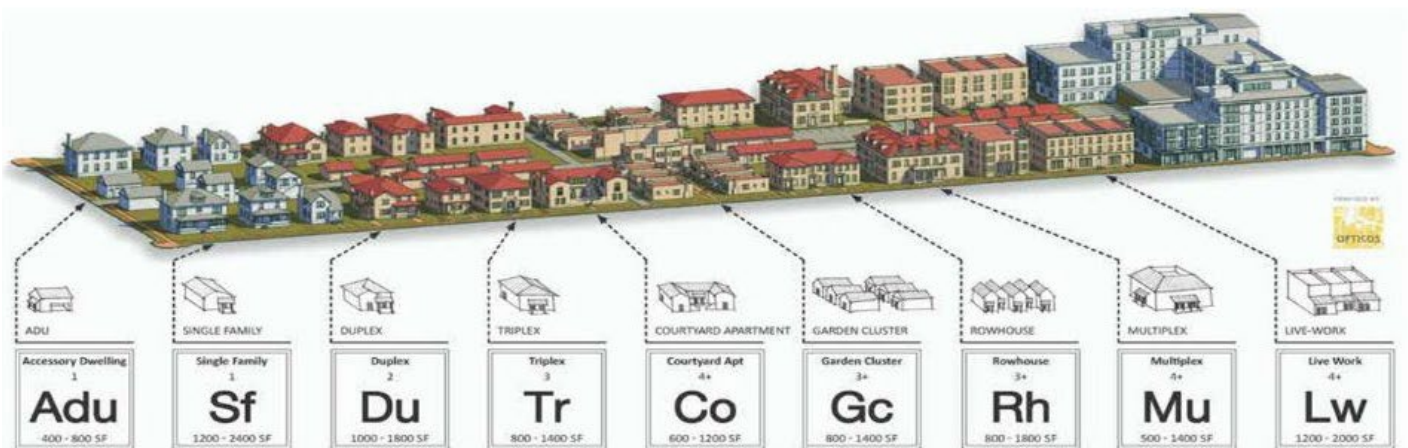
**Cottage Court.** A cluster of small, detached homes arranged around a shared central courtyard or green space. Cottage courts often prioritize community interaction while maintaining private living spaces.

**Courtyard Apartments.** Small-scale apartment buildings with units arranged around a shared courtyard. These buildings typically offer a mix of ground-level and upper-level units and emphasize communal spaces.

**Carriage Houses (Accessory Dwelling Units - ADUs).** Small, secondary housing units built on the same lot as a primary residence. Carriage houses are often located above garages, in backyards, or as standalone structures.

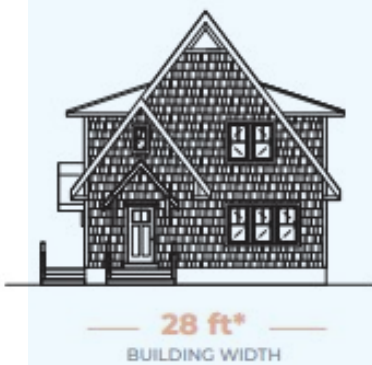
**Duplex/Triplex/Townhome Hybrids.** A combination of middle housing forms, such as a building that includes a duplex configuration alongside townhomes or triplexes, designed to blend seamlessly into diverse neighborhoods.

Figure 2. Missing Middle Housing Diagram: Opticos Design



## Pattern Book Homes for 21st Century Michigan

This guidebook offers home builders free construction plans for multi-family housing using designs modeled after popular kit homes built during the state's housing boom in the early part of the 20th century. In addition to, the pattern book includes a toolkit to modernize zoning codes for more multi-family construction which can fit seamlessly into the existing neighborhoods. The Pattern Book Homes will help streamline the development of more housing units while also reducing construction costs.



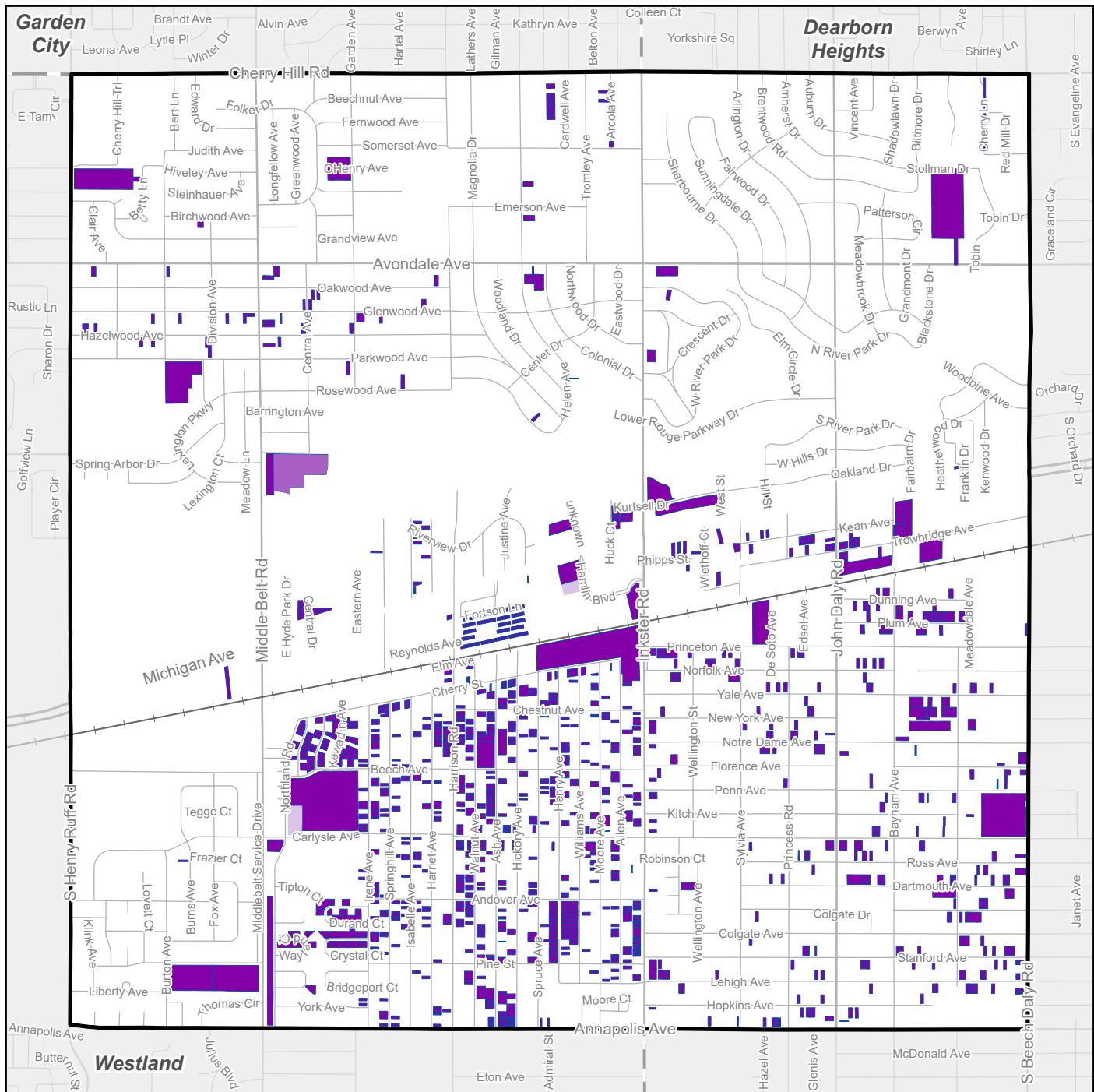
**2**  
 HOMES

**1,998 ft<sup>2</sup>**  
 TOTAL FLOOR AREA

**1,064 ft<sup>2</sup>**  
 TOTAL FOOTPRINT




*Duplex Pattern*



# City-Owned Parcels

City of Inkster, Wayne County, Michigan

## LEGEND

 City Owned Parcels Nov. 13 Data



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of Inkster, 2024. McKenna, 2024.



## Future Land for Redevelopment

The Mixed Residential and Mixed-Use Development future land use designations are integral to fostering vibrant, dynamic development areas by promoting diverse and compatible land uses. Mixed Residential areas encourage a variety of housing types, from single-family homes to multifamily units, catering to residents of different income levels and household needs. Mixed-Use Development zones integrate residential, commercial, and recreational uses, creating walkable, interconnected development nodes that attract regional traffic and tourism. Together, these designations stimulate economic activity, attract investment, and enhance quality of life by creating a well-balanced, inclusive, and sustainable Inkster where residents can live, work, shop, and play in close proximity.

### Mixed Residential District Objectives

The Mixed Residential District (MRD) aims to cultivate a neighborhood-focused atmosphere, offering residents easy access to daily conveniences while preserving the area's residential character. This district provides a variety of housing options to support different household needs and lifestyles, and it includes small-scale commercial spaces that enhance accessibility without introducing significant traffic, noise, or environmental impact.

#### Related Zoning Districts

- » R-1C - Medium Density Residential
- » RM-1 – Residential, Retail, & Multi-Family
- » B1 – Local Business District

### Mixed Development District Objectives

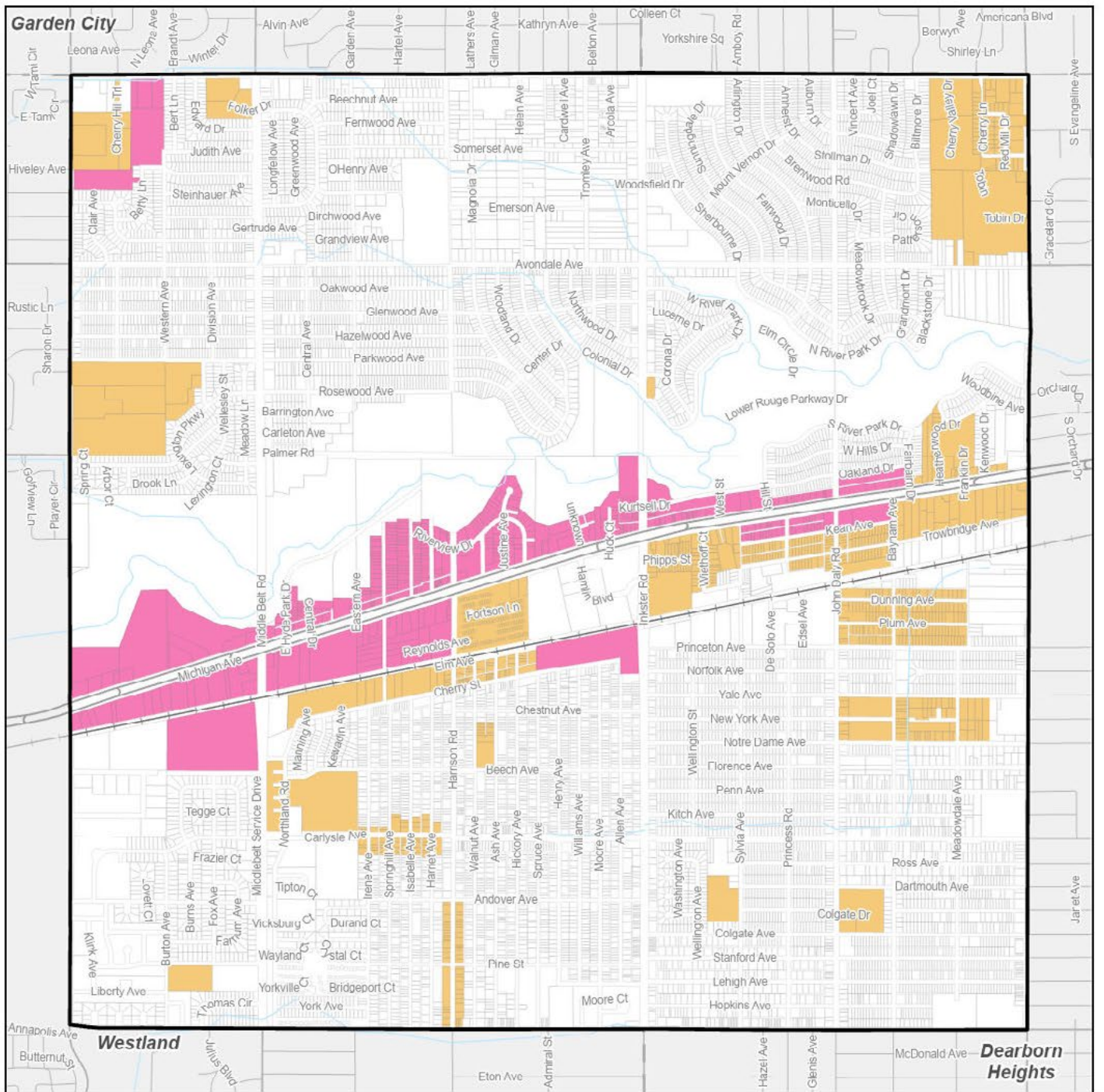
The Mixed Development District (MDD) is designed to create a vibrant, multi-functional neighborhood that enhances quality of life for residents while attracting regional visitors. By offering unique retail, dining, and entertainment experiences, the MDD serves as both a community-oriented environment and a regional destination. The district stimulates the local economy through diverse job opportunities, supports local businesses, and promotes social interaction through public art and community events. Its pedestrian-friendly design prioritizes walkable spaces, green areas, and gathering spots, creating an accessible, welcoming atmosphere for locals and visitors alike.

#### Related Zoning Districts

- » RM-2 – Residential, Retail, & Multi-Family
- » B2 – Thoroughfare Mixed-use District
- » B3 – General Business District

**Figure 3. Mixed Housing Development Concept –**  
*OSPAArchitecture*





# Mixed Development and Mixed Residential Future Land Use Sites

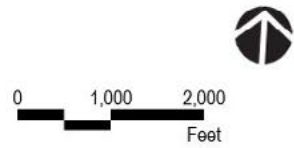
City of Inkster, Wayne County, Michigan

November 15, 2024

**LEGEND**

Future Land Use

- Mixed Development
- Mixed Residential
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of Inkster, 2024. McKenna, 2024.



## Sub-Area Planning

### Downtown Revitalization Plan

The Downtown neighborhood of the City of Inkster serves as its geological and economic core and plays a critical role in establishing Inkster as a regional destination for business and social interaction. The Downtown Revitalization Plan prioritizes the enhancement of Downtown and its physical spaces; encouraging residential and mixed-use development; incentivizing land uses that are compatible with the character and growth pattern of the area and establishing the long-term vision of the Michigan Ave Corridor.

The Downtown Revitalization Plan continues to identify opportunities for implementing strategies that support the economic growth of Inkster's Downtown neighborhood. Ongoing initiatives include:

- » Ride-Share and Mobility Program: Collaborate with ride-sharing service providers to establish designated pick-up and drop-off areas, identify opportunities for multimodal and mobility infrastructure improvements.
- » Michigan Main Street Program: Leverage resources from the Michigan Economic Development Corporation to access technical assistance for revitalizing and promoting Downtown redevelopment.
- » Mixed-Use Development: Encourage a diverse mix of retail, entertainment and commercial uses; middle housing and mixed housing developments, and public spaces to create a sense of place.
- » Visual Communication: Enhance and activate spaces through marketing and branding strategies, improved wayfinding, public art installations, community events, and public private partnerships.

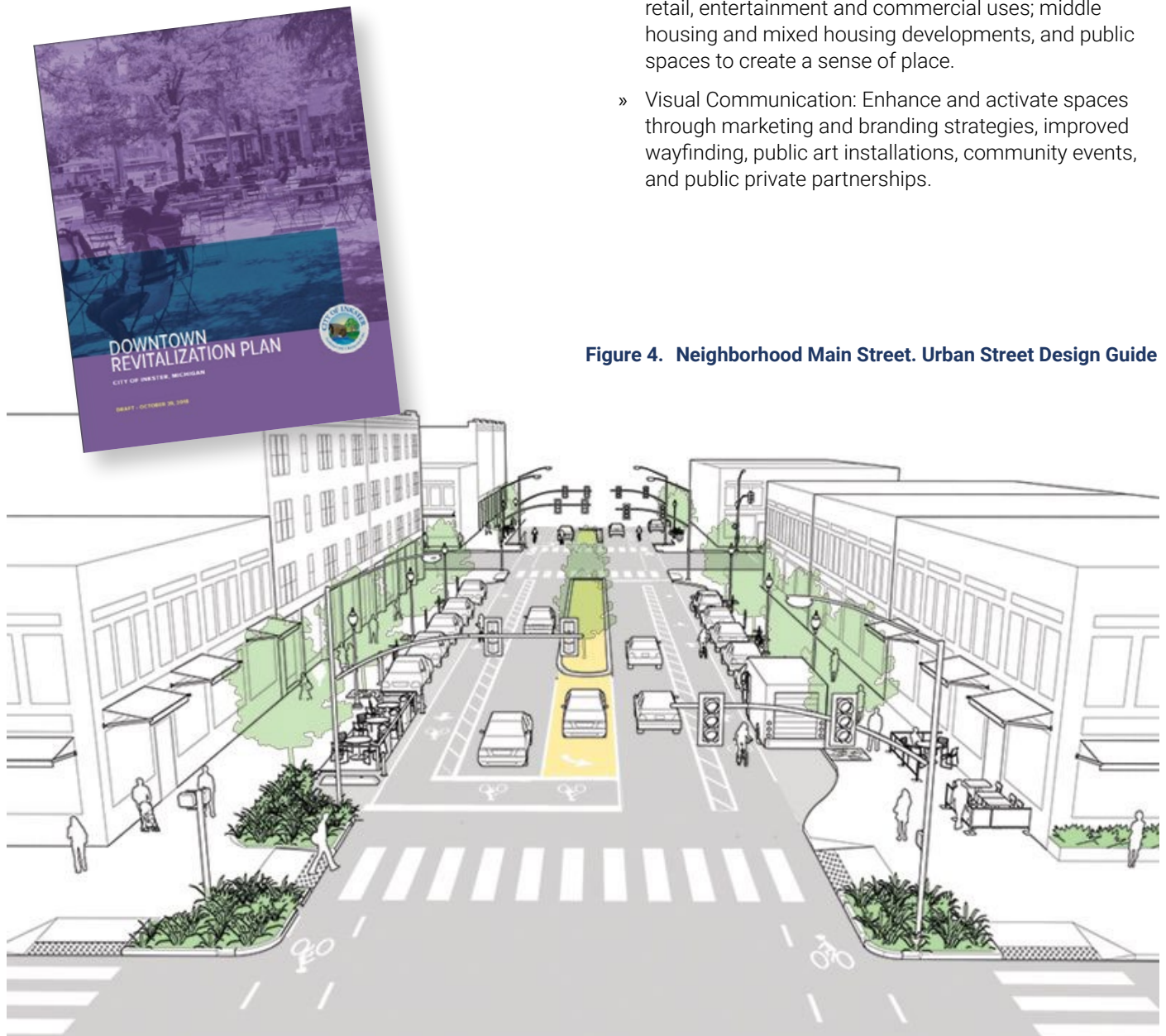


Figure 4. Neighborhood Main Street. Urban Street Design Guide

## 7.4 ECONOMIC DEVELOPMENT INCENTIVES

Economic Development Incentives play a critical role in supporting Inkster’s efforts to enhance its local economy, create job opportunities, and improve the quality of life for residents. These resources encompass funding programs, technical assistance, planning tools, and partnerships to empower Inkster businesses, organizations, and the city to be successful.

**Brownfield Redevelopment Act (PA 381).** Any city, village, township, or county may create a Brownfield Redevelopment Authority. Brownfield incentives promote investment in eligible properties such as contaminated, blighted, functionally obsolete, or historic properties.

**Tax Increment Financing (TIF).** Allows for reimbursement of costs incurred from eligible activities on brownfield properties from the incremental revenue generated by new investment on the property.

**Community Revitalization Program (CRP).** CRP is designed to support real estate redevelopment, infill and historic preservation projects in downtowns and high-impact commercial corridors. CRP awards fill financial gaps with loans, grants or other economic assistance in projects that promote community revitalization by accelerating private investment, fostering redevelopment of functionally obsolete or historic properties, and reducing blight.

**State Historic Preservation Tax Credits.** Provide a credit of up to 25 percent of rehabilitation costs for both income producing and owner-occupied historic properties. A limited amount of credits are available each calendar year.

**Transformational Brownfield Plan (TBP).** TBP is defined as a brownfield plan that, among other requirements, will have a transformational impact on local economic development and community revitalization and meet certain investment thresholds. TBP projects may request sales and use tax exemption, property tax increment capture, construction period tax capture, withholding tax capture, and income tax capture revenues as determined necessary to fill a demonstrated financing gap.

**Business Improvement District (BID) /Principal Shopping District (PSD).** Cities, villages, and urban townships may create a BID or PSD to allow a municipality to collect revenues, levy special assessments, and issue bonds in order to address the maintenance, security, and operation of that district.

**Business Improvement Zone (BIZ).** BIZ can be created by private property owners of those parcels in a zone plan within a city or village to levy assessments and finance activities and projects outlined within a zone plan.

**Commercial Redevelopment Act (PA 255).** PA 255 encourages the replacement, restoration, and new construction of commercial property in a city or village. Property taxes generated from new investment are abated for a period up to 12 years.

**Commercial Rehabilitation Act (PA 210).** PA 210 encourages rehabilitation of commercial property in a city, village, or township. Property taxes generated from new investment are abated for a period up to 10 years.

**Conditional Land Use Transfer (PA 425).** PA 425 allows one municipality the option of conditionally transferring land to another. This public act was established to ease the legally difficult process of annexation, and to encourage cooperation. Cities, villages, and townships may enter into land transfer agreements.

**Corridor Improvement Authority (CIA).** (PA 57, Part 6) CIA is designed to assist cities, villages, and townships by allowing the use of tax increment financing or other funding tools to implement eligible improvements in designated commercial corridors.

**Downtown Development Authority (DDA).** (PA 57, Part 2) DDA is designed to be a catalyst in a community's downtown district. It provides a variety of funding options including a tax increment financing mechanism, which can be used to fund public improvements and to levy a limited millage to address administrative expenses.

**Local Development Financing Authority (LDFA) (PA 57, Part 4).** LDFA allows a city, village, or urban township to use tax increment financing to fund public infrastructure improvements for eligible properties. LDFAs can promote economic growth and job creation through supporting companies in manufacturing, agricultural processing, and high technology operations.

**Neighborhood Enterprise Zone (NEZ) (PA 147).** PA 147 provides a tax incentive to develop or rehabilitate residential housing units in qualified local units of government (i.e., Core Communities).

**Neighborhood Improvement Authority (NIA) (PA 57, Part 8).** NIA may use its funds, including tax increment financing, to fund residential and economic growth in residential neighborhoods. An authority may also issue bonds to finance these improvements.

**Obsolete Property Rehabilitation Act (OPRA) (PA 146).** Tax incentives are available to encourage redevelopment of contaminated, blighted, and functionally obsolete buildings in eligible core communities. OPRA helps spur private development in urban areas and centers of commerce, by temporarily freezing local taxes up to 12 years.

**Redevelopment Liquor Licenses (PA 501).** Through PA 501, the Liquor Control Commission may issue new public on-premises liquor licenses to local governments in addition to quota licenses allowed in cities under PA 58.

**Water Resource Improvement Tax Increment Finance Authority Act.** (PA 57, Part 7) Through PA 94, a city, village, or township can establish a Water Improvement Tax Increment Finance Authority to prevent deterioration in water resources, and to promote water resource improvement or access to inland lakes, or both.

**Business Assistance and Resources.** MEDC and its network of local and regional partners provide business assistance and business resources throughout Michigan.

**SBA 504 Loans.** These loans provide businesses with long-term fixed-rate financing for the acquisition or construction of fixed assets.

**Small Business Development Center (SBDC).** Michigan's SBDC has 10 regional offices that provide counseling, training, and many other valuable resources to support small businesses.



**MASTER PLAN** · CITY OF INKSTER, MI



**08.**  
**FUTURE LAND USE  
PLAN**

The Future Land Use Plan chapter outlines the vision for how land throughout the city will be used and developed in the coming decades. This chapter provides a blueprint for promoting strategic growth, preserving community assets, and ensuring that future development aligns with Inkster’s long-term goals of sustainability, equity, and economic vitality. Through review of current land use patterns, population trends, and community needs, the Future Land Use Plan establishes a framework to guide development decisions that foster strong neighborhoods, vibrant business districts, and sustainable open spaces.

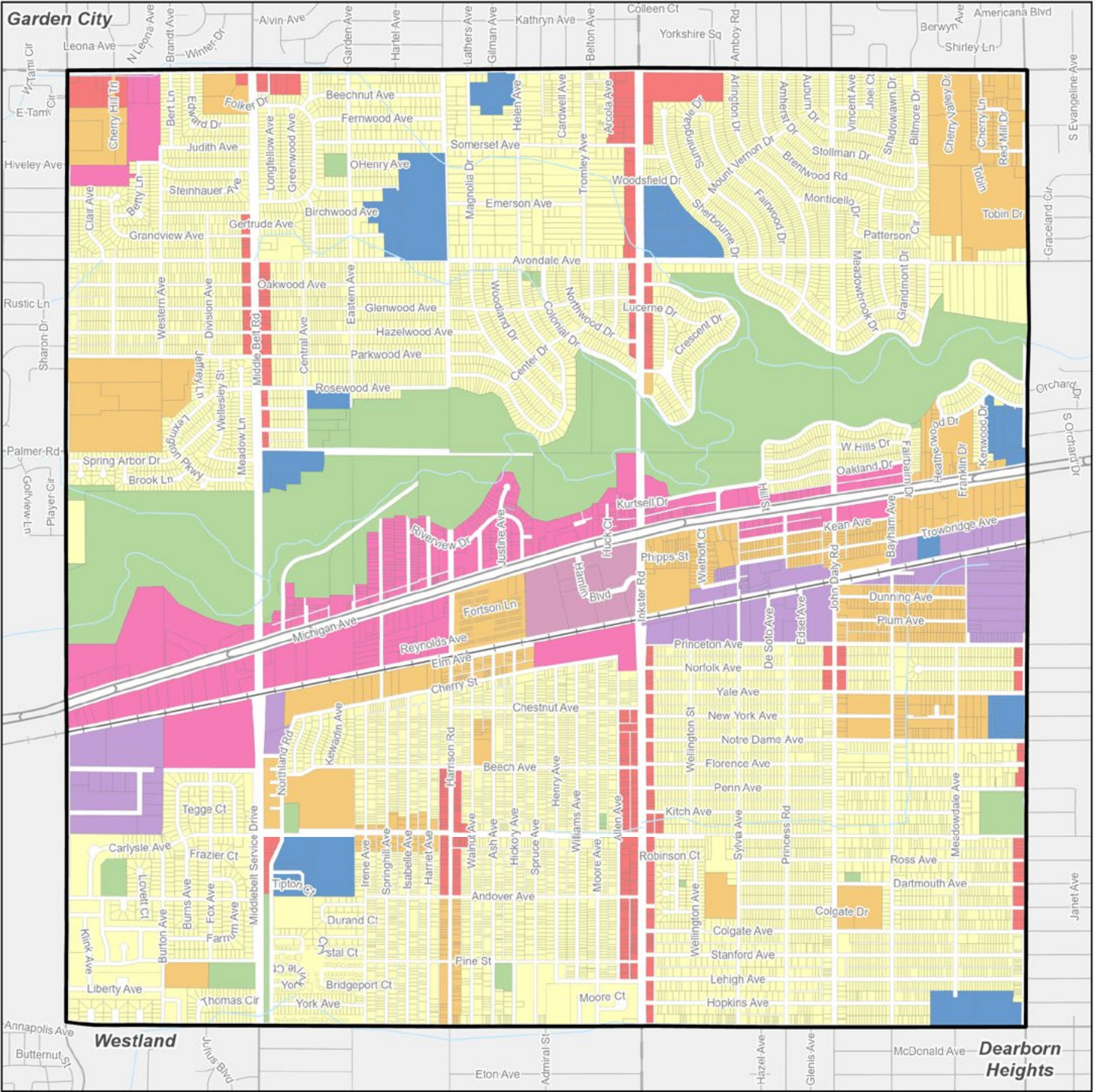
## 8.1 FUTURE LAND USE PLAN

The Future Land Use Plan for the City of Inkster represents a proactive approach to long-term land use and redevelopment, with a focus on supporting both economic growth and community development. This plan provides a strategic framework to guide future zoning and land use decisions. It has been shaped by a thorough analysis of data, goals, policies, and strategies, as well as extensive public input gathered through community meetings throughout the planning process.

Through developed Future Land Use Designations, this plan further provides the policy foundation for the City’s Zoning Ordinance. While the Future Land Use Plan outlines the desired vision for land use and development, the Zoning Ordinance translates that vision into enforceable regulations. The Zoning Ordinance defines specific land use categories, development standards, and zoning districts to implement the goals of the Future Land Use Plan.



**Garden City**



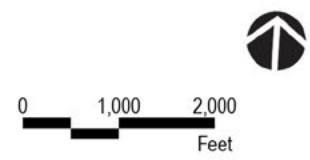
# Future Land Use

City of Inkster, Wayne County, Michigan

November 11, 2024

**LEGEND**

- Future Land Use
- Neighborhood Residential
- Mixed Residential
- Neighborhood Mixed Use
- Mixed Development
- Town Center
- Research, Technology, and Manufacturing
- Education and Semi Public
- Park and Open Space
- City of Inkster



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: City of Inkster, 2024. McKenna, 2024.



## 8.2 FUTURE LAND USE DESIGNATIONS

The vision for the long-term use of land in the City of Inkster is defined with the outlines of the Future Land Use Designations. Intended to outline the use, character, and development patterns of specific areas as envisioned in a master plan. These designations serve as a guide for growth, investment, and land-use decisions over time, ensuring that development aligns with the community's goals and vision for the future.

### Neighborhood Residential

Residential uses in the district primarily consist of detached single-family homes located within subdivisions or established neighborhoods. These established neighborhoods can be complemented by a variety of housing options, including duplexes, townhomes, and garden apartments, accessory dwelling units, as well as senior housing. Buildings in this category typically range up to three stories in height.

### Neighborhood Mixed Use

The Neighborhood Mixed-Use designation integrates residential and commercial uses, designed to serve local corridors by providing essential day-to-day services and employment opportunities to nearby neighborhoods and the broader community. This designation supports the development of vibrant corridors by promoting mixed-use developments, with active ground-floor spaces for retail, small-scale manufacturing, or maker spaces, while incorporating residential housing on upper floors.

### Mixed Residential District

The Mixed-Residential District is designed to create a balanced, community-oriented environment that combines low- to medium-density residential housing with small-scale retail and business uses tailored to the needs of residents. The MRD encourages a blend of housing types, such as townhomes, small apartments, cottage homes, and quadplexes, supporting a diverse residential population. Retail and business activities are carefully integrated to minimize impact on the neighborhood, creating a seamless blend of living and essential services.

### Mixed Development District

The Mixed Development District is designed to support medium-to-high-density residential development while serving as a multifunctional destination that seamlessly integrates retail, residential, and entertainment uses. This district aims to create a vibrant environment that offers high-quality regional commercial amenities, enhancing the local community's lifestyle, and attracting visitors with diverse dining, shopping, and entertainment options.

### Town Center

The intent of the Town Center District is to provide a "city identity", indicating to residents and visitors that they are in Inkster. This can be accomplished through visual cues such as prominent public buildings, lively street venues, and changes in scale. This district builds upon recent commercial and residential development, as well as its proximity to civic buildings and the Lower Rouge Parkway. A cohesive mix of low-, medium- and high-density residential, convenience retail, office and public uses will add a visual richness.

Special design features include a pedestrian friendly environment with sidewalks and pathways, public gathering spaces, large street trees, abundant hardy landscaping, well-designed off-street parking areas, and compatible land uses should be implemented. Walking and biking should be balanced with motorized traffic to create a lively interactive feeling. Public facilities, convenience retail, offices and low-, medium- and high-density housing interrelated in a cohesive setting can be found in the Town Center district. Special design standards and requirements to improve architectural appearance, enhance and encourage pedestrian activity, landscaping, and lessen motor vehicle dominance is encouraged.

### Research, Manufacturing, And Technology

The Research, Light Manufacturing, and Technology designation represents larger office developments and research facilities. Other typical uses include light manufacturing, assembly, warehousing, and uses that do not negatively impact neighboring communities or residents. Emphasis on developments that include high quality landscaping and design, traffic and pedestrian controls, and environmental sustainability are prioritized.

### Park and Open Space

This designation represents large open spaces, public and private parks, passive areas, greenways and golf courses. Private parks and open spaces include neighborhood parks and recreation facilities, greenbelts, and retention areas maintained by homeowners' associations. The River Rouge Greenway Corridor should be further developed to construct the proposed non-motorized pathway and to connect to public facilities, open spaces, residential areas, and business centers.

### Education and Semi-Public

This includes public facilities, educational institutions and agencies, public and private schools, and hospitals.

**Table 31. Future Land Use and Zoning Map Correlation**

Future Land Use	Zoning Correlation
Neighborhood Residential	R-1A, R-1B, and R-1C One Family Residential Districts
Mixed Residential District	R-1A, R-1B, and R-1C One Family Residential Districts, RM & RM-1, Multiple-Family Residential District, B-1, Local Business District
Neighborhood Mixed Use	R-1A, R-1B, and R-1C One Family Residential Districts , B-1, Local Business District, B-2, Thoroughfare Mixed-Use District, RM, Restricted Multiple-Family Dwelling District
Mixed Development District	RM, Restricted Multiple-Family Dwelling District, RM-1, Multiple-Family Residential District, B-2, Thoroughfare Mixed-Use District, B-3, General Business District
Town Center	TCD, Town Center District, B-2, Thoroughfare Mixed-Use District, District, B-3, General Business District
Research, Manufacturing, and Technology	M-1, Light Industrial District, B-3, General Business District
Park and Open Space	Parks and Open Space, Rouge River Parkway
Education and Semi-Public	R-1A, R-1B, and R-1C One Family Residential Districts

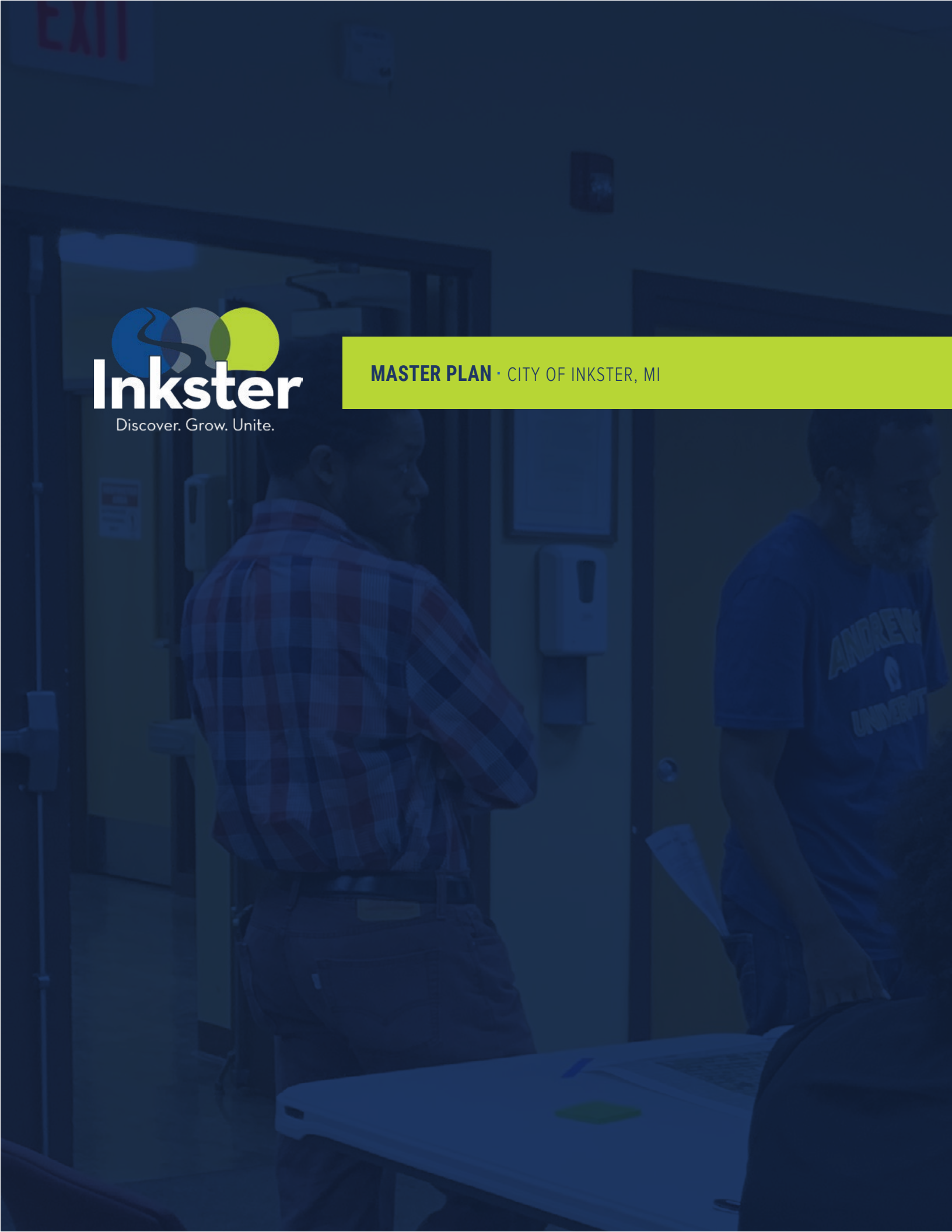
## 8.3 ZONING PLAN

The Zoning Plan for the City of Inkster serves as a critical tool for aligning the city's land use policies with its long-term vision for growth, development, and community character. The primary objective being to bridge the gap between the Master Plan's future goals and implementing enforceable standards and regulations in the zoning ordinance.

1. Consolidate the R1-A & B districts into a single low-density zoning classification which permits single-family homes, duplexes, and accessory dwelling units.
2. Add Design Standards for Middle Housing development types, detailing architectural design, facades, and materials.
3. Develop a table of Building Typologies, regulations, and the districts where they are permitted.
4. Remove unused Zoning Districts from Zoning Map and Zoning Ordinance.
5. Coordinate local land-use plans with regional transportation investments.
6. Amend the Zoning Ordinance for buildable lots of definitions and regulations, to permit the utilization of small lots for new residential development.
7. Implement sustainability within the zoning ordinance by encouraging mixed use development, incentivizing transit-oriented development, and green infrastructure in new construction developments.
8. Remove references to "Family" in the context of Zoning Districts and designations, utilize alternative language such as low, medium, and high residential density, and building typologies.
9. Incentivize Low-Medium Residential Density Development by-right in the RM District, by implementing improved design standards for Townhomes, Multiple Family Structures, and Mixed-Use Residential-Business Lofts along corridors and thoroughfares.
10. Rezone R-1C Parcels to RM, to allow for Low-Medium Density Residential Development.
11. Incentivize permitting Medium-High Residential Density Development by-right in the RM-1 District, by implementing improved design standards for residential developments greater than three stories and involved a mixed of commercial and retail uses.
12. Consider the use of Specific Use Standards, rather than Special Land Use Standards to regulate the standards of development, permitting uses by-right which meet the Specific Use Standards.
13. Collaborate with the Planning Commission to rezone parcels designated for Redevelopment, to higher density or mixed-use zoning classifications, such as the M-1 Light Manufacturing parcels designated as Mixed Residential and Mixed Development per the Future Land Use Plan.
14. Incentivize permitting Senior and Child Care Facilities by-right where specific design, spacing, and site regulations comply with improved Zoning Ordinance use standards.



**MASTER PLAN** · CITY OF INKSTER, MI



A group of people in a meeting room looking at documents on a table. The scene is dimly lit with a blue tint. A woman on the right is leaning over the table, pointing at a document. Other people are visible in the background, some looking at the documents. A yellow bar is on the left side of the page.

# 09. STRATEGIC ACTION PLAN

The Action Plan Goals of the *Inkster 25 Strategic Action Plan* outlines the key objectives that will guide the city's efforts to achieve its long-term vision. These goals are rooted in the community's priorities and provide a clear direction for decision-making and resource allocation. Each goal is designed to address critical areas such as housing, economic development, transportation, sustainability, and community engagement. By setting ambitious yet achievable targets, the goals establish a roadmap for fostering a more vibrant, inclusive, and resilient Inkster. This section serves as the foundation for the strategic actions that will turn the community's vision into reality, ensuring that all residents benefit from the city's growth and progress.

## Summary of Goals

1

### HOUSING

Support high-quality housing stock that offers a diversity of housing types with policies that center affordability, protect existing residents from displacement, and ensure equitable access to housing.

2

### WORKFORCE & ECONOMIC DEVELOPMENT

Encourage a diverse commercial and industrial sector that offers a variety of job opportunities for all skillsets, promotes family-supporting employment, and ensures the City is an active participant in the elimination of the racial income gap.

3

### REDEVELOPMENT

Promote redevelopment that fills gaps in the housing and business needs of Inkster residents, provides essential community resources, and enables a robust and vibrant downtown.

4

### TRANSPORTATION

Develop an effective transportation network that offers safe and efficient non-motorized and motorized transportation options for people to travel to destinations in Inkster.

5

### PARKS AND RECREATION

Offer well-maintained parks that improve health and well-being through recreational activities that are accessible for all Inkster residents, culturally inclusive, and designed to meet the specific needs of the community.

6

### SUSTAINABILITY & RESILIENCY

Foster resilience by enhancing the city's ability to mitigate the impacts of climate change.

## 9.1 HOUSING

**GOAL:** Support high-quality housing stock that offers a diversity of housing types with policies that center affordability, protect existing residents from displacement, and ensure equitable access to housing.

Objectives	Timeframe	Responsibility	Cost	Priority
Amend the zoning ordinance to allow for the utilization of small lots for new residential development.	Short Term	CA PC	\$	1
Market and promote the availability of housing development opportunities utilizing city-owned infill properties.	Short Term	CA PC	\$	1
Coordinate with the MEDC to utilize residential housing playbooks to support residential housing development.	Short Term	MEDC CA PC	\$	1
Explore opportunities to enable the development of more duplexes, triplexes, quadplexes, and townhomes.	Short Term	CA PC	\$	1
Coordinate the implementation of housing goals and strategies with local and regional agencies.	Mid Term	CA PC SM MEDC	\$	2
Implement the housing strategies which encourage improvements to workforce housing and transportation infrastructure.	Short Term	CA PC MDOT	\$\$	2
Facilitate collaboration between regional agencies to develop and implement programs that enhance access to affordable housing for at-risk populations.	Short Term	CA PC MEDC	\$	2
Form an Equity Advisory Committee with individuals who have lived experience to review housing equity issues and recommend solutions.	Short Term	CA PC SOM	\$	2
Coordinate with agencies like the MIHI (Michigan High-Speed Internet) Office, in working to improve internet access and affordability.	Short Term	CA PC SOM	\$	2
Utilize Economic Development Incentives to increase the number of affordable housing projects.	Mid Term	CA PC WC	\$	1
Develop improved housing design standards, including accessibility, and universal design principals.	Short Term	CA PC	\$\$	1

Entity Abbreviation	Entity Name
CA	City Administration
DNR	Department of Natural Resources
MDOT	Michigan Department of Transportation
MEDC	Michigan Economic Development Commission
NP	Non-Profit Organization
PC	Planning Commission & City Council
SM	State of Michigan
WC	Wayne County

Priority	Priority Description
1	Most Important
2	Very Important
3	Important

Timeline	Timeline Description
Long Term	5+ Years
Mid Term	3-5 Years
Short Term	1-3 Years

## 9.2 WORKFORCE & ECONOMIC DEVELOPMENT

**GOAL:** Encourage a diverse commercial and industrial sector that offers a variety of job opportunities for all skillsets, promotes family-supporting employment, and ensures the City is an active participant in the elimination of the racial income gap.

Objectives	Timeframe	Responsibility	Cost	Priority
Plan for and expand workforce development and programming for at risk populations.	S	CA MEDC NP	\$	1
Market and underutilized vacant City-owned property for appropriate mixed development and residential uses.	S	C PC	\$	1
Coordinate implementation of workforce and economic development strategies with local and regional agencies.	M	CA PC MEDC NP SM	\$	2
Develop a Local Capital Improvement Plan with encourages consistency between local capital improvement programs and regional infrastructure priorities.	M	CA PC MDOT	\$\$	2
Promote green businesses and jobs environmentally based industries.	M	CA PC MEDC	\$	2

## 9.3 REDEVELOPMENT

**GOAL:** Promote redevelopment that fills gaps in the housing and business needs of Inkster residents, provides essential community resources, and enables a robust and vibrant downtown.

Objectives	Timeframe	Responsibility	Cost	Priority
Utilize vacant City property for development and redevelopment of priority sites to uses which support corridor and neighborhood development.	M	CA PC	\$	2
Coordinate the redevelopment and marketability for priority sites with regional agencies.	M	CA PC MEDC	\$	1
Incentivize the redevelopment of priority sites by utilizing economic and zoning incentives to attract developers.	S	CA PC MEDC	\$\$	1
Examine processes for the pre-occupancy of vacant commercial buildings to encourage local small business and compatible land use.	S	CA PC	\$	2
Continue to improve code enforcement efforts for residential and commercial buildings, providing owners with resources on how to improve their property.	M	CA PC	\$	2
Implement green stormwater management and other strategies that reduce the flooding and heat island impacts of impervious surface.	M	PC CA DNR	\$\$	2
Implement strategies for regional tourism as a mechanism for attracting and conceptualizing the redevelopment of priority sites.	M	PC CA SM MEDC	\$\$	3

## 9.4 TRANSPORTATION

**GOAL:** Develop an effective transportation network that offers safe and efficient non-motorized and motorized transportation options for people to travel to destinations in Inkster.

Objectives	Timeframe	Responsibility	Cost	Priority
Work with SMART to improve connectivity between bus routes in Inkster.	M	PC CA MDOT	\$	1
Improve pedestrian crosswalks throughout Inkster, especially on major roads, like Middlebelt, Inkster, John Daly, and Beech Daly Roads.	M	PC CA	\$\$	2
Improve the sidewalk network by eliminating gaps and ensuring ADA accessibility.	M	PC CA	\$\$\$	2
Eliminate street designs and barriers that prevent connectivity between neighborhoods.	M	PC CA	\$\$	2
Consider extending the shared use path along the Lower Rouge Parkway and look for opportunities to add wayfinding signage, lighting, path markings, and other enhancements.	M	PC CA MDOT	\$\$\$	2
Remove street barriers, such as bollards, that restrict access for emergency services.	S	PC CA	\$\$	1
Implement a Main Street Corridor of Michigan Ave, designating the area as a regional destination. Encourage design standards that support walkable commercial areas.	M	PC CA MEDC	\$	1
Upgrade infrastructure and facilities in older and substandard areas.	L	PC CA	\$\$\$	1
Coordinate regional transportation investments with job clusters and workforce development.	M	PC CA MDOT	\$\$	1

## 9.5 PARKS & SUSTAINABILITY

**GOAL - Parks & Recreation:** Offer well-maintained parks that improve health and well-being through recreational activities that are accessible for all Inkster residents, culturally inclusive, and designed to meet the specific needs of the community.

**GOAL - Sustainability:** Foster resilience by enhancing the city's ability to mitigate the impacts of climate change.

Objectives	Timeframe	Responsibility	Cost	Priority
Collaborate with Wayne County to improve the activation of Inkster's portion of the Lower Rouge County Parkway through extension of the shared use path, wayfinding signage throughout the Parkway, and street furniture and lighting in appropriate areas.	M	PC CA WC MEDC	\$\$\$	2
Continue efforts to activate Inkster's neighborhood parks by adding play equipment, picnic tables, programming and events, and other strategies.	M	PC CA DNR	\$\$	2
Increase native plantings in Inkster parks.	L	PC CA	\$\$	3
Improve accessibility to parks, recreation facilities, greenways, and open space near all neighborhoods.	M	PC CA	\$\$	1
Promote environmental justice and sustainability practices.	S	PC CA	\$	2
Adopt a community wide sustainability plan.	M	PC CA	\$	1
Educate and encourage Inkster Department to implement sustainability in their long-range planning efforts.	L	PC CA	\$	1
Plan for the provision and protection of green infrastructure.	M	PC CA	\$	2
Continue to Engage youth in experiences that foster an appreciation for the importance of natural, cultural and recreational resources.	S	PC CA	\$\$	1
Protect and manage streams, watersheds, and floodplain Implement park improvements by utilizing the Department of Natural Resources for Grant and funding opportunities.	M	PC CA DNR	\$\$	2
Seek additional funding sources for improvements to the Parks System and sustainable infrastructure systems.	L	PC CA	\$	2



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