

**CHARTER TOWNSHIP OF VAN BUREN
PLANNING COMMISSION AGENDA
Wednesday, February 9, 2022 – 7:30 PM
MEETING –AGENDA
Van Buren Township Hall
46425 Tyler Road**

Per guidance provided by the Wayne County Local Public Health Department for meetings of governmental bodies held under public act 228 of 2020, effective January 1, 2022, the following Zoom link is provided to enable remote participation in a meeting of the public body by the general public:

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Webinar ID: 878 0573 0152

See the Van Buren Charter Township website for additional information regarding how to participate in a Zoom public meeting.

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

MINUTES: Approval of minutes from the regular meeting of January 12, 2022.

CORRESPONDENCE:

PUBLIC HEARING:

OLD BUSINESS:

NEW BUSINESS:

ITEM #1: FULL DRAFT SUMPTER ROAD CORRIDOR PLAN RECOMMENDATION

TITLE: The Planning Commission and Master Plan consultant Mckenna Associates will present a full draft of the corridor plan for the Sumpter Road Corridor from Bemis Road to the city limits of the City of Belleville. The Plan will be recommended for consideration by the board of trustees to release for a 42-day review by neighboring jurisdictions.

ACTION ITEMS: A. Presentation by the Township Staff and Consultants.

- ITEM #2: DISCUSSION: OUTDOOR DINING ZONING ORDINANCE TEXT AMENDMENT**

ACTION ITEMS:

- A. Presentation from Staff
- B. Planning Commission discussion
- C. Public comment
- D. Planning Commission provides recommendation regarding proceeding with ordinance development

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**CHARTER TOWNSHIP OF VAN BUREN
PLANNING COMMISSION
January 12, 2022
MINUTES - DRAFT**

Chairperson Kelley called the meeting to order at 7:32 p.m.

ROLL CALL:

Present: Atchinson, Barr, Budd, Cullin, Jahr and Kelley.

Excused: None.

Staff: Director Power, Director Renaud, Director Zaenglein, Executive Assistant Dohring and Secretary Harman.

Planning Representatives: McKenna Associate, Vidya Krishnan.

Applicant(s) in Attendance: James Hamann of Waste Management of Michigan, Inc.

Audience: Nine (9).

APPROVAL OF AGENDA:

Motion Atchinson, Cullin second to approve the agenda of January 12, 2022 as presented.

Motion Carried.

APPROVAL OF MINUTES:

Motion Budd, Jahr second to approve the regular meeting minutes of December 8, 2021 as presented. **Motion Carried.**

PUBLIC HEARING:

ITEM #1: 2022-2026 PARKS AND RECREATION MASTER PLAN

**THE VAN BUREN TOWNSHIP DEPARTMENT OF COMMUNITY SERVICES SEEKS TO
PRESENT AND RECEIVE PUBLIC COMMENT ON THE 2022-2026 PARKS AND
RECREATION MASTER PLAN.**

Motion Jahr, Cullin second to open the public hearing. Motion Carried.

Vidya Krishnan of McKenna Associates gave the presentation and displayed the Draft Master Plan dated 1-10-2022. The Parks and Recreation Master Plan is a 5-year plan required by the State and Department of Natural Resources (DNR). The plan was sent out for a 30-day review period for comments and the submission date is February 1, 2022. The State does not require the plan to come before the Planning Commission, it was brought to the Commission in keeping with transparency and to receive feedback. It also looks good having the Planning Commission review the draft plan when submitting grants to the DNR. There is still time to make any necessary changes.

Mrs. Krishnan discussed the key elements of the Parks and Recreation Master Plan including:

- **Administration:** The Community Services Department was reorganized and restricted in May 2021.
- **Volunteers and Other Relationships:** The Parks and Recreation Department coordinates with over 100 volunteers. The Parks and Recreation Department also works in close cooperation with the school district to develop community recreation programs and coordinate facility use. This section provides a list of agencies and organizations that the department cooperates and/or partners with.
- **Budget**
- **Funding and Grant History:** A list of the grants awarded and where the money was used and what for.
- **Inventory of Recreational Facilities:** Parks and facilities including neighborhood parks, community parks, pickle ball/tennis courts and ball fields.
- **Barrier-Free Access:** The accessibility to parks and facilities was rated from 1 to 5. Overall, the Township parks and facilities received good ratings. However, French Landing Park received a 1 rating, needing significant improvement.
- **Survey of Regional Parks and Recreation Facilities:** A survey of all regional parks and recreation facilities within a 60-mile radius. There are 64 different types of recreation amenities.
- **Greenways and Trails:** Most of the Iron Belle Trail has been completed except for 2 small sections, hope to have built in 2024-2025. The pedestrian and bike path language is included from the Township Master Plan.
- **Special Events**
- **Basis for the Action Plan:** Planning and the public input process. Walkability radius, there are 540 acres of park land in Van Buren Township, including the Lower Huron Metropark. Neighborhoods are deficient in mini parks by 3 acres.
- **Facility Analysis:** Public schools, regional parks and facilities, parks and recreation amenities, greenways and trails, nearby parks and facilities and quasi-public and private recreation facilities.
- **Public Engagement Sessions:** The public engagement sessions provided good feedback with 130 comments. The top three requests were for: 1) community pool, 2) dog park and 3) programming. There were also requests for more restrooms in parks and improved lake access.
- **Capital Improvements Program:** Explains where the money for improvements comes from.
- **Appendix:** All of the compiled data.

Once the Parks and Recreation Master Plan is submitted, it makes the Township eligible for the next round of grants.

Residents had the following questions and comments:

- Explain the French Landing Park for the 1 to 5 ratio for accessibility. French Landing Park is a 1, not meeting the bare accessibility requirements. Director Renaud commented that last year Phase 1 was completed and this year Phase 2 is set to be completed and it's likely

that the accessibility rating is no longer a 1 with the improvements, she will have the accessibility reevaluated and updated.

- Resident commented on an error to the population for years 2010-2019, states the projected 2024 percentage. Staff will look into and make the correction.
- Resident inquired if anything is going to be done with the pavilion at Quirk Park. Director Zaenglein informed that 2 pavilions are being replaced in Van Buren Park in 2022 and Quirk Park will be looked at for future replacement.
- What happened to the land acquired north of Belleville Bridge? Director Zaenglein informed that there are no plans to develop the land right now, it's not an immediate need and the department is focusing on the Community Center.
- Information on the future parks planned at Haggerty and Elwell. Director Zaenglein informed that the plan and the Township were looked at as a whole and there are no definite plans just yet. The department is always looking to hear from the residents as to what they would like to see. Residents are welcome to reach out to Parks and Recreation Department with any ideas.
- Resident looks at French Landing Park from her house, asked what is planned. Director Zaenglein informed that walking paths and a new pavilion were installed in Phase 1, with furniture and raised gardens being added in the spring. In Phase 2 this year, a new fishing dock, kayak/canoe launch and new signage will be added. The pavilion will be able to be rented and staff will maintain the pavilion.
- Resident inquired if there is any plan to put in plug in parking at any of the parks? Director Zaenglein informed that the Van Buren Park Master Plan review is this year and that may be something to discuss under park improvements, she will discuss and look at further.
- Resident inquired with a pool being the number 1 item requested, why didn't it move forward? Director Zaenglein informed that wants, use and costs were looked at. Adding a pool doubles the cost of the Community Center and is extremely costly to operate. Residents were asked if it came down to it "would you pay for a pool", most were not interested. The pool is not planned right now as the cost outweighed the need, maybe plan in the future.

No comments were received via zoom remote viewers. Director Power informed that comments can still be sent in to the Community Services Department.

Motion Budd, Jahr second to close the public hearing. Motion Carried.

NEW BUSINESS:

ITEM #1: 2022-2026 PARKS AND RECREATION MASTER PLAN

THE VAN BUREN TOWNSHIP DEPARTMENT OF COMMUNITY SERVICES SEEKS TO PRESENT AND RECEIVE PUBLIC COMMENT ON THE 2022-2026 PARKS AND RECREATION MASTER PLAN.

Director Power informed that there are no additional comments from staff or the applicant.

Commissioners thanked Vidya Krishnan of McKenna Associates, Director Renaud, Director Zaenglein and Executive Assistant Dohring for a beautiful presentation and a very well composed document.

No comments from the audience.

Motion Jahr, Cullin second to grant the Van Buren Township Community Services Department's request and recommend the 2022-2026 Parks and Recreation Master Plan to the Township Board of Trustees based on the review of the Draft Master Plan document dated 1-10-22 and by adopting the text of the Resolution.

Roll Call:

Yeas: Atchinson, Barr, Budd, Cullin, Jahr and Kelley.

Nays: None.

Absent: None.

Motion Carried.

ITEM #2: 21-002 – TREE REMOVAL PERMIT FOR 39670 ECORSE ROAD

THE APPLICANT, JAMES HAMANN OF WASTE MANAGEMENT OF MICHIGAN, INC. SEEKS A PERMIT FOR TREE REMOVAL.

39670 ECORSE ROAD. THE PROPERTY IS LOCATED ON THE NORTH SIDE OF ECORSE ROAD BETWEEN I-275 AND HANNAN ROAD.

James Hamann of Waste Management of Michigan, Inc. gave the presentation. In late 2020, Waste Management requested a tree clearing permit and tonight are asking for the permit to be extended. Waste Management is currently in the process of excavating two (2) cells and needs to clear the trees in order to stockpile material.

Director Power presented his staff review letter dated 1-7-22. The applicant seeks to remove approximately 121 individual trees and clear approximately 0.6 acres of contiguous wood area on the subject parcel. This follows the applicant's previous request in February of 2021 for the removal of approximately 453 individual trees and clear and additional approximately 11.5 acres of contiguous wood area on the same parcel. The previous request was approved by the Van Buren Township Planning Commission on February 10, 2021. Based on the review of the proposal for tree removal approval, Director Power recommends the Planning Commission approve the request for a tree removal permit on the above site, subject to the following conditions:

- The applicant shall meet on site if/as requested by staff to validate the location of tree clusters prior to the issuance of a tree permit.
- A 25' wide landscaped buffer shall be maintained along the I-275 frontage.
- A 50" wide landscaped buffer shall be maintained along the site's Ecorse Road frontage.

- The greenbelts shall be planted in accordance with the Township landscaping requirements.
- A tree removal permit fee of \$1,443.00 is preliminarily assessed on this application. Any other required permit fee must be paid prior to any tree removals.

No comments from the Commission. Residents inquired if the red dots on the plan represent trees and if there will be any effect on Hannan Road. The red dots are trees and there will be no effect to Hannan Road.

Motion Jahr, Cullin second to grant the applicant, James Hamann of Waste Management of Michigan, Inc. a permit for tree removal at the site located at 39670 Ecorse Road, based on the analysis and subject to the conditions detailed in Director Power's staff review letter dated 1-7-22.

Roll Call:

Barr, Budd, Atchinson, Cullin, Jahr and Kelley.

Nays: None.

Absent: None.

Motion Carried. (Letters Attached)

GENERAL DISCUSSION:

Resident inquired what are the steps in the process for rezoning. Resident is concerned with the discussion from the Planning Commission meeting on 12-8-21 of a possible future rezoning application for a gas station on 4 parcels located across from the resident's home. Director Power informed that the Planning Commission is a forum for public feedback and input. The discussion was a preliminary introduction, these properties are master planned as single family residential. If the owner choses to pursue a rezone, doing so would require an amendment to the Master Plan and Future Land use Map and also require a lot of public feedback. No formal application has been submitted, there was only preliminary discussion. If there is further development, neighboring property owners would be notified. Vidya Krishnan of McKenna Associates also informed that any property owner can approach the Planning Commission with their ideas. The applicant can ask to have discussion and the Commission is obligated to inform them of the process. The owner in no way shape or form was given an ok for the use. Neighboring property owners will be notified if anything comes back in the form of an application.

Resident inquired if the DNR has some say in what is allowed to be near the referenced properties and do we know what their regulations are? Vidya Krishnan informed that if a project comes to site plan review, it would require engineering approval and EGLE would be involved.

Commissioner commented that a resident wanted to know about the wording of the requirement for notification. Vidya Krishnan informed that the notification requirement is publication and individual notices mailed to properties within 300 feet.

Resident commented that there is a longstanding day care center located near the 4 parcels and in the rules that he could find for businesses/properties near day care facilities a requirement is “no alcohol” to be sold within proximity. Resident inquired if it’s proper to give the owner heads up or maybe guide him to build homes on the properties.

Resident commented good job on the Parks and Recreation Master Plan, would love to see a dog park and skate park. Resident is also against the rezoning of the parcels at the corner of the S. I-94 Service Drive and Haggerty if it ever comes to the Planning Commission. Resident informed that it is already a dangerous road over there with the curve.

Commissioner appreciated all the comments received pertaining to the 4 parcels along the S. I-94 Service Drive at Haggerty Road and suggested residents view the 12-8-21 Planning Commission meeting on YouTube as it will help to answer questions.

Commissioner asked to please find out what’s happening with the Mobil gas station on the N. I-94 Service Drive and Haggerty. Director Power plans to have a summary of where projects stand at the next meeting.

Commissioners thank the public for their participation and Director Power and Staff for the meeting setup.

ADJOURNMENT:

Motion Cullin, Barr second to adjourn the meeting at 8:55 p.m. Motion Carried.

Respectfully submitted,

Christina Harman
Recording Secretary



MEMO

TO: Van Buren Township Planning Commission
FROM: Dan Power– Director of Planning and Economic Development
RE: Draft Sumpter Road Corridor Plan Distribution
DATE: February 4, 2022

Dear Planning Commissioners:

The Planning Commission is requested to review a complete draft of the Van Buren Township Sumpter Road Corridor Plan dated January 11, 2022 ("the Plan"). The Plan is an amendment to the 2020 Van Buren Township Master Plan which addresses a vision, future land use, and mobility recommendations for Sumpter Road from Bemis Road to the City of Belleville in Van Buren Township. The Plan is the culmination of six combined work sessions with either the Van Buren Township Planning Commission or its Sumpter Road Corridor Plan Subcommittee, a workshop held in July 2021, and public input from a variety of area stakeholders including over 35 written letters and other comments and five one-on-one meetings or calls with Township staff.

The Plan contains introductory and historical information, a description of existing conditions, a description of public engagement, a vision statement, a draft future land use plan, and a plan for regulating a mixed-use future land use district for Sumpter Road, including lot types that provide a basis for an acceptable pallet of buildings across the District, and a description of desired rural residential development patterns within the District. The Plan also includes a mobility plan, which is the basis for proposed road and non-motorized path recommendations, and a zoning plan which calls for the addition of a Sumpter Road Mixed Use zoning district (SRMUD) and a Sumpter Road Overlay District (SROD) to the Van Buren Township Zoning Ordinance. These SRMUD and SROD zoning ordinance amendments will be key tools for Plan implementation.

The Planning Commission will consider recommending the Plan to be released by the Board of Trustees for review by neighboring communities. Thank you for your consideration.

Sincerely,

Dan Power, AICP
Planning and Economic Development Director
Charter Township of Van Buren Public Services Department

CC: Adam Cook, Master Plan Consultant, McKenna Associates



VAN BUREN

CHARTER TOWNSHIP

SUMPTER ROAD CORRIDOR PLAN

VAN BUREN CHARTER TOWNSHIP, WAYNE COUNTY, MICHIGAN

DRAFT – January 11, 2022

DRAFT



VAN BUREN
CHARTER TOWNSHIP

SUMPTER ROAD CORRIDOR PLAN

VAN BUREN CHARTER TOWNSHIP, WAYNE COUNTY, MICHIGAN

DRAFT – January 11, 2022

Prepared with the assistance of:



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ACKNOWLEDGMENTS

DRAFT

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INTRODUCTION

Sumpter Road is a north-south corridor that bisects the southern portion of Van Buren Charter Township. It serves as a southern gateway to the City of Belleville, which remains the historic downtown center of the Township. In addition, the corridor also serves as a northern gateway to the rural, southern portion of the Township.

The 2020 Van Buren Charter Township Master Plan designated portions of the Sumpter Road corridor as Mixed Use in the Future Land Use Plan, noting that areas of the Township so designated were intended to be planned at an area-specific level in the future. Furthermore, the 2020 Master Plan is intended to serve as the first book in a series, being Township-wide in scope, with future books to be added as new area-specific plans are developed, and as previous area-specific plans are brought up-to-date.

In early 2021, Township staff and stakeholders identified the Sumpter Road Corridor as the first area-specific plan to be completed in a format consistent with the 2020 Township-wide Master Plan. This Sumpter Road Corridor Plan is therefore guided by the same Township-wide policies, Goals, and Objectives expressed in the 2020 Master Plan—applied at a place-specific level.

THE CORRIDOR THROUGH THE YEARS

The growth and development of the modern City of Belleville has influenced change along the Sumpter Road corridor over the course of 150 years. Sumpter Road was originally a section line in the Northwest Survey, taken in the area in 1815. The settlement of Belleville was originally platted in 1847, twelve years after Van Buren Township's incorporation. Belleville developed into a commercial and cultural center following completion of the Wabash Railroad in 1881, which added value to the open farmland to the south along Sumpter Road. The diagonal course of the railroad in this area bisected some of the landholdings south of Belleville, creating fragmented land parcels lacking access to a public roadway. Through the early 20th Century, large parcels of land along the corridor were held by relatively few owners. Agriculture appeared to focus on cash crops and fruit orchards, produce that could easily be shipped to the growing City of Detroit and its suburbs via the adjacent railroad.

In the 1920s, adoption of the automobile and the creation of Belleville Lake spurred new demand for residential uses in the area surrounding Belleville. P.J. Roulo, a local justice of the peace, had taken claim to much of the land along Sumpter Road from Belleville south to what was then known as Eureka Road—now known as Hull Road—and began subdividing the land at the northwest corner of Sumpter and Hull Roads in 1923. As seen in the plat map at right, Roulo's Subdivision was originally intended

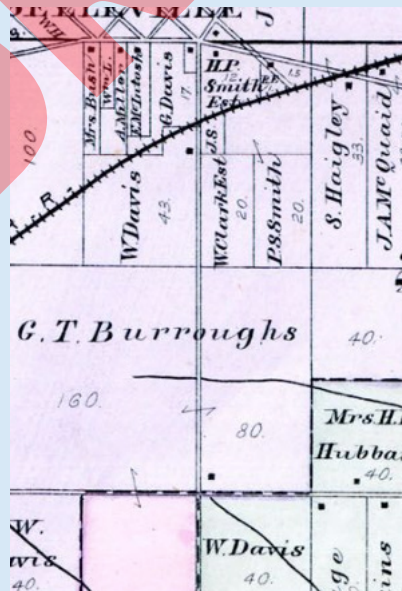
TIMELINE

The images at right show 100 years of change along Sumpter Road. The large, agricultural land holdings of the 1880s were bisected by the Wabash Railroad, creating the framework for landlocked parcels in this area. P.J. Roulo platted the first residential neighborhood on the corridor in the 1920s. In 1949, Sumpter Road had become predominantly residential, though several



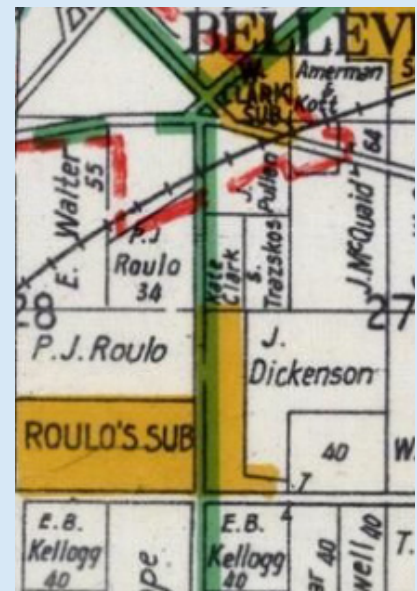
1876

Source: Jeff Jahr Collection



1883

Source: W.C. Sauer, Wayne County Atlas



1925

Source: W.S. McAlpine, Wayne County Farm Atlas

to be twice as large as the area ultimately built; the three blocks to the west of Roulo Avenue were consolidated in 1933 and never developed. While Roulo's Subdivision grew slowly through the 1940s, it became popular in the "baby boom" years following World War II, when many of the original lots were split to add additional houses. The neighborhood retains a charming, rural character due to the varying architectural styles of the houses on gravel streets.

As demand for housing grew in the postwar years, holdings immediately north of Roulo's Subdivision were divided into long, skinny sections for residential purposes. Belleville continued to grow, annexing Township land to the east of Sumpter Road through the 1960s. Individual landowners were given the choice of "City or Township" during this process, creating a sawtooth pattern in the boundary between Belleville and Van Buren Township that straddles Sumpter Road today; this anomaly led to two separate, and sometimes incongruous, planning and zoning policies being implemented along the corridor.

Further households came to the corridor by the 1970s, with the completion of the Mobile Manor and Belle Villa Meadows communities. This new "critical mass" of consumers induced development of several strip-type shopping centers along the corridor, which flourished when brand new, but have not aged well.

Finally, light industrial uses began to cluster near the railroad beginning in the 1960s. The earliest buildings were modest in size, and contain adjacent service bays that accommodate smaller commercial vehicles. This type of development culminated with the opening of the Davenport Industrial Park on the east side of the corridor in the 1990s.

fruit orchards remained active. The Mobile Manor community and Owen School, followed by the large Belle Villa Meadows community to the east, were developed in the 1960s and 70s. The land use pattern along the corridor was fixed by 1983: semi-rural residential lots, several strip-type local shopping plazas, and light industrial uses.



1949

Source: DTE Aerial Photo Collection



1967

Source: DTE Aerial Photo Collection



1983

Source: Historic Aerials

THE CORRIDOR TODAY

The Sumpter Road Corridor begins at the southern gateway to the City of Belleville, where South Street intersects the Norfolk Southern (formerly Wabash) Railroad. Sumpter Road then extends south for 1.8 miles, crossing Hull Road, and intersects Bemis Road at the border of Van Buren and Sumpter Townships. The Corridor can be viewed in two segments: the northern segment, from the railroad south to Hull Road; and the southern segment, from Hull Road to Bemis Road.

The northern segment of the Corridor is distinctively semi-rural in character. Though it is adjacent to more intense residential, commercial, and institutional land uses to the east, the western side of Sumpter Road here is defined by long, narrow residential parcels with attractive houses set back 50 to 100 feet from the road. These parcels contain large areas of underutilized space at the rear of their principal structures, creating a backdrop of natural space. Both the Mobile Manor and Belle Villa communities are set back roughly 300 feet from Sumpter Road, precluding the passer-by from sensing the large number of families contained in each. Closer to Hull Road, the Roulo Subdivision evokes the feeling of a rural hamlet, with gravel streets extending to the west, serving well-kept, modestly-sized homes.

This semi-rural feeling dominates a segment of the corridor that is shared by more intense land uses. Several “strip commercial” shopping plazas were developed here during the 1970s and 1980s, notably Belle Park Plaza on the east side of Sumpter Road and a smaller plaza on the west side. The former development, straddling the City-Township border, is in 2021 anchored by a “dollar” variety store and contains several independent service-oriented businesses. However, nearly half of the individual storefronts are vacant, and the site is dominated by an expanse of underutilized surface parking. The latter shopping plaza formerly housed the



The gas station and convenience store at the southwest corner of Sumpter and Hull Roads is well-kept and busy.



A semi-rural feel is created through large, long residential lots, yielding plenty of extra firewood.



Sumpter Road is home to several successful small businesses that serve locals' needs.

“Cork n’ Bottle” liquor store, and contains four retail spaces which are completely vacant. Additionally, there are several individual vacant commercial buildings along this segment of the corridor, including a former restaurant and a former lumber yard. A cluster of older, light industrial buildings is located at the northern end of the corridor, adjacent to the railroad tracks and Davenport Industrial Park. The smaller scale of these buildings, in contrast with their modern counterparts in the Industrial Park, adds to the sense that the corridor’s character is shifting toward a rural landscape as one moves away from Belleville.

The northern segment of the corridor contains several vibrant commercial and institutional developments, including a veterinary office, a gas station on the southwest corner of Sumpter and Hull Roads, and the Township Fire Station #2 on the northeast corner of the same intersection. These counterexamples show that changing retail patterns place certain commercial properties—those that were built around easy automobile access and large floorplates—at a disadvantage given their inflexible designs, rather than belying a fundamental fault with the local market potential for retail goods and services.



The Belleville Cooperative Senior Apartments on the east side of Sumpter Road add housing diversity to the corridor.



The Township’s Urban Growth Boundary runs along Hull Road. Sumpter Road south of Hull Road is defined by agriculture and open spaces.

Hull Road marks a distinct transition to the southern portion of the corridor, and the rural, southern portion of the Township. Excepting the gas station, land along Sumpter Road to the south is open, and consists primarily of active agriculture and 1-acre minimum residential lots. The 2006 South Side Master Plan established an Urban Services Boundary along Hull Road, though new development immediately south of Hull Road could make use of existing water and sewer infrastructure. The Boundary was established in response to a desire to preserve and retain the rural character in the southern portion of the Township. When this topic was revisited during development of the 2020 Master Plan, community members remained steadfast in their desire to keep a rural look and feel south of Hull Road.

The 2020 Master Plan has a clearly established Goal ensuring "...the preservation of the Township's rural character, particularly in the southern portion of the Township..." The recommendations for Future Land Use in this Corridor Plan are therefore consistent with this Goal and all associated Objectives in the 2020 Master Plan.

The southern portion of the Sumpter Road corridor, from Hull Road south to Bemis Road, is predominantly rural, with open fields extending to the east and west. Sumpter Road is buffered from the fields by a row of natural vegetation.



Van Buren Township Fire Station #2 is located at the northeast corner of Sumpter and Hull Roads.



An barn remains in situ north of the Township Fire Station #2, evoking an earlier era when the Sumpter Road corridor was completely agricultural.

Several houses exist on this part of the corridor, developed on large lots with deep setbacks. The most intense land use is the River of Life Church, on the west side of Sumpter Road, one quarter mile north of Bemis Road.

Bemis Road is the boundary of Van Buren and Sumpter Townships. The southern half of the intersection of Sumpter and Bemis Roads, located in Sumpter Township, contains a small gas station and a separate restaurant. To match this existing commercial development, a small pocket of eleven acres on the northern side of the intersection remained designated as Local Commercial in the 2020 Master Plan's Future Land Use Plan. This designation was carried over from the 2006 South Side Master Plan, though the land remains undeveloped as of 2021.

The design of Sumpter Road, particularly in the northern portion of the corridor, poses safety threats to all users. Lacking curb-and-gutter, there are many informal dirt "pull-outs" where commercial and light industrial buildings exist. The narrow frontage residential lots result in many driveway approaches clustered in a small area. Sidewalks are intermittent along the east side of Sumpter Road, and nonexistent on the west side; consequently, pedestrians and cyclists have an unpleasant and unsafe experience navigating the corridor.

Sumpter Road is generally two lanes wide between the City of Belleville and Bemis Road, though there are several areas where a third lane is present to accommodate the frequent turning movements presented by multiple driveways in a short space. The existing cross-section of Sumpter Road lends to the semi-rural character of the area. Modifications to Sumpter Road that would improve safety should involve removing unnecessary driveway entrances, providing off-street nonmotorized facilities, and ensuring that new development on the east side of the road north of Hull is accessible by a parallel slip street.



Several single-use commercial buildings have sat vacant along the corridor for years, awaiting redevelopment.



Single-use retail strip centers are not designed to meet the needs of today's shoppers and are dominated by parking.



This well-kept house is representative of those in the Roulo Subdivision at the northwest corner of Hull and Sumpter.

PUBLIC ENGAGEMENT

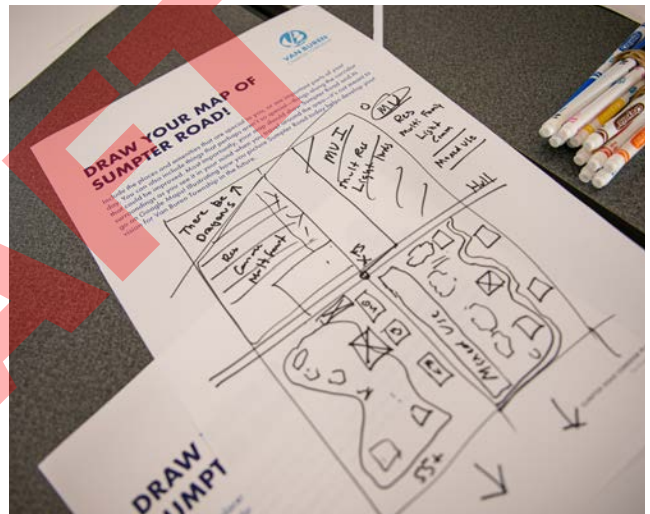
Public engagement was conducted throughout 2021 to understand Township residents' and business owners' perspectives on the Sumpter Road corridor. In response to publicity of the planning effort, Township staff communicated directly with residents via phone and email throughout the year, logging every comment and interaction. Additionally, two workshop events were held:

- A virtual introductory webinar was held on Wednesday, April 28, 2021. Conducted over Zoom, the webinar introduced attendees to the scope and objectives of the Corridor Plan, and generated constructive discussion focused on identifying strengths and weaknesses along the corridor.
- An in-person workshop was held on Wednesday, July 28, 2021. Taking place on the corridor, at Township Fire Station #2, the evening consisted of a variety of hands-on exercises and activities that generated many in-depth conversations.
- At a public meeting of the Planning Commission held on September 8, 2021, a Corridor Plan Subcommittee was formed consisting of the Township Planning Director and three Planning Commission members. Building off public feedback, this working group established consensus over the future Vision for the corridor and the associated land use policies.

Public feedback was grouped into six major themes, summarized below in Table 1. The predominant theme, echoed across all engagement efforts, was that the rural character of the corridor should be preserved. Nearby residents have either made a conscious decision to locate in the southern portion of the Township precisely for this atmosphere, or have lived in the area long enough to see suburbanizing land use patterns elsewhere pose a threat. The next two themes are intertwined: community members find the appearance of the corridor to be rundown, due to the cluster of underperforming and vacant commercial spaces. There is a sense of pride that comes with living in Van Buren Township, and it is felt that the Sumpter Road corridor is not representative of the qualities of the Township overall. The third theme therefore focuses on bringing needed neighborhood services back to the corridor. While large-scale suburban development (big box stores) is not desirable, the need for an appropriately-sized full service grocer or market is palpable.

Table 1: Major Themes in Public Feedback

Category	Representative Themes in Public Feedback
Rural Preservation	<ul style="list-style-type: none"> • I moved my family here for the nature. I won't stay if it converts to traffic and crowding. • Preserve the agriculture no differently than you would Belleville Lake. • Keep it rural and take care of what we already have.
Vacant Businesses	<ul style="list-style-type: none"> • I appreciate growth, but what can be done with empty storefronts? • There are so many vacant businesses - they have been vacant for years. • Use existing vacant buildings for business - don't build more.
Neighborhood Services	<ul style="list-style-type: none"> • We need a small grocery store or market. Right now, we have to drive through Belleville to access a full range of groceries - and that can be very inconvenient at rush hour. • A small restaurant or cafe would be nice on this side of Belleville.
Senior Housing	<ul style="list-style-type: none"> • What about a community for those over 55 years old? Many longtime residents want to stay in the area, but are worried about maintaining their houses and property. • A village-type concept for seniors would be nice.
Complete Streets	<ul style="list-style-type: none"> • I would like to see sidewalks along both sides of Sumpter, connecting to downtown Belleville. • My family and I would like to ride our bikes to downtown Belleville, but it's too unsafe right now. Continuous sidewalks, or better yet, a bike trail would be great.
Recreational Amenities	<ul style="list-style-type: none"> • The Romulus Rec Center and Quirk Park are too far away. People need more recreational opportunities around here! • A nature park and walking trail would be wonderful. • I would like to see a community garden.



Images from the Sumpter Road Corridor Workshop held on July 28, 2021.

THE CORRIDOR TOMORROW

The character of Sumpter Road has evolved over 150 years, in response to changes in technology and the economy. While these changes will inevitably continue into the future, what has been heretofore absent is an overall Vision for the corridor. By articulating a Vision, future planning and zoning decisions will positively influence how land uses and urban design shape the corridor in the future. A Vision for the corridor that is responsive to the needs and ideas expressed by local residents must address the following issues:

- Future land uses along Sumpter Road must shift to a model that allows a flexible mix of uses. This mix of uses can take place within individual buildings, or it can be achieved by allowing combinations of uses on individual parcels, across multiple buildings. New buildings, wherever they are located, must themselves be designed to be flexible and adaptable to changes in use over time.
- Preservation of the semi-rural character along the northern portion of the corridor must take precedence. Future development must be regulated through form-based standards, ensuring that buildings are constructed to be compatible in scale and architecture with a traditional, semi-rural context. Given that half of the frontage of the east side of Sumpter Road north of Hull road is located in Belleville, special coordination between the Township and City must take place to ensure “edge matching” is achieved through the zoning standards of both entities.
- In addition to having appropriate form, new buildings must be adaptable to an ever-evolving mix of uses over many decades. Many buildings that were constructed after 1950 were designed for a specific use at a specific point in time; they are increasingly unsuitable for productive use in the 21st Century. A corridor that remains economically viable must contain buildings that “stand the test of time”.
- Many land parcels on the west side of Sumpter Road are long and narrow, and some rear parcels have no access to public rights-of-way. Owners of these underutilized areas have not been able to make efficient use of the land. Providing new means of rear access would allow owners to derive untapped value from their holdings. Importantly, new development in these areas must take on a form different from that of the suburban office park or industrial park. Instead, a calibrated mixture of rural-style buildings should be permitted through form-based standards that cultivate small entrepreneurial, craft, artisanal, and extremely light industrial endeavors.
- Preservation of the rural character along the southern portion of the corridor is essential. The expansive open spaces that define this portion of Sumpter Road should be retained to the maximum extent possible. However, existing zoning in this area has allowed for conventional residential development to occur at a density of 1 dwelling unit per acre. The Vision must account for a path allowing new residential development south of Hull Road that preserves open space to the maximum extent possible.
- The land adjacent to the intersection of Sumpter and Hull Roads, while situated inside the Urban Growth Boundary, can be developed to a more intense standard considering its adjacency to existing urban services. The land adjacent to the intersection of Sumpter and Bemis Roads could be similarly developed. However, new commercial buildings at these intersections must not take on the characteristics of the typical suburban retail node or office park. Buildings adjacent to these intersections should be clustered together to preserve surrounding open space, in the form of a rural hamlet.
- The design of Sumpter Road itself is oriented almost exclusively toward automobile users. A future design concept for a configuration of Sumpter Road, between Hull Road and Belleville, should incorporate features that make Sumpter Road a safe and pleasant environment for users of all transportation modes.

The Vision Statement on the following page states four simple principles, providing a framework from which the above issues can be addressed.

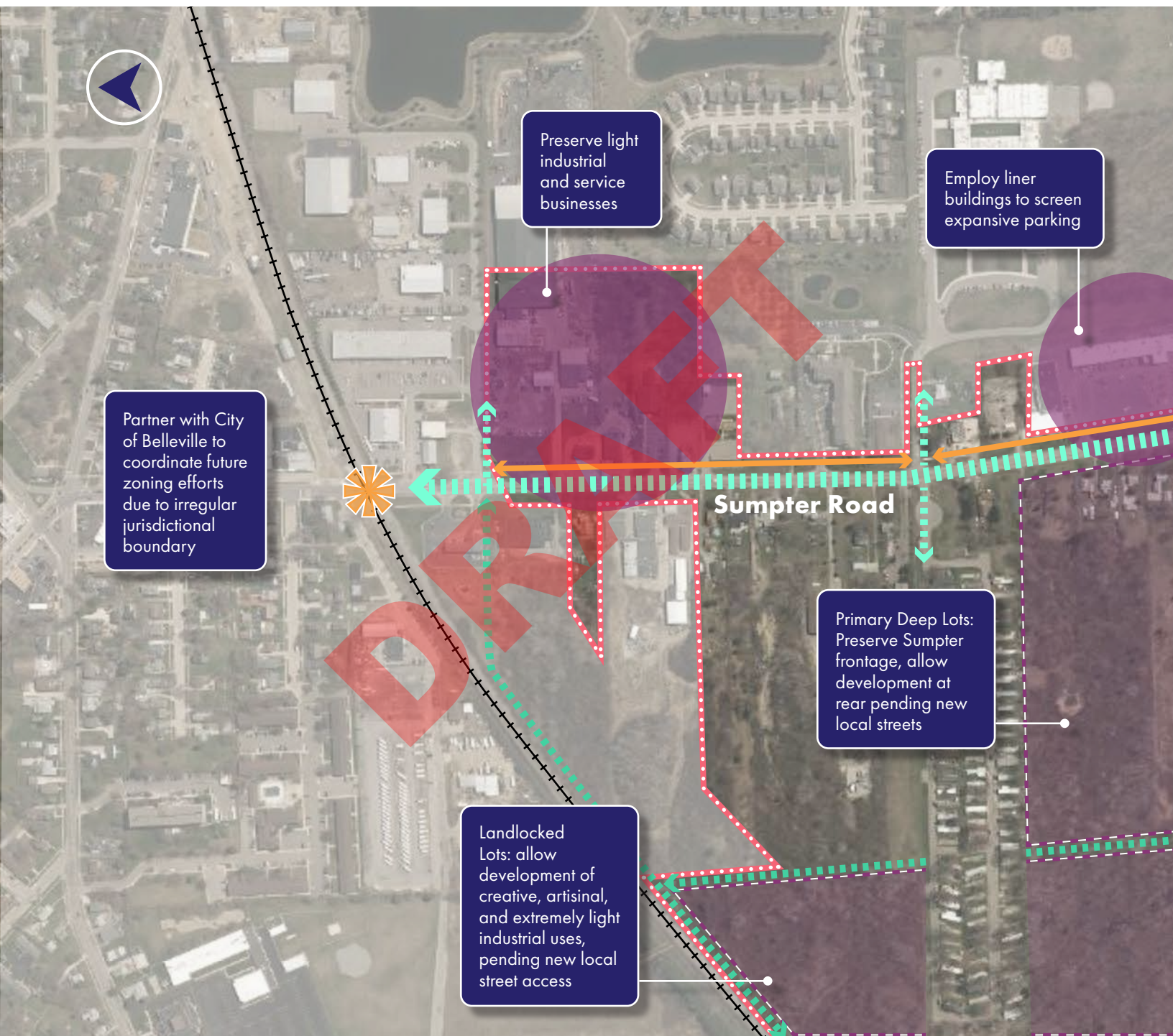
VISION STATEMENT

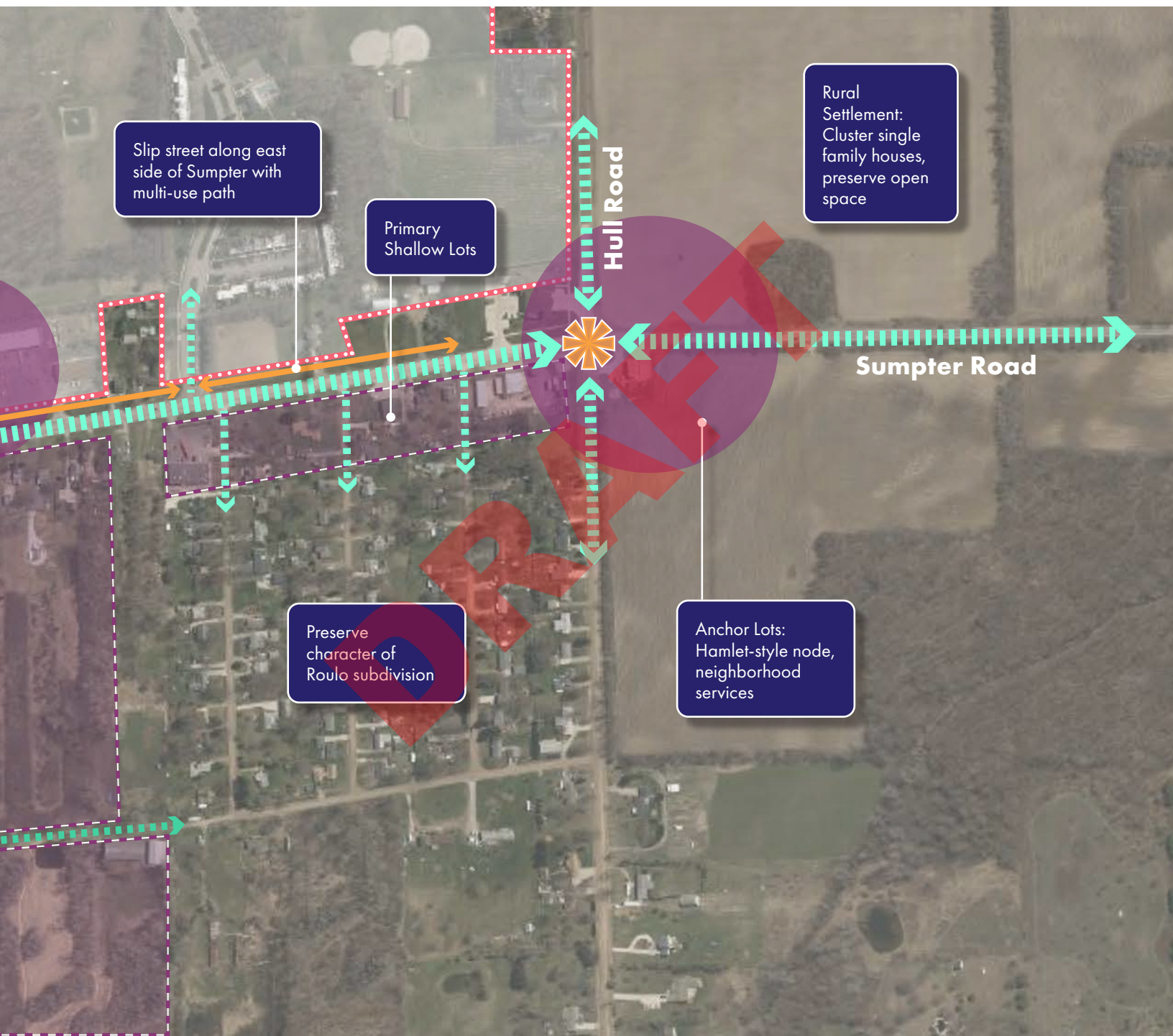
The Sumpter Road Corridor is a southern gateway to Belleville and the economic centers of Van Buren Township. It also serves as a transition to the rural, southern portion of the Township.

The community's Vision for the Corridor is embodied in the following principles:

- *The existing semi-rural character of the Corridor will be protected and preserved into the future.*
- *The Corridor will accommodate a mix of land uses that are appropriate for its existing character and location within the Township.*
- *New buildings along the Corridor will be traditional in appearance, appropriately scaled, and adaptable to evolving future circumstances.*
- *Sumpter Road and nearby local streets will be safe, serene, and attractive places for all who use them—including pedestrians, cyclists, and motorists.*

Sumpter Corridor Future Vision





Slip street along east side of Sumpter with multi-use path

Primary Shallow Lots

Rural Settlement: Cluster single family houses, preserve open space

Preserve character of Roulo subdivision

Anchor Lots: Hamlet-style node, neighborhood services

Hull Road

Sumpter Road

FUTURE LAND USE PLAN

The majority of the northern portion of the Sumpter Road corridor was designated Mixed Use on the Future Land Use Map in the 2020 Master Plan. The areas immediately surrounding the intersections of Hull and Bemis Roads retained the Local Commercial designation, and the remainder of the southern portion of the corridor retained the Rural Settlement designation. A modification to the Future Land Use Map for the Sumpter Road corridor is presented in the map on the facing page. This modification introduces the Sumpter Road Mixed Use category, and qualifies some of the areas currently designated Rural Settlement.

Sumpter Road Mixed Use

DESCRIPTION

Intended to prevent typical strip commercial development, and to encourage the redevelopment of both shallow frontage lots and rear areas of deeper lots that are underutilized by creating “layers” of uses. Residential and nonresidential uses should be combined, located in mixed-use buildings or in separate buildings on the same site designed as an integrated development. Development should generally be limited to two or fewer stories, should be pedestrian-oriented, and strictly automobile-oriented uses should not be permitted.

Development in areas designated Sumpter Mixed Use should fit the context of a semi-rural area, consisting of buildings that have appropriate size, massing, and architectural form. Where possible, buildings should be clustered to preserve surrounding open space.

Development in areas designated Sumpter Mixed Use will not include traditional manufacturing, logistics, or warehousing uses at a large scale. Rather, a variety of residential, commercial, and small-scale “craft” and/or “artisanal” uses will comprise the range of permitted uses in this area.

APPLICABLE PORTIONS OF TOWNSHIP

The areas immediately to the east and west of Sumpter Road from the City of Belleville south to Hull Road. The areas immediately surrounding the intersections of Sumpter and Hull Roads, and Sumpter and Bemis Roads.

TRANSECT ZONES

T-3, T-4

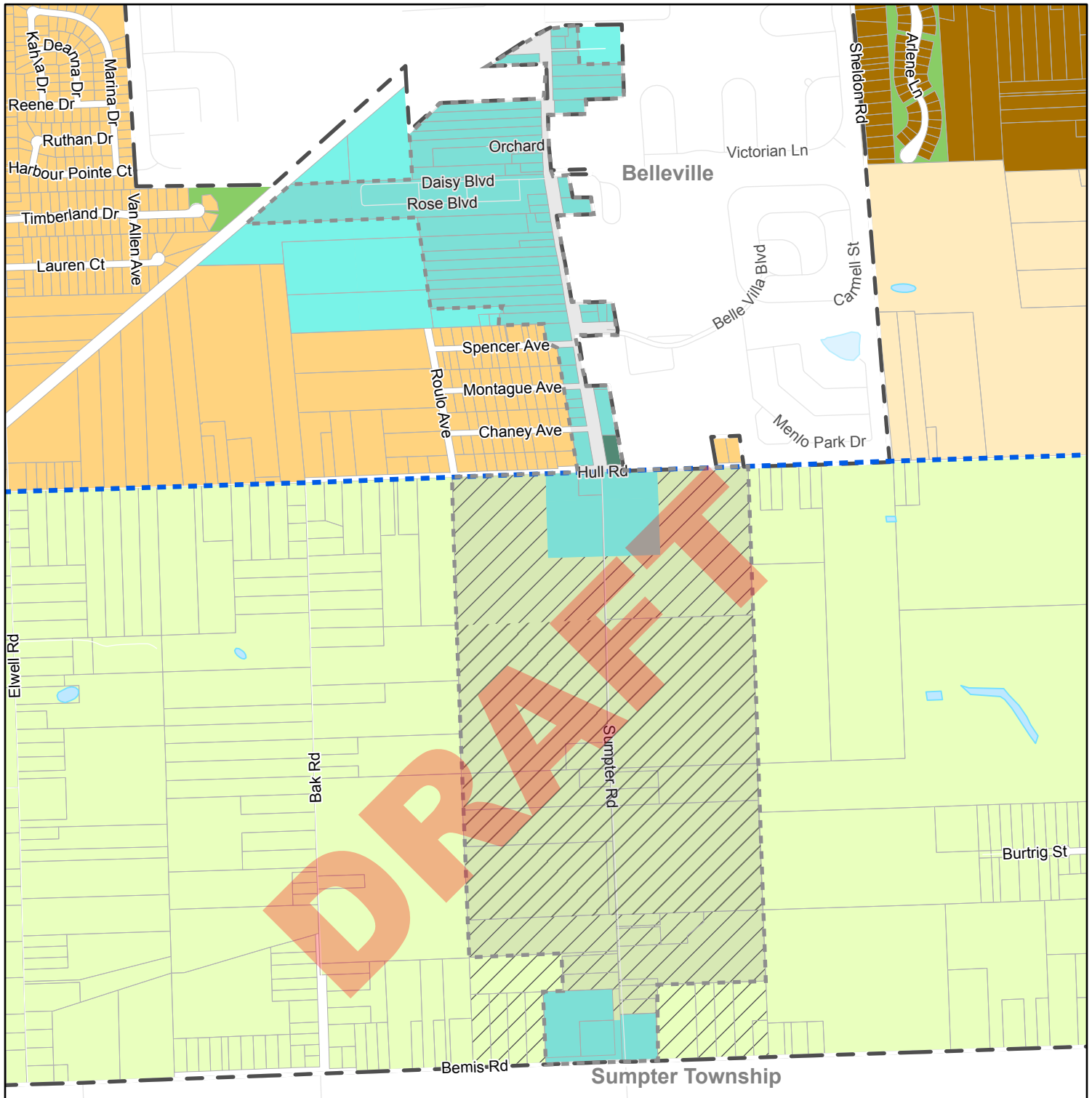
CORRESPONDING ZONING

SMU

SEE ALSO

2020 Van Buren Township Master Plan

South Side Master Plan



Sumpter Road Future Land Use Plan

Van Buren Township, Wayne County, MI

January 11, 2022 - DRAFT

LEGEND

- Rural Settlement
- Low Density Single Family A - 20,000 Sq. ft.
- Medium Density Single Family A - 10,000 Sq. ft.
- Village Residential - 8,400 Sq. Ft.
- Sumpter Mixed Use
- Public / Semi-Public
- Parks / Open Space
- Private Open Space
- Lakes and Rivers
- Urban Services Boundary
- Township Boundary
- Sumpter Road Overlay District Boundary
- Rural Residential Pattern Area



0 400 800
Feet

Basemap Source: Michigan Center for
Geographic Information, v. 17a.
Data Source: Van Buren Township 2021,
McKenna 2021.





BUILDING AND LOT TYPES

Achieving the Vision for the Sumpter Road corridor must involve regulations that allow flexibility in development of new buildings. Importantly, the corridor is a fine-grained environment: a particular mix of buildings may have different results at various points along the corridor, and a form-based code that recognizes this must be flexible and easy to administer. To this end, a set of Building Types and Lot Types is presented here. Individual lots along the corridor are given one of four classifications, and within each classification a subset of appropriate Building Types is permitted, either as a Principal, Accessory, or Special Land Use. Some Lot Types are divided into “layers”, with differing subsets of Building Types permitted at the fronts versus at the rears.

It is anticipated that the following library of Building and Lot Types will constitute the Regulating Plan and Architectural Standards sections of a form-based code for a Sumpter Mixed Use District. Fitted together, they allow new development along Sumpter Road to take place in a manner consistent with the Vision, and in a way that is predictable to landowners, residents, and developers alike.

BUILDING TYPES

Accessory Dwelling Unit (ADU)



1. Ann Arbor, MI
2. Ross Chapin "Justenuf" Studio building type
3. Zionsville, IN

The Accessory Dwelling Unit is a building that provides space for one additional residential unit, or a home office or studio, separate from the principal residence. It may also contain vehicle storage spaces.

Artisan Studio



1. Village Arts Factory, Cherry Hill Village, MI
2. Sandhill Crane Vineyards, Jackson, MI
3. Woodstock, NY School of Art

The Artisan Studio is a flexible building type that accommodates entrepreneurial activities including culinary, winemaking, craft fabrication, and other light-footprint industries. The Village Arts Factory, shown above, is discussed in the Case Study on Page 22.

Artist Cottage



1. Art Farm at Serenbe, GA
2. Baldwin, MI
3. Ross Chapin "Blue Sky Cabin" building type

The Artist Cottage is a small-floorplate building, resembling a residential cottage. It is intended to provide space for production of small goods that do not require electrical, mechanical, or plumbing equipment or fixtures of a grade atypical for residential use.

Barn-Style



1. Brick Walker Barn, Napoleon, MI
2. Dexter Cider Mill, Dexter, MI
3. Hickory Creek Winery, Buchanan, MI

The Barn-style building type is intended in this Plan to accommodate non-agricultural uses, such as retail farm markets, event spaces, and wineries. Light storage and workshop uses may also be appropriate if not the principal use.

Cottage Retail



1. Ada, MI General Store
2. Dixboro, MI General Store
3. Glen Haven, MI General Store

The Cottage Retail building provides a public-facing retail shopfront on a residential-style building. It may function as a live-work building, or as a single- or mixed-use building. Historically, these buildings functioned as General Stores for small hamlets across Michigan. The examples above are all currently used as retail stores catering to modern consumers.

Detached Garage



1. Ross Chapin, "Dine's Point Garage" building type
2. Ross Chapin, "Tomcat Garage" building type
3. Hometown Structures

The Detached Garage is an accessory building intended for vehicular storage associated with a residential unit on the same lot.

Liner Building



1. Alys Beach, FL
2. Kingston, WA
3. Mashpee Commons, Mashpee, MA

The Liner Building is a small retail building which is inexpensive to construct, and is shallow in depth. It is designed to conceal large parking lots while providing pedestrian-friendly commercial spaces.

Maker Space



1. Ann Arbor T-Shirt Company, Ann Arbor, MI
2. Cultivate Coffee and Tap House, Ypsilanti, MI
3. American Equipment Co. Building, Detroit, MI

The Maker Space is a building that combines a public-facing retail shopfront with an adjacent light manufacturing space. It may contain direct vehicular access to the interior via a garage bay. In the above examples, the adjacent manufacturing spaces are used to produce apparel and brew beer for sale on the premises.

Mixed Use



1. Ada, MI
2. New Boston, MI
3. Agricole Farm Stop, Chelsea, MI

The Mixed Use building is a traditional component of communities large and small in North America. Retail shopfronts typically occupy the ground floor, with office and/or residential lofts typically located on the second floor. The example from Chelsea, Michigan, contains a small grocery store specializing in locally-grown food.

Retail



1. Shops at the Green, Dixboro, MI
2. Jefferson Market, Ann Arbor, MI
3. East Hills Center, Grand Rapids, MI

The Retail Building contains one or several shopfronts that function as retail, professional service, or office spaces. It is designed to appeal to shoppers arriving on foot, with large display windows and appealing, pedestrian-scaled façades.

Studio Shed / Roadside Stand



1. Chris' Roadside Stand, Algonac, MI
2. Ocean East Construction
3. Winona Lake, IN

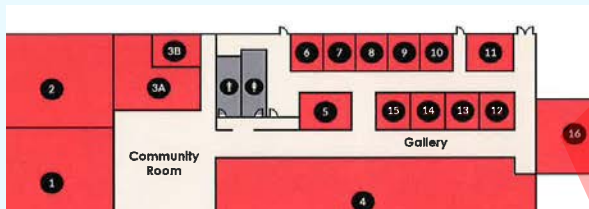
The Studio Shed/Roadside Stand is intended for the sale and production of goods on a seasonal or intermittent basis. These structures are permanent or semi-permanent, and are easily adaptable for other uses. They are "drive up" in nature, rather than "drive through" - the former does not require large expanses of pavement for queuing, nor are orders taken via intercom systems.

Workshop



1. Ross Chapin, "Greenwood Studio" building type
2. Stockton, NJ
3. Wholesale Direct Carports

The Workshop is an accessory building similar in nature to the Detached Garage, but does not exceed 5,000 square feet in area. It is able to accommodate larger vehicles and a wider variety of very light manufacturing uses.



Case Study: Village Arts Factory

Located in the Cherry Hill Village district of Canton Township, Michigan, the Village Arts Factory is an adaptive reuse of an industrial building dating to the 1950s. The building contains over 15 dedicated studio and workshop spaces occupied by artists, artisans, and entrepreneurs. In 2021, tenants included dance, fitness, and photography studios; cosmetics and soapmakers; and pottery, jewelry, and painters' studios.



Case Study: Bearclaw Coffee Co.

Bearclaw Coffee Company has three locations in southeast Michigan, each in a unique "drive up" format. The location pictured at left is located at a semi-rural crossroads near Dexter, Michigan. The small Roadside Stand format used by this company is compatible with the surrounding open spaces and larger lot residential uses in Dexter Township. The stand is sited on a modest gravel driveway, and has a small outdoor seating area.

ANCHOR LOT



Rendering of hypothetical Anchor Lot development looking northeast from the intersection of Sumpter and Bemis Roads.

Anchor Lots are those areas immediately adjacent to the intersections of Sumpter Roads on the south side, and Sumpter and Bemis Roads on the north side. These areas have the potential for mixed-use development that creates nodes of activity and satisfies demand for goods and services.

Importantly, new development on these lots is intended to be anchored by buildings that are traditional in design, accommodating mixed-use, retail, and other neighborhood-serving uses. They may be complemented by accessory production or light manufacturing components at the rear.

These lots will create a distinct visual gateway into the more urban portion of the Township, as well as the City of Belleville. They will also provide a hub of activity serving the surrounding residential areas.

Anchor Lots are not intended to be developed in a conventional suburban manner, nor should they be dominated by parking. The example rendering above depicts one potential vision for Anchor Lot development, looking to the northeast from the intersection of Sumpter and Bemis Roads.

ALLOWABLE BUILDING TYPES

Building Type	Front	Rear
Accessory Dwelling Unit (ADU)		
Artisan Studio		P
Artist Cottage		P
Barn-Style		A
Cottage Retail	P	
Detached Garage		
Liner Building	P	
Maker Space		
Mixed Use	P	
Retail	P	
Single Family Home		
Studio Shed / Roadside Stand	A	A
Workshop		A

P Principal Permitted Use
 A Accessory Permitted Use
 S Special Land Use

FRONTAGE LOT: DEEP



Rendering of hypothetical Deep Frontage Lot development on the west side of Sumpter Road, north of Hull Road.

Deep Frontage Lots are those lots that abut Sumpter Road and are generally greater than 300 feet deep. In their present form, these lots are predominantly developed as single-family houses, and the rear areas are underutilized.

Development on Deep Frontage Lots should preserve the existing uses nearer to Sumpter Road while allowing new uses to cluster toward the rear of the lots. Such development would only occur if new local streets were constructed further to the west of Sumpter Road to provide access.

ALLOWABLE BUILDING TYPES

Building Type	Front	Rear
Accessory Dwelling Unit (ADU)		A
Artisan Studio		P
Artist Cottage		P
Barn-Style		A
Cottage Retail	P	
Detached Garage	A	
Liner Building		
Maker Space		
Mixed Use		
Retail		
Single Family Home	P	
Studio Shed / Roadside Stand	S	
Workshop		A

P Principal Permitted Use
A Accessory Permitted Use
S Special Land Use

FRONTAGE LOT: SHALLOW



Rendering of hypothetical Shallow Frontage Lot development on the east side of Sumpter Road, north of Hull Road.

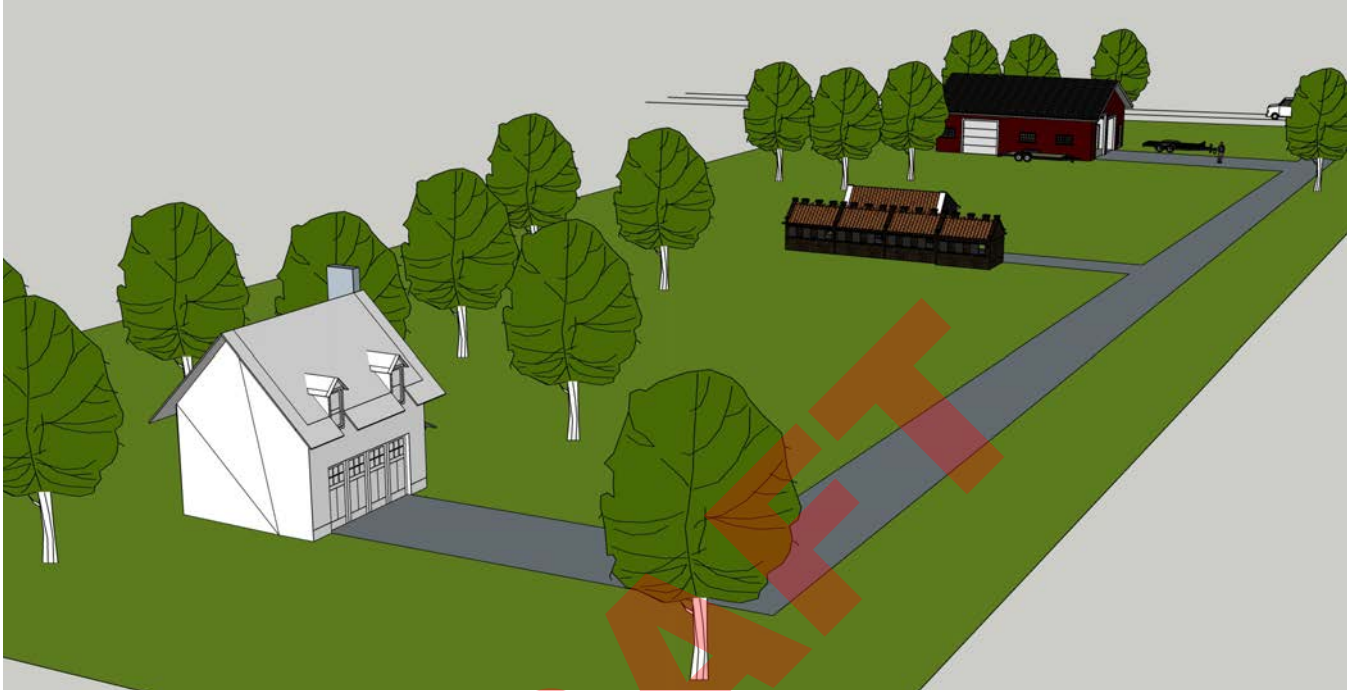
Shallow Frontage Lots are lots that abut Sumpter Road and generally have 300 feet or less of depth. These lots are currently occupied by a mixture of residential, commercial, and light industrial buildings.

Redevelopment of Shallow Frontage Lots should accommodate a variety of appropriately-scaled buildings, from single-family houses to new commercial and mixed-use buildings oriented toward pedestrians. In areas dominated by expanses of surface parking lots, liner buildings may be added to screen them and provide low-cost alternatives.

ALLOWABLE BUILDING TYPES

Building Type	
Accessory Dwelling Unit (ADU) <small>**behind principal structure</small>	A **
Artisan Studio	
Artist Cottage	
Barn-Style	
Cottage Retail	P
Detached Garage <small>**behind principal structure</small>	A **
Liner Building	P
Maker Space	P
Mixed Use	P
Retail	P
Single Family Home <small>*only if access to a residential side street exists</small>	P *
Studio Shed / Roadside Stand	
Workshop	
P Principal Permitted Use A Accessory Permitted Use S Special Land Use	

LANDLOCKED LOT



Rendering of hypothetical Landlocked Lot development on parcels west of Sumpter Road that currently have no direct access.

Landlocked Lots are those lots currently inaccessible from public rights-of-way. They are exclusively located to the west of Sumpter Road, north of Hull Road. Future development on these lots is entirely dependent on the construction of new local streets to provide access.

New development in this area would be oriented toward artisanal, entrepreneurial, and very light industrial uses, clustered in smaller buildings, and preserving tree canopies where possible. Single-family houses and their accessory buildings could co-locate to create a mix of uses on individual lots.

ALLOWABLE BUILDING TYPES

Building Type	
Accessory Dwelling Unit (ADU)	
Artisan Studio	P
Artist Cottage	P
Barn-Style	A
Cottage Retail	P
Detached Garage	A
Liner Building	
Maker Space	
Mixed Use	
Retail	
Single Family Home	P
Studio Shed / Roadside Stand	S
Workshop	S
P Principal Permitted Use A Accessory Permitted Use S Special Land Use	

RURAL RESIDENTIAL PATTERNS

The areas designated Rural Settlement on the Future Land Use Map, filled in with diagonal hashing, are intended to accommodate residential land uses in a manner compatible with preserving surrounding open space and the existing rural atmosphere.

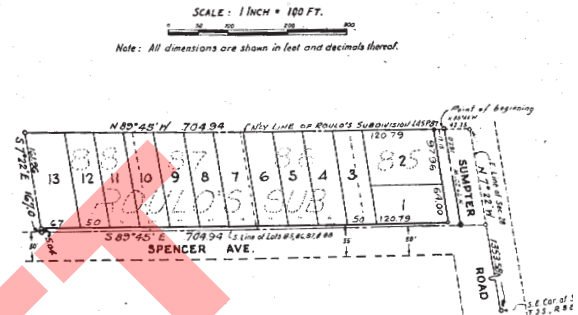
The AG zoning designation currently employed in this area allows development of single-family houses to take place at a density of 1 dwelling unit (du) per acre. If developed in this fashion, under a conventional large-lot subdivision pattern, the rural character so highly desired by the community would inevitably diminish.

Therefore, a strategy must be employed to preserve the 1 du/acre development rights vested by the AG zoning district, shifting from a 1 du/acre gross density to a 1 du/acre net density. Put simply, measuring net density allows the same number of potential single-family houses to be built as with gross density - only they are clustered together on smaller lots, preserving the remainder of the land as open space.

There are many precedents for how to configure such a development. The Roulo Subdivision on the northwest corner of Sumpter and Hull Roads was platted in the 1920s, and was originally divided into 49 lots roughly .5 acre in size. Over time, these lots were split as demand grew (such as in the plat above right), resulting in over 70 lots roughly .3 acres in size. The resulting gross density is on average 2 du/acre in the Roulo subdivision, and the corresponding net density would be, on average, greater (calculating net density in this case would only remove the area given over to local streets).

Clustering homes together in walkable neighborhoods has modern precedent as well. The New Neighborhood at Empire, in Leelenau County, Michigan (pictured below) was developed after 2005, and follows a platting and development pattern employed in the original portion of the village. Lots are mostly 50 feet wide and vary from 100 to 150 feet in depth (.12 to .2 acres), creating a human-scaled neighborhood fabric that is a natural extension of the historic village form.

REMUS SUBDIVISION OF A PART OF THE S. E. ¼ OF SECTION 28, T. 3 S., R. 8 E., VAN BUREN TOWNSHIP, WAYNE COUNTY, MICHIGAN



Using a conventional model of rural residential development at 1 du/acre, the open space immediately south of the intersection of Sumpter and Hull roads could potentially be developed in the manner at right, eliminating the open space that is greatly valued. This is not viewed as desirable.



By slightly modifying development standards, a greenway model could be employed. This model shifts to a net density of 1 du/acre, and preserves some open space. It is, however, conventionally suburban in nature and is less desirable in this area. Note the addition of a small Market on the Anchor Lot.

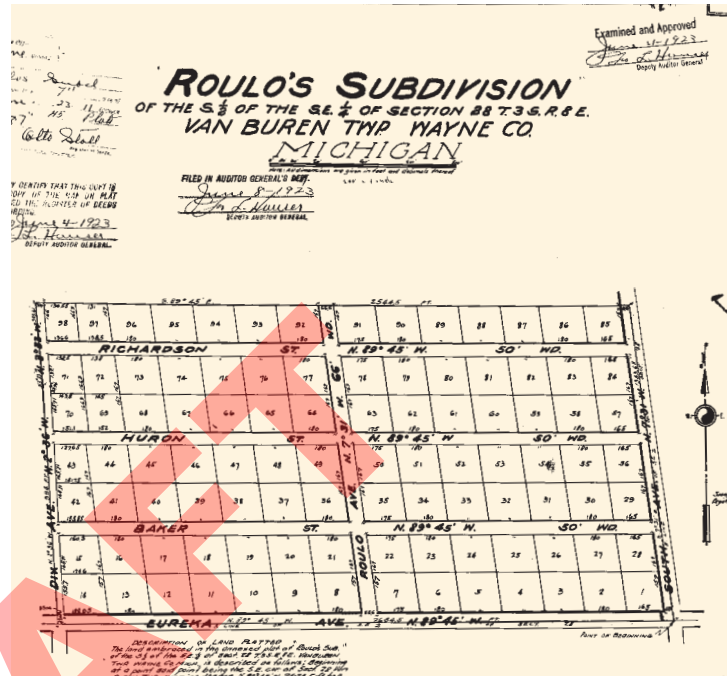


When residential development is clustered at a net density of 1 du/acre with lots averaging 0.3 acres in size, the surrounding open space is preserved in a contiguous whole, and neighborhood development takes on a form similar to that of the Roulo Subdivision immediately to the north.



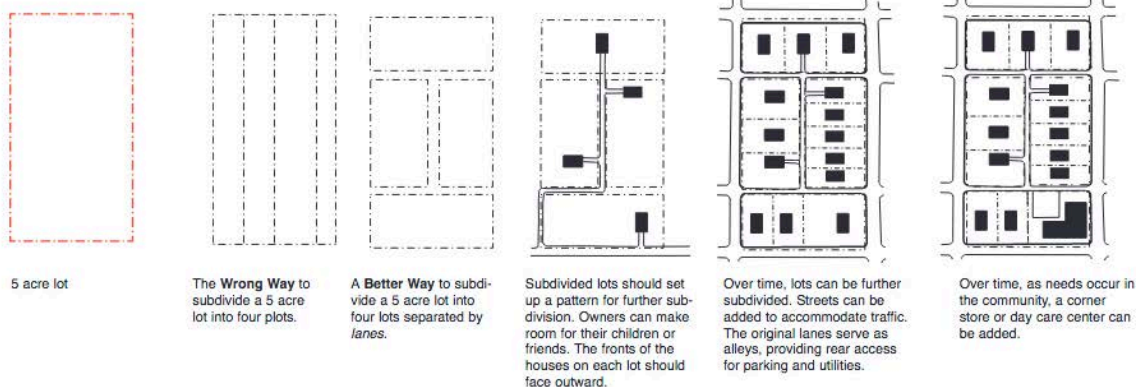
General Recommendations for Rural Residential Development

- Residential development within areas designated Rural Settlement on the Future Land Use Map that directly abut areas designated Sumpter Mixed Use shall preserve open space to the maximum extent possible, and accommodate a sense of rural character in their overall design.
- Internal street layout shall be grid-like in form, and individual lots shall be rectangular or square. Garages shall be accessed by rear alleys, and never be incorporated into the frontage of a house.
- Design of individual houses should borrow copiously from local and regional architectural precedents dating prior to the mid-20th Century. Houses should contain front porches and be based on a variety of models to avoid excessive duplication on a given block.
- These principles can be embodied and regulated through two interlocking policy tools: an Overlay Zoning District that governs architectural design standards, and the Township's Planned Residential Development (PRD) District that governs overall site design standards.

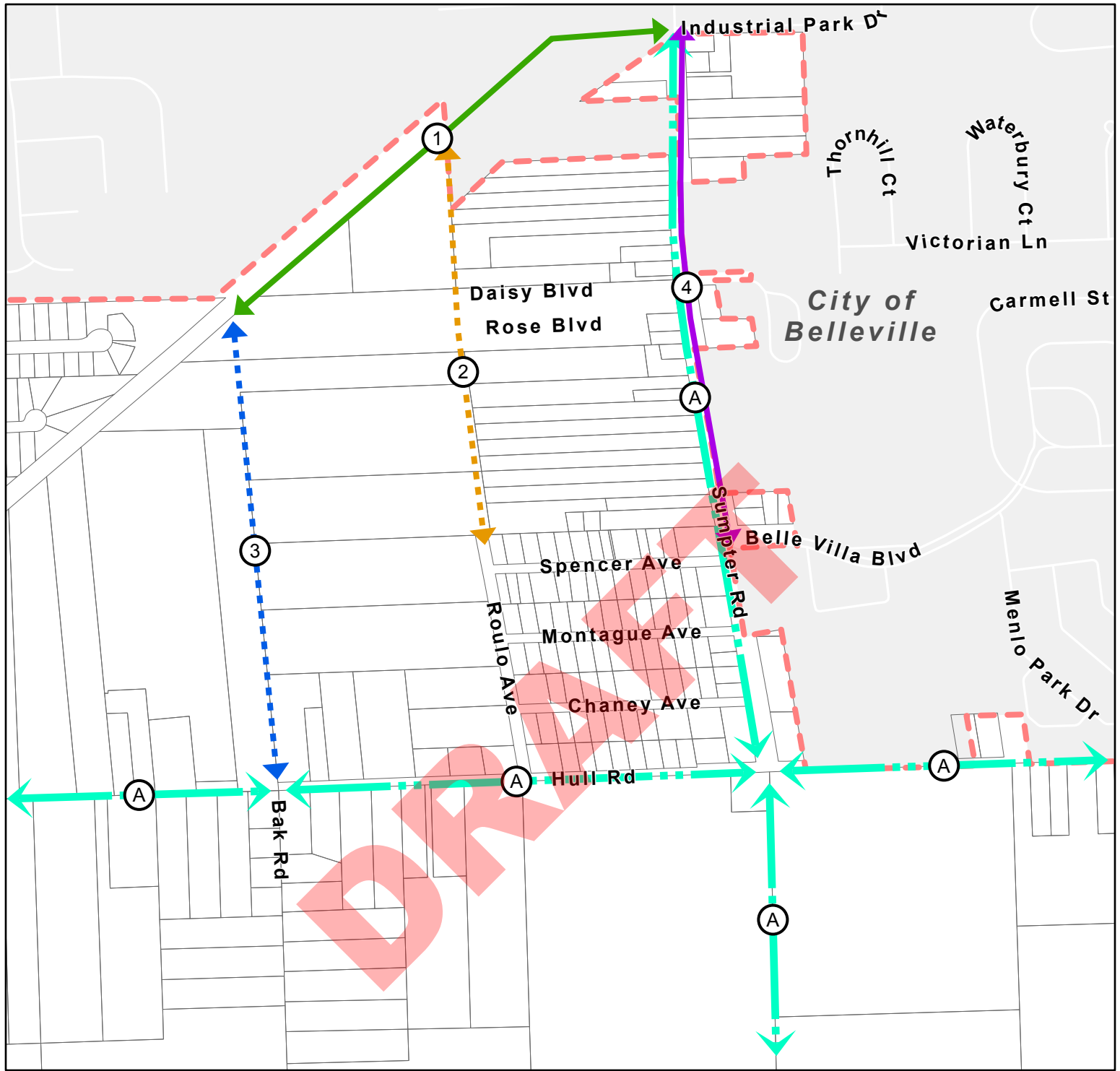


P.J. Roulo submitted the above plat to divide the land at the northwest corner of Sumpter and Hull Roads in 1923. The individual lots were generally 180 feet wide by 167 feet deep, equating to about 0.5 acres. As demand for housing in the area grew, many (but not all) lots were split into 0.3 acre parcels. The general dimensions and context of the Roulo subdivision evoke a semi-rural character that can be emulated with similarly dimensioned new development.

EXAMPLE: Subdividing a Large Lot



This diagram, taken from a 2001 plan for Collier County, Florida by Dover-Kohl and Associates, demonstrates how large agricultural parcels can be divided and developed over time to create a human-scaled hamlet.



Sumpter Road Mobility Plan

Van Buren Township, Wayne County, MI

January 11, 2022 - DRAFT

Legend

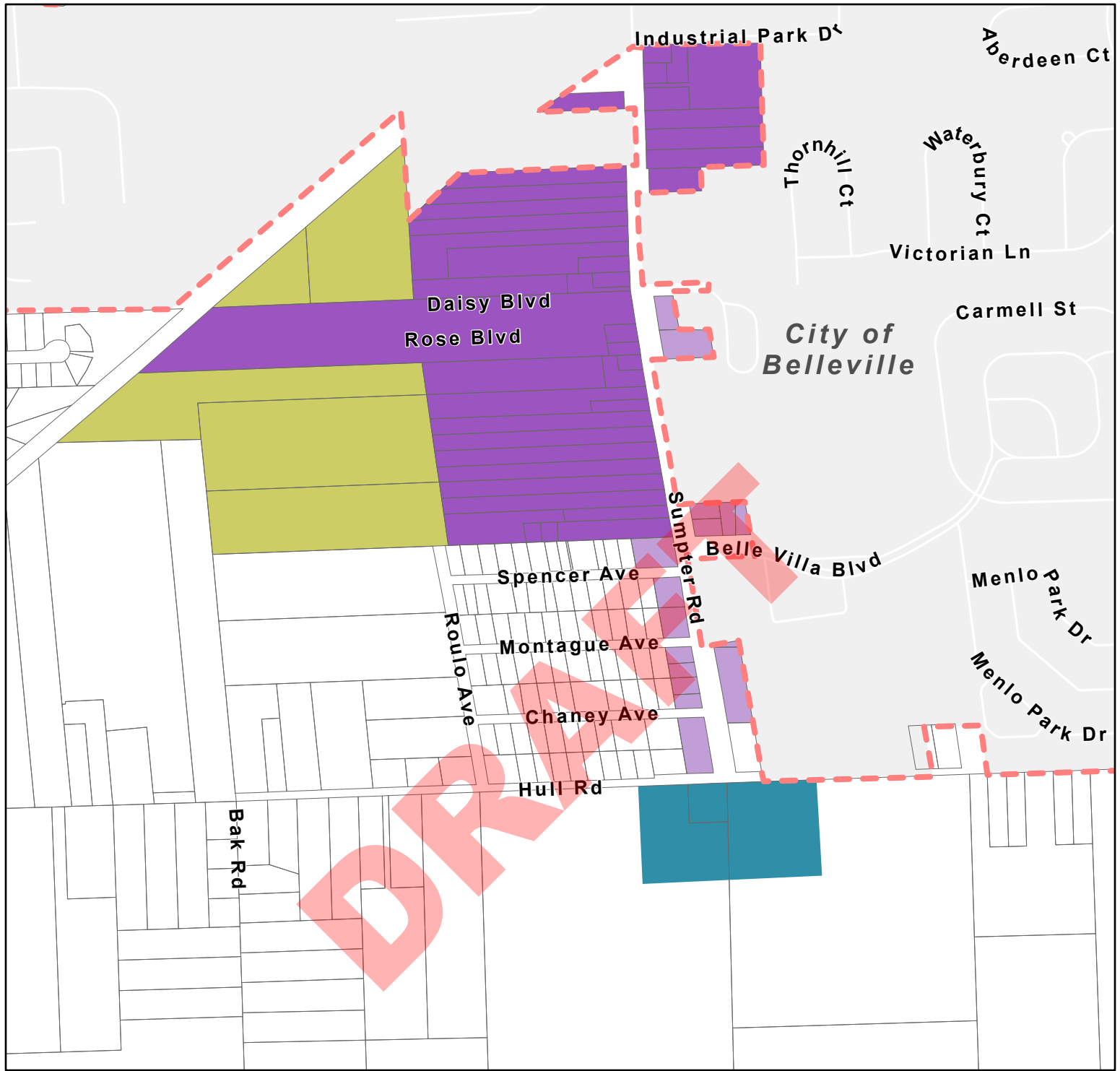
- 1 - Potential Railroad Street
- 2 - Potential Roulo Avenue Extension
- 3 - Potential Bak Road Extension
- 4 - Potential Slip Street on East Side of Sumpter Road
- A - Potential Class 1 Bikeway / Shared-Use Path
- Parcel Boundaries
- Municipal Boundaries



0 300 600
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: Van Buren Township 2021, McKenna 2021.





Sumpter Road Lot Types

Van Buren Township, Wayne County, MI

January 11, 2022 - DRAFT

Legend

- Anchor Lots
- Landlocked Lots
- Primary Lots (Deep)
- Primary Lots (Shallow)
- Parcel Boundaries
- Municipal Boundaries




0 300 600
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a.
Data Source: Van Buren Township 2021, McKenna 2021.



ZONING PLAN

The land use classifications on the Future Land Use Map, and their corresponding descriptions, set land use policy to guide future development in the Township. The Future Land Use Plan provides general land use development principles that are consistent with the Township's Goals and Objectives for growth. The official Zoning Map displays precise boundaries, correlated with standards and permitted uses that are adopted as law.

Future Land Use Designation	Corresponding Zoning District(s)	Zoning District Revisions (see notes on page 68)
 Sumpter Road Mixed Use	<input type="radio"/> SMU <input type="radio"/> SROD <input checked="" type="radio"/> AG	New Districts – See Notes 1 and 2

RECOMMENDED REVISIONS TO THE ZONING ORDINANCE AND ZONING MAP

The following revisions to the Zoning Ordinance and Map are recommended:

- Develop new, form-based regulations for a **Sumpter Road Mixed Use District (SMU)**. The regulations should incorporate building types standards substantially similar to the precedent buildings illustrated in this Plan, and contain a Regulating Plan that assigns Lot Types in a manner substantially similar to those described in this Plan. A Table of Permitted Uses, by-right and by Special Land Use approval, will be created as part of this effort. Uses will include a mix of Residential, Office, Commercial, and light production uses. The SMU District will also include regulations pertaining to setbacks, alignment and spacing of buildings, in the same manner as the existing Mixed-Use (MU) District in the Township Zoning Ordinance.
- Create a **Sumpter Road Overlay District (SROD)** that will encompass all parcels abutting Sumpter Road, and can apply to additional areas as needed in the future. Design standards regulated in the SROD will encompass:
 - Access management standards, including future provision for a local slip street on the east side of Sumpter Road north of Hull Road accompanying new development or redevelopment, as shown on the Mobility Plan Map;
 - Guidelines for future local access streets, strictly limited to those locations shown on the Mobility Plan Map;
 - Non-motorized transportation, including separate facilities for pedestrians and bicyclists as shown on the Mobility Plan Map;
 - Architectural standards, emphasizing traditional building materials such as brick and masonry block, and transparent windows;
 - Lighting, including street lighting and decorative lighting fixtures;
 - Landscaping, including street trees, buffering vegetation, swales, and plantings that accent public spaces;
 - Fencing, including outdoor accent walls and parapet walls.

PLAN IMPLEMENTATION

The recommendations of this Plan will be implemented through a collaborative effort between Township staff, the Planning Commission, and the Township Board, with input from Sumpter Road Corridor-area stakeholders.

The primary tool for implementing the plan will be an amended Township Zoning Ordinance which includes the Sumpter Road Mixed Use (SMU) Zoning District and Sumpter Road Overlay District (SROD). The first step of the Plan's implementation will be for the Planning Commission to review, refine and make recommendations on these Zoning Ordinance amendments and for the Township Board of Trustees to adopt them.

The implementation of the Plan will then proceed gradually over the next 20 years. Each private development or redevelopment decision and public improvement in the area encompassed by this Plan should then be made consistent with both the applicable zoning, and the overall Vision for the area as expressed in this Plan.

DRAFT

Sumpter Road Corridor Plan 1/11/2022 Draft Pending Revisions, 1/31/2022

Page 2: Source on lower left image to be revised to "Wayne County 1876 with Detroit, Michigan"
Published by H. Belden and Co. in 1876

Page 6: Change "An barn" to "A barn".

Page 22, Anchor Lot description: Add the following comments or similar: Adequate landscaping and screening will be established on these lots, and additional screening standards are recommended where these lots are adjacent to or across from residential land uses or residentially zoned land.

Page 24, Shallow Frontage Lot building types: Maker space will be changed to special land use.

Page 28, included in general recommendations for Rural Residential development: Desired residential layouts that will be articulated through zoning ordinance recommendations in a proposed Sumpter Road Overlay District (SROD) that will include access management and landscaping/buffering recommendations for the corridor.

After page 28, before page 29 – Mobility Plan recommendations:

Insert a separate "Mobility Plan" page before this map. Content includes the following:

Monitoring the efficiency of an area's circulatory system is important in order to plan for its adaptability and sustainability capabilities. An efficiently built road system will allow for adaptability to changing city and township structures. The Sumpter Road Corridor Area includes Sumpter Road, considered an urban minor arterial road, Hull Road and Bemis Road, urban local roads, and Bak Road and residential streets which are considered urban local roads.

The plan will include a potential future railroad street and potential Roulo Road and Bak Road extensions which would be used to provide access to future building in now-landlocked parcels or other future development west of Sumpter Road north of Hull Road. Where these potential road extensions are identified, the road design standard will be based on the demand placed on the road by proposed development that the road supports. Van Buren Township and Wayne County will need to work closely to identify the paving, width, drainage, and other design characteristics of these roads.

Slip streets, or a road which cars use to drive on and off Sumpter Road, may be developed parallel to and on the east side of Sumpter Road. These slip streets will be encouraged to be developed as properties are developed over time, as a means to provide substantial separation between driveways directly accessing Sumpter Road (185-300' for a 35-45 MPH roadway) and to provide a buffer of landscaping and physical separation from the main roadway for people who walk or cycle alongside the east side of the corridor.

Page 29 – Mobility Plan map: Make "Potential railroad street" a dashed line, correct minor typo.

Page 30 – Sumpter Road Lot Types map: Reclassify lots on east side of Sumpter Road just south of the railroad "Shallow Frontage" lots.

Sumpter Road Corridor Plan 1/11/2022 Draft
Pending Revisions, 1/31/2022

Page 32 – include the following comments: Under Michigan's Planning Enabling Act, the Master Plan recommendations will be reviewed every five years. Five years after adoption, development trends or other factors may warrant a reconsideration of certain aspects of the Plan.

DRAFT



MEMO

TO: Van Buren Township Planning Commission
FROM: Dan Power– Director of Planning and Economic Development
RE: Discussion of Zoning Ordinance Text Amendments: Outdoor Dining and Retail
DATE: February 4, 2022

Planning Commissioners:

A comprehensive Zoning Ordinance amendment was adopted in 2015 to allow and regulate outdoor dining as a special land use (Sec. 5.137). In the wake of the COVID-19 pandemic, it is apparent to staff and the Township's leadership that safe and context sensitive outdoor operations should be an accessible option for dining and retail businesses. We therefore seek to amend the Township Zoning Ordinance to simplify the approval processes for outdoor dining and retail activities. To initiate the Zoning Ordinance text amendment discussion with the Planning Commission, please see reference materials enclosed in this packet including the following:

- A letter by Vidya Krishnan of McKenna which evaluates current policies of comparison communities regarding outdoor dining, dated October 7, 2021 and
- A draft set of zoning ordinance amendments to Article 2 (Definitions) and Article 5 (Development Standards for Specific Uses) to provide increased clarity and flexibility regarding outdoor dining and retail land uses.

I encourage the Planning Commission to discuss potential amendments and provide staff with direction on this topic. Following our initial discussion, staff will return to the Planning Commission with a final draft set of recommended text amendment language before holding a public hearing to make text amendment recommendations to the Board of Trustees.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Power', is written over a light blue horizontal line.

Dan Power, AICP
Planning and Economic Development Director
Charter Township of Van Buren Public Services Department

CC: Vidya Krishnan, McKenna Associates – Van Buren Township Planning Consultant



MCKENNA

October 6, 2021

Planning Commission
Charter Township of Van Buren
46425 Tyler Road
Van Buren Township, Michigan 48111

Subject: Outdoor Dining in Covid Times

Dear Commissioners:

The Township had recently expressed an interest in reviewing the Zoning Ordinance for allowing outdoor dining on a temporary basis. Since the pandemic started in early 2020, many restaurants and dining places have struggled to stay in business due to complete shutdown of indoor seating or severe limitations to it. Outdoor dining was a way to meet health guidelines and serve the customers while keeping the business viable. Our current ordinance requires approval of all temporary uses by the Planning Commission, which can be time consuming for a business with a short outdoor season. We took a look at other municipalities to see if and how they have addressed this issue in the last year and half. We have summarized are findings as follows:

1. Community: PlymouthTownship

In May 2020 Plymouth Township (Wayne County) adopted a policy by which a restaurant could apply for a temporary outdoor dining permit as an accessory use, to be signed off by the Township Supervisor. The permit would be valid for a period of 90 days, required no fees but had to comply with a list of site requirements to be shown on a plot plan and compliance reviewed on site by the Building Department. A copy of the application is attached.

2. Community: City of Southfield

In mid-2020, the City of Southfield (Oakland County), adopted an Ordinance to allow for outdoor dining areas **AND** personal service stations, such as barbers, stylists and nail technicians. The typical temporary use approval at the City involved action by the Zoning Board of Appeals. However, the amendment proposed allowed for administrative approval of outdoor dining by the Planning, Building and Fire Departments within ONE week. The permit allowed for the businesses to operate from April through October with permit to be applied for annually. The ordinance includes a list of compliance items (included) and involves submission of fees.

3. Community: City of Grand Rapids

The City of Grand Rapids (Kent County) adopted an approach with temporary use permit with 'flexible approach'. Outdoor seating would be allowed on private property for up to 89 days. Process for application is exclusively online and is processed in 10 days administratively. The permit does place limitations on timings to maximum of 10 – 11 pm. And does not allow for music or other additions to the temporary use space.

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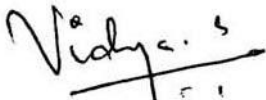
4. Community: Canton Charter Township

In April 2021 Canton Township (Wayne County) adopted an ordinance to administratively approved outdoor dining areas. The application is required to be submitted with fees and is permitted for a period of 8 months. The permit is required to be renewed annually. The submittal requirements include significant details to be provided by the applicant and certain architectural/design guidelines.

With the ongoing pandemic and an eye on the future, we believe an ordinance amendment to streamline the process for approval of temporary outdoor dining to support our local businesses is important. We will be present at the Planning Commission and look forward to discussing and reviewing this matter with you.

Respectfully submitted,

McKENNA



Vidya Krishnan
Senior Principal Planner

c: Dan Power, Director of Planning & Economic Development



Article 2: Definitions

or minor repairs on more than five (5) trucks at any one (1) time shall be considered a major truck repair facilities and subject to all restrictions on such facilities. Minor repairs and maintenance includes replacement of minor engine or body parts such as replacement of tires, ignition parts, air and oil filter, replacement of fluids and re fueling and cleaning and washing the body and engine. Heavy repairs such as engine or drive train replacement or rebuilding or painting or body work are not considered minor maintenance or repair and are considered major truck repair.

(228) TRUCK STOP: An establishment which shall be located on a major thoroughfare and which shall be designed for and contain facilities to meet the needs of commercial truck traffic while in transit, including: restaurants and vehicle service (minor), but excluding storage buildings, warehouses, and repair shops.

(229) TRUCK STORAGE: Any facility designed to accommodate the storage of more than five (5) trucks as defined by this Ordinance.

(230) TRUCK TERMINAL: Any premises which is the origin and/or destination point of goods being transported for storing, transferring, loading and unloading and which is designed to accommodate the simultaneous loading or unloading of more than one (1) truck per four thousand (4,000) square feet of gross floor area. Such truck loading or unloading facilities shall include, but not necessarily be limited to, truck docking births, bays or any space inside or outside of a building or trans-shipment point designed for loading or unloading trucks. Any building, or portion of a building, that is designed to accommodate the simultaneous loading or unloading of one (1) truck per eight thousand (4,000) or more square feet of gross floor area shall be defined as a "Distribution Center" or "Warehouse."

(231) USE: The employment of land, and/or objects thereon.

(232) USE, ACCESSORY: See definition of "Accessory Use."

(233) USABLE FLOOR AREA: That area used for or intended to be used for the sale of merchandise or for use to serve patrons, clients, or customers. Such floor area which is used or intended to be used principally for the storage or processing of merchandise, hallways, or for utilities or sanitary facilities, shall be excluded from this computation. Measurement shall be the sum of the horizontal areas of each floor of the building, measured from the interior faces of the exterior walls, [except with regard to outdoor sales and retail areas per Section 5.144. In outdoor sales and retail areas per Section 5.144, outdoor areas marked for additional outdoor sales and retail space will additionally be considered usable floor area.](#) Where these areas are yet undefined, usable floor area shall be considered eighty percent (80%) of the gross floor area.

(234) UTILITY ROOM: An area customarily used principally for the storage and operation of equipment and appliances, such as a room used principally for the storage and use of laundry equipment.

Article 5: Development Standards for Specific Uses

Section 5.136 Restaurants, Drive-Thru and Drive-In

Drive-thru and drive-in restaurants, or similar establishments serving food and/or beverages, shall meet the following requirements:

- (A) The entrance to or exit from any such use shall be located at least one hundred (100) feet from the intersection of any two (2) streets.
- (B) All such uses shall have direct ingress and egress through a paved major thoroughfare.
- (C) All lighting or illuminated display shall not reflect onto any adjacent residential zoning district and shall meet the requirements of [Section 8.105](#).
- (D) The approving authority shall consider the proximity of the on-site use to existing places of congregation of children (e.g. schools) regarding traffic safety and sanitation.

Section 5.137 Restaurants, Outdoor Dining

Outdoor dining and table service, including but not limited to patios and sidewalk cafes, are subject to the following requirements:

- (A) The sales and service of food and beverages outdoors shall only be permitted as incidental to a similar principal use that is indoors and adjacent to the outdoor food and beverage sales and service.
- (B) Outdoor dining areas shall be located in a manner which will not interfere with visibility, vehicular or pedestrian mobility or access, and shall meet Michigan barrier-free requirements. Outdoor dining areas shall not obstruct the entrance to any building or sidewalk, nor shall they obstruct any barrier-free ramp or access aisle. If outdoor dining areas are located on a sidewalk, a minimum 5 foot wide unobstructed pathway shall be maintained on the sidewalk, for pedestrian traffic. [If outdoor dining is proposed between November 1 and April 30, adequate snow storage must be demonstrated on a site plan.](#)
- (C) Temporary or free-standing food service providers are not considered outdoor dining uses.
- (D) Tables and chairs must remain within a well-defined and clearly marked area, separated from vehicular traffic. ~~In instances where there is wait staff or a~~ [Any alcohol service, if applicable such areas must be enclosed](#) [will additionally be subject to requirements of the Michigan Liquor Control Commission \(MLCC\)](#). Enclosures shall consist of metal railing, brick walls, landscape planters or other suitable materials using decorative, dark colored wrought iron-look fencing, or other materials consistent with the color and materials of the main building. The height of any barrier or landscaping enclosure shall not exceed three feet, six inches (3'6").
- (E) ~~All furniture and fixtures shall be removed November 1 through April 30.~~ Outdoor dining furniture and fixtures shall not be stored or stacked on the exterior of the building.
- (F) Signs are not allowed in the outdoor dining area with the exception of ~~a menu sign~~ [a sandwich board sign as defined in Section 11.102\(B\) of the Van Buren Township Zoning Ordinance.](#)

Article 5: Development Standards for Specific Uses

- (G) No amplified music shall be permitted if there are residential lots or dwellings within 300 feet, measured from the seating area to the adjacent residential lot line. The outdoor dining area must also abide by all noise ordinance restrictions of the Township.
- (H) The hours of operation for the outside dining area shall be consistent with the hours of operation of the ~~inside~~ indoor restaurant.
- (I) No such use shall occupy any portion of a public right-of-way.
- (J) ~~For plans showing more than 20 occupants within the outdoor dining area, the~~ The off-street parking demand for the use outdoor dining area shall be computed according to the standards contained in Article 9, as indicated for the indoor portion of the use. If the ~~plans show 20 or fewer occupants~~ outdoor dining area causes an increase of 25% or greater in required off-street parking in comparison with the site's indoor use under the requirements of Article 9, no additional parking shall be required unless required by the Planning Director as part of his or her administrative approval.
- (K) If the outdoor dining area is proposed as part of a site plan application, or if it contains seating for more than 20 occupants, it shall require site plan review and approval by the Planning Commission. If the outdoor dining area is proposed to be added for an existing business and contains seating for 20 or fewer occupants, a plan providing sufficient information to determine compliance with this Section 5.137 may be approved administratively by the Planning Director.

Section 5.138 Regulated Uses

(A) General requirements for regulated uses.

- (1) It is recognized that there are some uses, which because of their very nature, have serious objectionable operational characteristics, particularly when several of them are concentrated under certain circumstances thereby having a deleterious effect upon the adjacent areas. Special regulation of these uses is necessary to ensure that these adverse effects will not contribute to the blighting or downgrading of the surrounding neighborhood. These special regulations are itemized in this Section. The primary control or regulation is for the purpose of preventing a concentration of these uses in any one (1) area (i.e., not more than two (2) such uses within one thousand (1,000) feet of each other which would create such adverse effect(s). Uses subject to these controls are as follows:

- (a) Sexually oriented businesses (as defined in Section 5.138(B)(2) of this Section.)
- (b) Tattoo establishments.
- (c) Pawnshops.
- (d) Pool and billiard halls.
- (e) Any business that provides massage unless, in the determination of the Planning Director or Planning Commission, the massage use is a minor accessory use to a

Article 5: Development Standards for Specific Uses

- (3.) Roof lines shall vary using gable roof offsets at the eave line, in the roof slope, and/or tympanum set into the roof line at the eaves.
- (4.) Building façades must not exceed 600' feet.
- (5.) Buildings located within the Belleville Road Overlay District (BROD) shall comply with the architectural standards set forth in Section 6.309.
- (J) **Accessory structures and uses.** The accessory structure and use standards in Article 7, Chapter 2 shall apply to all senior housing developments. Accessory uses are limited to those that are customary and incidental for servicing the development's residents and employees.
- (K) **Parking.** The parking, loading, and access management standards in Article 9 shall apply to all senior housing developments. §9.102(A) contains the minimum number of parking spaces for each senior housing type.
- (L) **Landscaping.** The landscaping and screening standards in Article 10 shall apply to all senior housing developments. In situations where the standards are applied by zoning district or use, the following specific requirements control:
 - (1.) Greenbelt buffers between senior housing developments and all adjacent uses must be 20' wide as referenced in §10.103(E)'s table footnote "b".
 - (2.) Specific additional landscaping requirements for senior housing developments are the same as §10.103(F)(1) except that if the development contains dependent living beds then every three (3) beds has the same additional landscaping amount as one (1) unit.
- (M) **Signs.** The sign standards in Article 11 shall apply to all senior housing developments. Specific sign standards for senior housing developments are the same as residential developments in §11.108(A).

Section 5.144 Retail, Outdoor Sales

Outdoor sales and retail areas, other than temporary "Tent" Sales or sidewalk sales of retail goods or fireworks or other temporary uses permitted under Section 7.120 of the Van Buren Township Zoning Ordinance, which typically occur over the course of 30 or more days in a calendar year, are permitted subject to the following requirements:

- (A) Outdoor sales and retail areas shall only be permitted as incidental to a similar principal use that is indoors and adjacent to the outdoor sale and retail area.
- (B) Outdoor sale and retail areas shall be located in a manner which will not interfere with visibility, vehicular or pedestrian mobility or access, and shall meet Michigan barrier-free requirements. Outdoor sale and retail areas shall not obstruct the entrance to any building or sidewalk, nor shall they obstruct any barrier-free ramp or access aisle. If outdoor dining areas are located on a sidewalk, a minimum 5 foot wide unobstructed pathway shall be maintained on the sidewalk, for pedestrian traffic. If outdoor dining is proposed between November 1 and April 30, adequate snow storage must be demonstrated on a site plan.
- (C) Permits from the Building Department must be secured for any structure associated with an outdoor retail and sale area. Setback standards of the underlying zoning district per Section 4.102 must be met for any structure associated with an outdoor retail and sale area.

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Article 5: Development Standards for Specific Uses

- (D) Outdoor tables, tents, furniture and fixtures shall not be stored or stacked on the exterior of the building.
- (E) Signs are not allowed in the outdoor retail and sales area with the exception of a sandwich board sign as defined in Section 11.102(B) of the Van Buren Township Zoning Ordinance.
- (F) The hours of operation for the outside retail and sales area shall be consistent with the hours of operation of the inside retail use.
- (G) No such use shall occupy any portion of a public right-of-way.
- (H) The area designated for outdoor retail and sales shall be measured as part of an application and shall be a well-defined and clearly marked area, separated from vehicular traffic. This area should be considered additional usable floor area of the retail use, for purposes of regulating within this section.
- (I) If an outdoor sales and retail area takes the place of a portion of the site previously used for off-street parking, the outdoor sales and retail area shall not reduce the site's available off-street parking below the required minimum number of off-street parking spaces for the site as calculated in Article 9 of the Van Buren Township Zoning Ordinance.
- (J) If the outdoor sales and retail area is proposed as part of a site plan application, or if it occupies greater than 25% of the area of the gross floor area of the associated use inside of a building, it shall require site plan review and approval by the Planning Commission.
- (K) Any outdoor dining or retail activity will be subject to submittal of an outdoor dining and retail application to the Township Planning Director.

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Article 7: General Provisions

Chapter 1: General

Section 7.116 Airport Approach

Land beneath all aircraft approach lanes, as established by appropriate aeronautical authorities which is not part of the airport, shall be so developed as to not endanger safe flight conditions to and from an established airport. Permitted height of buildings, structures, telephone and electric lines and appurtenances thereto shall be established by the Board of Trustees after consultation with the appropriate aeronautical agencies.

Section 7.117 Construction Buildings and Equipment

Temporary construction equipment, buildings, shanties and other apparatus and the operation of the same, may be permitted in any zoning District by the Township Building Official during periods of actual construction in the zoning district or in another zoning district in conformance with the Township Building Code and subject to the conditions, including bond and terms of removal, required under this Ordinance.

Section 7.118 Projections into Yards

Architectural features may extend or project into a required side yard not more than two (2) inches for each one (1) foot of width of such side yard and may extend or project into a required front yard or rear yard not more than three (3) feet.

Section 7.119 Tents, Recreational Vehicles, and Mobile Homes

- (A) Tents and recreational vehicles shall not be used for dwelling purposes within the Township; provided however, that such tents and recreational vehicles may be occupied for temporary dwelling purposes within duly licensed campgrounds and subject to the requirements thereupon imposed.
- (B) Mobile homes or manufactured housing which do not conform to the standards of this Ordinance shall not be used for dwelling purposes unless located within a mobile home park; or unless used for temporary residence purposes, subject to the requirements of [Section 7.120](#).

Section 7.120 Temporary Land Uses, Buildings, and Structures

- (A) The following land uses or activities which are clearly temporary in nature as defined herein, along with associated temporary buildings and structures, may be permitted by the Township Planning Director and Building Official subject to the requirements given in [Section 7.120\(C\)](#), below. Such temporary uses may include, but are not limited to:
 - (1) Car wash events or similar temporary events to support non-profit clubs and organization.
 - (2) Emergency facilities for disaster relief.
 - (3) "Tent" sales or sidewalk sales of retail goods, **which are not permanent or seasonal outdoor sales or retail uses as regulated under Section 5.144 of the Van Buren Township Zoning Ordinance.**

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MEMO

TO: Van Buren Township Planning Commission
FROM: Dan Power– Director of Planning and Economic Development
RE: Discussion of Zoning Ordinance Text Amendments: Floor Area
Minimums
DATE: February 4, 2022

Planning Commissioners:

The Van Buren Township Zoning Ordinance contains relatively strict minimum floor area standards for residential land uses, particularly in the Township's AG – Agricultural and Estates Zoning District. Staff and the Planning Consultant request your consideration of our exploring proposed amendments to Article 4 (Schedule of Regulations) to reduce minimum floor area requirements in certain residential zoning districts. Please see the Planning Consultant's memo dated February 3, 2022 for additional information.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Power', is written over a light blue horizontal line.

Dan Power, AICP
Planning and Economic Development Director
Charter Township of Van Buren Public Services Department

CC: Vidya Krishnan, McKenna Associates – Van Buren Township Planning Consultant



MCKENNA

February 3, 2022

Dan Power
Director of Planning and Economic Development
Charter Township of Van Buren
46425 Tyler Road
Van Buren Township, Michigan 48111

Subject: Minimum Floor Area for dwelling units in AG District

Dear Mr. Power:


It is our understanding that the Township has received queries regarding the minimum size of dwelling units in the AG, Agriculture and Estates District, specifically about the minimum floor area requirement. Per your request, we have reviewed Zoning Ordinances in other municipalities to see what the comparable dwelling size required is, to help evaluate if the Township Ordinance needs to be revised. We have summarized our findings as follows:

Municipality	District	Minimum Lot Size	Minimum Floor Area
<i>Charter Township of Van Buren</i>	AG, Agriculture and Estate	1 acre	2,000 sq. ft
<i>Northfield Township</i>	AR, Agriculture	5 acres	1,000 sq. ft
<i>Charter Township of Canton</i>	RA, Rural Agricultural	40 acres	1,800 sq. ft – with basement 2,000 sq. ft – without basement
	RR, Rural Agricultural	5 acres	1,800 sq. ft – with basement 2,000 sq. ft – without basement
<i>Charter Township of Ann Arbor</i>	Agriculture-Rural Residential	5 acres	Not regulated
<i>Delhi Charter Township</i>	A-1 Agricultural	40,00 sq. ft – dwelling only 10 acres - farming	Single story – 1,092 sq. ft Two-story – 1,548 sq. ft Multi-Story – 1,340 sq. ft
<i>Sumpter Township</i>	AG, Agricultural	1 acre	1,200 sq. ft
	RF, Rural Small Farm	1 acre	1,200 sq. ft
<i>Charter Township of Huron</i>	AG, Agricultural	10 acres	1,200 sq. ft
	RR, Rural Residential	2.5 acres	1,200 sq. ft
<i>Lyon Charter Township</i>	R-1.0 Residential Agricultural	1 acre	1,200 sq. ft
<i>Superior Charter Township</i>	A-1, Agricultural	5 acres	1,200 sq. ft
	A-2 Agricultural	2 acres	1,200 sq. ft

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Per Michigan State building code, there are minimum requirements for sizes of habitable spaces in a dwelling, but the overall size of the dwelling is up to local ordinances.

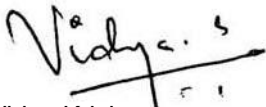
Recommendation

Based on our review, Van Buren Township's minimum dwelling size requirement is the most stringent of all the municipalities we have looked at. In most Townships, the agriculture zoning designation is a minimum of 5 acres for a parcel. A one-acre lot is typically a single-family residential district classification. With the trend of aging population and a desire to have smaller homes (tiny homes), the minimum floor area requirements have reduced over the years.

There is no specific basis for continuing to require a 2,000 square foot dwelling. We are available to discuss the proposed amendment if the Planning Commission and Township Administration should decide to further review this matter.

Respectfully submitted,

McKENNA



Vidya Krishnan
Senior Principal Planner





MEMO

TO: Van Buren Township Planning Commission
FROM: Dan Power– Director of Planning and Economic Development
RE: Discussion of Zoning Ordinance Text Amendments: Gasoline Filling and Service Stations
DATE: February 4, 2022

Planning Commissioners:

The Van Buren Township Zoning Ordinance currently permits the following uses in a variety of zoning districts as uses permitted by right:

- **GASOLINE FILLING STATION:** A place for the dispensing, sale, or offering for sale of motor fuels directly to users of motor vehicles, together with the retail sale of minor accessories, but not including any automotive service repair. **Permitted by right in C-1, C-2, and FS districts.**
- **GASOLINE SERVICE STATION:** A place for the dispensing, sale, or offering for sale of motor fuels directly to users of motor vehicles, together with the retail sale of minor accessories and Minor Vehicle Service, but not Major Vehicle Services. (see also definitions of "Vehicle Service, Major" and "Vehicle Service, Minor") **Permitted by right in FS district.**

The Planning Consultant has provided a memo for your review which identifies potential issues with the Township's current regulation of these uses. We ask the Planning Commission to consider allowing the exploration of proposed amendments to Article 3 (Zoning Districts and Permitted Uses) regarding the categorization of gasoline filling and service stations.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Power', with a stylized flourish at the end.

Dan Power, AICP
Planning and Economic Development Director
Charter Township of Van Buren Public Services Department

CC: Vidya Krishnan, McKenna Associates – Van Buren Township Planning Consultant



MCKENNA

January 26, 2022

Dan Power
Director of Planning and Economic Development
Charter Township of Van Buren
46425 Tyler Road
Van Buren Township, Michigan 48111

Subject: Gasoline Filling Station Use Classification

Dear Mr. Power:

A recent review of the uses permitted in the various commercial and industrial zoning districts led to a question regarding how gasoline filling stations were classified by the township Zoning Ordinance. The ordinance currently allows the use as a principal permitted use in the C-1 (Local Business), C-2 (Extensive Highway Business) and FS (Freeway service) districts. There are no specific site design standards governing the use either.

Per your request, we reviewed zoning ordinances in other municipalities to see how the use is classified. The municipalities chosen were based on their location with a major arterial, freeway or trunkline traversing through it such as I-275, I-94, I-96, US-24, US-23, US-12 etc., which are generally seen with a lot of filling stations. We have summarized our findings as follows:

Municipality	District	Permitted as	Sections
<i>Charter Township of Canton</i>	C-2 Community Commercial	Special land use	16.02.B.8 Additional standards – 6.02.C
	C-3 Regional Commercial	Special Land Use	16.02.B.13 Additional standards – 6.02.C
	C-4 Interchange Service	Special Land Use	18.02.B.3 Additional standards – 6.02.C
<i>City of Plymouth</i>	B-3 General Business	Special Land Use	78-112 (8) Additional standards – 78-288
<i>Bloomfield Charter Township</i>	B-3 General Business	Special Land Use	42-3.1.7 Additional standards – 42-4.23
<i>Dearborn Heights</i>	C-1 Neighborhood Business C-2 General Business C-3 Commercial Use MX Industrial-Commercial M-1 Light Industrial M-2 Medium Industrial	Special Land Use in All	36-93 Additional standards – 36-184
<i>Charter Township of Ann Arbor</i>	C-1 Convenience Commercial	Conditional land Use	76-464

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City of Novi	B-2 Community Business	Special Land Use	3.1.11. Additional standards – 4.29
	B-3 General Business	Principal Permitted	3.1.12. Additional standards – 4.29
Northfield Township	GC General Commercial District	Conditional land Use	36-391 (5) Additional standards – 36- 712
City of Livonia	C-2 General Business	Waiver Use	11.03(a)
Charter Township of Van Buren	C-1 Local Business	Principal Permitted	3.111 (B)
	C-2 Extensive Highway Business	Principal Permitted	3.112 (B)
	FS Freeway Service	Principal Permitted	3.113 (B)

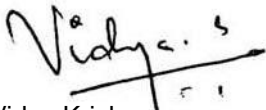
Recommendation

Based on our review, Van Buren Township is the only municipality that permits gas stations as a principal use, with the exception in the City of Novi. Gasoline fillings stations are considered as a use that requires placement consideration because of concerns related to access, circulation, fire hazard, odor, hours of operation etc. It is possible that the use was classified as such in an older version of the ordinance and was not changed.

Considering the fact that the Township's main commercial corridor is also part of its downtown (Belleville Road Overlay District), allowing gas stations as a principal use may not be in keeping with the Master Plan vision for the Township. We recommend that the item be discussed at a Planning Commission meeting to decide on further course of action.

Respectfully submitted,

McKENNA



Vidya Krishnan
Senior Principal Planner





MEMO

TO: Van Buren Township Planning Commission
FROM: Dan Power– Director of Planning and Economic Development
RE: Pending Development Project Updates
DATE: February 4, 2022

Planning Commissioners:

Below is a current list of pending development projects in the Township that have been reviewed by the Planning Commission in recent years. Included in this list is a note indicating what the next step of development or development review will be:

- 17-026 / Metro Party Gas Station Addition – Pre-Construction
- 19-001 / Project Sycamore – Under Construction
- 19-017 / Victoria Estates Condo Phase II – Under Construction
- 19-031 / A.D. Transport Addition – Construction
- 19-037 / Hampton Manor Senior Housing – Under Construction
- 19-038 / Camping World – Under Construction with further Site Plan Review pending
- 20-005 / Mobil Gas Station Redevelopment – Final Site Plan Review
- 20-012 / Jiffy Lube – Pre-Construction
- 20-020 / Cobblestone Creek Phase III – Under Construction
- 20-026 / VBTS LLC Waste Transfer Shelter – Pre-Construction
- 20-034 / Neapco Canopy Project – Complete
- 21-004 / JSB Builders – Final Site Plan Review
- 21-017 / Ashley Crossroads North Building 5 Site Plan Amendment – Under Construction
- 21-019 / Burger King – Pre-Construction
- 21-021 / Kenworth – Final Site Plan Review
- 21-028 / Kojaian – Final Site Plan Review
- 21-029 / Subaru Test Track – Pre-Construction

I am glad to go into detail about any of these projects.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Power', with a stylized flourish at the end.

Dan Power, AICP
Planning and Economic Development Director
Charter Township of Van Buren Public Services Department