

**CHARTER TOWNSHIP OF VAN BUREN  
PLANNING COMMISSION AGENDA  
Wednesday, May 25, 2022 – 5:30 PM  
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:**

Please click the link below to join the webinar:

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**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 May 11, 2022.

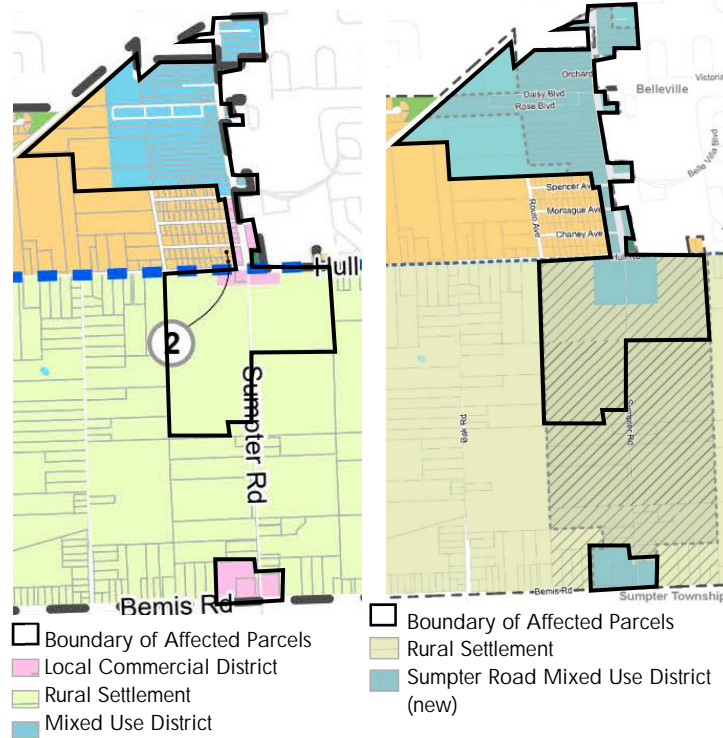
**CORRESPONDENCE:**

**PUBLIC HEARING:**

**ITEM # 1: SUMPTER ROAD CORRIDOR PLAN PUBLIC HEARING**

**DESCRIPTION:** The Charter Township of Van Buren has completed a draft amendment to its 2020 Master Plan to address a sub area located along and near Sumpter Road between Bemis Road and Industrial Park Drive. Consistent with the provisions of Michigan Public Act 33 of 2008, as amended (the Michigan Planning Enabling Act), the Charter Township of Van Buren will hold a public hearing and hear comments regarding this draft Master Plan

Amendment. The Plan includes an amendment to the Township's Future Land Use Map to change the future land use designation of property as shown in the image to the right, to Sumpter Road Mixed Use District.



#### ACTION ITEMS:

- A. Planning Commission Opens Public Hearing
- B. Public Comment
- C. Planning Commission closes Public Hearing

#### ITEM # 2:

#### **CASE 22-022: ASHLEY CROSSROADS DISTRIBUTION CENTER NORTH, LLC – REZONING REQUEST**

#### TITLE:

A request by Crossroads Distribution Center North, LLC to rezone the following property from R-1B (Single Family Residential) to M-1 (Light Industrial).

#### LOCATION:

6690 Haggerty Road (PARCEL ID NUMBER 83 008 99 0009 000). The site is located on the West side of Haggerty Rd, South of Van Born Rd and North of Ecorse Rd.

#### ACTION ITEMS:

- A. Planning Commission Opens Public Hearing
- B. Public Comment
- C. Planning Commission closes Public Hearing

#### OLD BUSINESS:

#### NEW BUSINESS:

**ITEM # 1: CASE 22-022: ASHLEY CROSSROADS DISTRIBUTION CENTER NORTH, LLC – REZONING REQUEST**

**TITLE:** A request by Crossroads Distribution Center North, LLC to rezone the following property from R-1B (Single Family Residential) to M-1 (Light Industrial).

**LOCATION:** 6690 Haggerty Road (PARCEL ID NUMBER 83 008 99 0009 000). The site is located on the West side of Haggerty Rd, South of Van Born Rd and North of Ecorse Rd.

**ACTION ITEMS:**

- A. Presentation by the Township Staff.
- B. Presentation by the applicant.
- C. Planning Commission discussion.
- D. Public comment
- E. Planning Commission considers recommendation to Township Board to adopt rezoning.

**ITEM # 2: DISCUSSION: SUMPTER ROAD CORRIDOR PLAN**

**DESCRIPTION:** The Charter Township of Van Buren has completed a draft amendment to its 2020 Master Plan to address a sub area located along and near Sumpter Road between Bemis Road and Industrial Park Drive. The Plan includes an amendment to the Township's Future Land Use Map to change the future land use designation of property as shown in the image to the right, to Sumpter Road Mixed Use District.

**ACTION ITEMS:**

- A. Presentation from Staff
- B. Planning Commission discussion
- C. Planning Commission recommendation to continue discussion at a future meeting.

**ITEM # 3: DISCUSSION: SUMPTER ROAD MIXED USE ZONING DISTRICT (SRMU) AND SUMPTER ROAD OVERLAY DISTRICT (SROD)**

Following a work session by the Planning Commission at their regular meeting on March 23<sup>rd</sup>, this meeting will include an update regarding and discussion of proposed text amendments to the Van Buren Township Zoning Ordinance to consider the addition of Section 3.121 (Sumpter Road Mixed Use District) and Article 6, Chapter 4 (Supplemental Zoning District Standards – Sumpter Road Overlay District), and related amendments.

**ACTION ITEMS:**

- A. Presentation from Staff
- B. Planning Commission discussion

C. Planning Commission recommendation to continue discussion at a future meeting.

**GENERAL DISCUSSION AND UPDATES**

**ADJOURNMENT:**



**CHARTER TOWNSHIP OF VAN BUREN  
PLANNING COMMISSION  
May 11, 2022  
MINUTES - DRAFT**

Chairperson Kelley called the meeting to order at 5:31 p.m.

**ROLL CALL:**

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

**Excused:** Barr and Garrett.

**Staff:** Director Power and Secretary Harman.

**Planning Representatives:** McKenna Associates, Vidya Krishnan and Fishbeck Associate, Paul Kammer.

**Applicant(s) in Attendance:** Kyle Morton, Joe Webb and Dennis Schultz for Ashley Capital, Barbara Rykwald and Chris Becker for DTE, Melissa Nance and Paul Tulikangas for Camping World (remote).

**Audience:** Four (4).

**APPROVAL OF AGENDA:**

Motion Jahr, Cullin second to approve the agenda of May 11, 2022 as presented. **Motion Carried.**

**APPROVAL OF MINUTES:**

Motion Cullin, Jahr second to approve the regular meeting minutes of April 27, 2022 as presented. **Motion Carried.**

**PUBLIC HEARING:**

**ITEM #1: 22-003 – ASHLEY CROSSROADS DISTRIBUTION CENTER NORTH, LLC – REZONING PETITION.**

**A REQUEST BY CROSSROADS DISTRIBUTION CENTER NORTH, LLC TO REZONE THE FOLLOWING PROPERTIES AS DESCRIBED:**

Address	PARCEL ID	Ex Zoning	Proposed Zoning	
			Rezone to M-1	Acres
Vacant Haggerty	83-008-99-0013-000	R-1B	Entire Parcel	0.91
Vacant Haggerty	83-008-99-0012-700	R-1B	Entire Parcel	0.91
6720 Haggerty	83-008-99-0011-000	R-1B	Entire Parcel	0.91
6670 Haggerty	83-008-99-0008-000	R-1B	Entire Parcel	1.81
6656 Haggerty	83-008-99-0007-000	R-1B	Entire Parcel	0.90
6598 Haggerty	83-008-99-0006-701	R-1B	Entire Parcel	1.85
5982 Haggerty	83-005-01-0020-300	R-1B	Entire Parcel	4.90
5910 Haggerty	83-005-01-0019-002	R-1B	Entire Parcel	3.62
41649 Van Born	83-005-01-0006-000	R-1B	Entire Parcel	0.57
41811 Van Born	83-005-99-0004-000	R-1B & M-T	* Remaining Parcel north of existing M-T Zoning Line	1.65
41861 Van Born	83-005-99-0005-000	R-1B & M-T	* Remaining Parcel north of existing M-T Zoning Line	1.70
41941 Van Born	83-005-99-0006-000	R-1B & M-T	* Remaining Parcel north of existing M-T Zoning Line	2.45
42033 Van Born	83-005-99-0007-000	R-1B & M-T	* Remaining Parcel north of existing M-T Zoning Line	1.27
42055 Van Born	83-005-99-0008-000	R-1B & M-T	* Remaining Parcel north of existing M-T Zoning Line	1.49
Vacant Van Born	83-005-99-0009-701	R-1B & M-T	* Remaining Parcel north of existing M-T Zoning Line	2.55
42333 Van Born	83-005-99-0009-002	R-1B	Entire Parcel	1.58
			<b>TOTAL AREA TO BE REZONED =</b>	<b>29.07</b>
* The Existing M-T boundary is an E/W line that is approximately 565 feet south of & parallel to the North Line of Section 2				

**PARCELS ARE BETWEEN ECORSE ROAD AND VAN BORN ROAD WEST OF HAGGERTY ROAD.**

**Motion Budd, Jahr second to open the public hearing. Motion Carried.**

Director Power informed that all property owners within 300 feet were sent notification of the public hearing.

No comments from the audience or remote viewers.

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

**NEW BUSINESS:**

**ITEM #1: 22-003 – ASHLEY CROSSROADS DISTRIBUTION CENTER NORTH, LLC – REZONING PETITION.**

**A REQUEST BY CROSSROADS DISTRIBUTION CENTER NORTH, LLC TO REZONE THE FOLLOWING PROPERTIES AS DESCRIBED:**

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<b>TOTAL AREA TO BE REZONED =</b>				<b>29.07</b>
* The Existing M-T boundary is an E/W line that is approximately 565 feet south of & parallel to the North Line of Section 2				

**PARCELS ARE BETWEEN ECORSE ROAD AND VAN BORN ROAD WEST OF HAGGERTY ROAD.**

Director Power deferred to Principal Planner Vidya Krishnan of McKenna Associates for presentation of her review.

Vidya Krishnan of McKenna Associates presented her review letter dated 5-6-22. At this time, the application to rezone the subject sites from R-1B to M-1 meets the following standards of Section 12.504 (A) through (L) of the Zoning Ordinance:

1. Section 12.504(A). The proposed rezoning is consistent with the goals, policies and objectives of the Master Plan and its subsequent amendments. The proposed M-1 designation is consistent with the light industrial designation envisioned in the Master Plan for the site and surrounding properties.
2. Section 12.504(B). The proposed rezoning is consistent with the intent of the zoning ordinance and the existing development pattern of the area.
3. Section 12.504(C). The subject parcels have frontage onto Van Born and Haggerty Road, designated as urban minor arterials. Improvements to abutting roadways to handle additional traffic will be considered at the time of site plan review and approval.
4. Section 12.504(D). We are not aware of any constraints in the ability of public services to serve this site.
5. Section 12.504(E). Van Buren Township has experienced a high demand for additional industrial development and expansions of existing industrial land uses.
6. Section 12.504(F). The proposed rezoning is not causing any exclusionary zoning.
7. Section 12.504(G). The subject site has existing wetlands which will be reviewed, preservation required, if any, at the time of site plan approval.
8. Section 12.504(H). The uses permitted by right and special land use in the proposed M-1 zoning district are likely to be more consistent than developing it under the current R-1B zoning designation.
9. Section 12.504(I). If rezoned, the site will be required to be developed in conformance to required standards for the M-1 district.
10. Section 12.504(J). Given the possible options, the M-1 designation is the most appropriate for the subject sites considering its present location.
11. Section 12.504(K). Amending the existing R-1B district to allow for industrial or trucking uses would be inappropriate.
12. Section 12.504(L). The proposed M-1 zoning of the subject parcels will be compatible with the uses currently existing around them. Compliance with any zoning ordinance standards requiring greenbelts, buffering and landscaping will help to screen the outdoor storage from neighboring properties.

McKenna Associates recommends the Planning Commission recommend approval of the requested amendment to the Zoning Map to rezone the subject parcels from R-1B to M-1 designation as listed, to the Township Board of Trustees. Mrs. Krishnan commented to discount the one (1) condition referenced in the review letter.

Kyle Morton of Ashley Capital gave the presentation. Building numbers 4 and 5 were built in December of 2020, are fully leased and a building permit has been submitted for building number 6, a 660,000 sq. ft. building. That would be all of the buildings that are site plan approved. The applicant is working on funding for Haggerty Road reconstruction and wetland permits. The applicant plans to come in early fall with the rest of the site plan. There was one (1) parcel missed on the rezoning request, it will be on the next meeting agenda.

Commissioner inquired if the last parcel yet to be rezoned was the last residential parcel in the area? No, there are other residential parcels. Commissioner inquired if there are any plans to combine parcels in the future? Yes, the applicant didn't want to do splits and combinations with additions because there is still variability in terms of how big the buildings will be.

No questions or comments from the audience or remote viewers.

**Motion Jahr, Cullin second to recommend the Planning Commission recommend to the Township Board of Trustees approval of the requested amendment to the Zoning Map to rezone parcel numbers 83-008-99-0013-000, 83-008-99-0012-700, 83-008-99-0011-000, 83-008-99-0008-000, 83-008-99-0007-000, 83-008-99-0006-701, 83-005-01-0020-300, 83-005-01-0019-002, 83-005-01-0006-000, 83-005-99-0004-000, 83-005-99-0005-000, 83-005-99-0006-000, 83-005-99-0007-000, 83-005-99-0008-000, 83-005-99-0009-701, 83-005-99-0009-002, located between Ecorse Road and Van Born Road west of Haggerty Road from R-1B to M-1 designation, based on the analysis and subject to the conditions in Director Power's letter dated 5-5-22, McKenna Associates review letter dated 5-6-22 and noting the final condition in the McKenna Associates review letter has been dismissed.**

**Roll Call:**

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

**Nays: None.**

**Excused: Barr and Garrett.**

**Motion Carried. (Letters Attached)**

**ITEM #2: 21-040 – DTE SUBSTATION – PRELIMINARY SITE PLAN APPROVAL.**

**THE APPLICANT, CHRISTOPHER BECKER, ON BEHALF OF DTE ELECTRIC, SEEKS SITE PLAN REVIEW FOR THE CONSTRUCTION OF A 120 – 13.2 KV, 80 MVA NINE CIRCUIT SUBSTATION AND RELATED SITE IMPROVEMENTS.**

**42061 ECORSE ROAD, TAX PARCEL 83-041-99-0004-001, LOCATED ON THE SOUTH SIDE OF ECORSE ROAD AND KIRKBRIDGE PARK DRIVE.**

Director Power gave a brief presentation. The site had marginal tree clearing done and is now ready for consideration of the substation. Director Power deferred to the Principal Planner and Township Engineer for their reviews.

Vidya Krishnan of McKenna Associates presented her review letter dated May 6, 2022. The revised plan addresses most of the concerns discussed in the initial review process. The proposed substation will provide benefit to both the public and the property owner. Therefore, McKenna Associates recommends the Planning commission grant preliminary site plan approval for the proposed substation to be located at 42061 Ecorse Road, subject to the following conditions:

1. Designation of fire lanes through the site as required by the Township Fire Marshal.
2. Notation of the height of all equipment.
3. Clarification regarding pavement surface transition at the entrance to the site.
4. Clarification regarding tree removal on the site with a field verification survey.
5. Corrections to notations on the landscape plan.
6. Revised photometric plan to comply with illumination intensities permissible by the Ordinance.
7. Clarification regarding the monument sign as noted.
8. Planning Commission approval of the 8' tall fences with spikes along the decorative metal fence and barbed wire along the chain link fence.

9. Wayne County and Township Engineer approval of all utilities and storm water management.

Paul Kammer of Fishbeck Associates presented his review letter dated May 6, 2022. Fishbeck Associates is recommending the Planning Commission grant the DTE Morton Substation preliminary site plan approval, based on the engineering feasibility of the site and the current design presented in the plans. The applicant is encouraged to submit and continue discussions with Wayne County regarding the stormwater, driveway access and drain crossing. Engineering approval will be conditional upon receiving comments from Wayne County and addressing the comments listed in the review letter.

Chris Becker, the Engineering Manager overseeing the design and permitting for the DTE substation gave the presentation. Mr. Becker clarified that the plastic fence at the front of the site is opaque and is in lieu of the berm. On the west side of the site, not all tree removal is complete. Two (2) bare pits will be dug to allow for jack and bare under the drain. Trees will be planted for screening on the west side of the drain. The illumination requirements have to be met per safety code. Tree replacement plantings will take place at the Van Buren Park. Mr. Becker has reviewed all comments and will work with staff to address them all prior to final site plan review. There will be a change to the final site plan, the legal description of the drain, Wayne County will be adding the easement into the description.

Commissioners had the following questions and comments:

- The gravel paving inside, is that also a safety issue? Yes, in the event that anything were to become energized.
- Commissioner inquired to Vidya Krishnan of McKenna Associates if the Commission's recommendation needs a condition to include the fencing? Mrs. Krishnan informed that the applicant did submit the fencing information, she will make sure that it comes back to the Commission prior to final site plan review.

No questions or comments from the Commission, audience or remote viewers.

**Motion Jahr, Atchinson second to grant the applicant, Christopher Becker on behalf of DTE Energy, preliminary site plan approval to construct a 120 – 13.2 kV, 80 MVA nine circuit substation and related site improvements, located at 42160 Ecorse Road, based on the analysis and subject to the recommendations in the McKenna Associates review letter dated 5-6-22, Fishbeck Associates review letter dated 5-6-22 and Director Power's staff review letter dated 5-5-22.**

**Roll Call:**

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

**Nays: None.**

**Excused: Barr and Garrett.**

**Motion Carried. (Letters Attached)**

**ITEM #3: 19-038 CAMPING WORLD – PRELIMINARY AND FINAL SITE PLAN AMENDMENT APPROVAL.**

**THE APPLICANT, DERRICK MATTER / CAMPING WORLD, IS SEEKING AMENDED PRELIMINARY AND FINAL SITE PLAN APPROVAL TO AMEND A PREVIOUSLY APPROVED FINAL SITE PLAN FOR REDEVELOPMENT OF THE SITE FOR PURPOSES OF OUTDOOR VEHICLE (RV) SALES AND VEHICLE SERVICE BY ADDING A ROUGHLY 12,700 SQUARE FOOT ADDITION TO THE WEST END OF THE BUILDING.**

**THE SITE IS LOCATED AT 43646 NORTH I-94 SERVICE DRIVE (TAX PARCE NUMBER 83-060-01-0001-001), ON THE NORTH SIDE OF I-94 NORTH SERVICE DRIVE, BETWEEN DEWITT AND MORTON TAYLOR ROADS.**

Director Power gave a brief history of the proposal. The Planning Commission is requested to consider approval of an amended combined preliminary and final site plan for the Camping World site redevelopment, which involves maintaining the roughly 15,633 sq. ft. east wing of their existing building instead of demolishing it; retaining the remainder of the building with an area of 28, 139 sq. ft.; along with the creating of a new R.V. parking and sales area on site and related site improvements. The applicant proposes to amend their originally approved site plan by constructing a 12,700 sq. ft. addition onto the west side of the building.

Vidya Krishnan of McKenna Associates presented her review letter dated 5-3-22. The amended site plan at this time adds significant square footage to the building, but eliminates areas previously shown for outdoor storage. Elements of the site plan related to landscaping, fencing, etc., remain unchanged. The applicant has been working on engineering issues for the past several months and has addressed all of the planning concerns at this time. Therefore, McKenna Associates recommends the Planning Commission grant amended preliminary and final site plan approval for the proposed Camping World addition and site improvements located at 43646 N. I-94 Service Drive, subject to the following conditions:

1. Planning Commission approval of the proposed building materials, colors and finishes.
2. Wayne County and Township Engineer approval of stormwater detention and other engineering concerns.

Paul Kammer of Fishbeck Associates presented his review letter dated 4-14-22. Fishbeck Associates recommends the Planning Commission grant Camping World project engineering and amended final site plan approval, subject to the comments listed in their review letter and in accordance with the Township's Engineering Standards manual. The applicant will be required to address the comments in an Issued for Construction Set prior to moving forward with construction.

Director Power presented the Fire Department review letter dated 3-29-22. Fire suppression will be required for the entire addition. The applicant has taken care of many of the Fire Marshal's concerns and the site plan is approved as submitted.

Paul Tulikangas of Camping World provided a brief background on the project. Covid made some changes to the business models, staffing, etc., identifying the need for the 12,700 sq. ft. addition.

There are no changes to stormwater on the site. Mr. Tulikangas handed over the discussion to Melissa Nance.

Melissa Nance thanked the Commission for their review and identified that Camping World did not have anyone locally to attend the meeting. Camping World has had a long history in Van Buren Township and is one of very few locations that did not have the full sale and service center. Camping World changed direction during Covid rethinking the site as RV sales increased exponentially and they are still seeing a very elevated demand. When selling more RV's need to have service capacity. Camping World sells both towable and motorized units, but are focused more on towable units. There will be no heavy engine work or chassis work. The service bays are to support vehicle sales, a couple bays for pre-delivery inspection, bays for warrant work, bays for parts and accessories and one (1) paint booth, which takes up two (2) of the service bays. The paint booth is for touch ups and damage upon delivery.

Vidya Krishnan of McKenna Associates inquired if Director Power had discussed the painting booths with Melissa Nance at the Camping World meeting. Yes, she reiterated at the meeting that the paint booth was only for touch ups.

Commissioners had the following questions and comments:

- Commissioner inquired if McKenna Associates had the exterior façade colors. No, not yet.
- Is the paint booth for touch ups and is it completely enclosed. Melissa Nance of Camping World confirmed the paint booth is for touch ups and informed that it is a self-enclosed steel box with large doors.
- How much painting in will be done in the paint booth and why in a closed box? The paint booth is to address cosmetic damage during delivery to a customer. The enclosed box is safer than having curtains, the unit is driven inside of the box.
- Commissioners expressed concern with the 30-40 foot paint booth box for touch ups and how to make sure that full service painting is not being done. Melissa Nance informed that the cost to repaint is exorbitant and they are more likely to replace the unit due to the cost. The self-enclosed box is for safety and meets environmental standards.
- Commissioner inquired if there is a list of what's classified as a minor repair? The applicant did not have a list, but could into.
- Vidya Krishnan of McKenna Associates informed that paint booths are considered a major repair.
- McKenna Associates and Commissioners would like to see what the paint booth unit looks like and want to be careful to not cross the line into major repairs. If information is available from the applicant, they would like to see some kind of scope of use and associated costs.
- Commissioner inquired if it would be correct to say that there is no custom painting and all of the painting is strictly related to collision repair? Melissa Nance confirmed there will be no custom painting, only delivery repair painting.
- Commission would like to ask for an example from the applicant as to what a minor repair would be. Melissa Nance will follow up on the request.
- Commissioner commented in looking at the applicant's request, there is concern that minor repair may not be in line, probably a technicality that can be resolved with staff

and the applicant. The Commission also does not have a color scheme and needs to see material samples.

- Commissioner suggested at this time, that the Commission does not have the materials to move forward with a decision and to reschedule further discussion for a future meeting.
- Commissioner commented that Camping World used to advertise the west side of the site was a Collision Center.
- Commissioner inquired about the parking lot, the 6<sup>th</sup> revision is minor and the fire hydrant down by the road. Does the hydrant stay by the road and will the paving be done after construction? Yes, the changes were previously approved and the pavement was included.
- Does Camping World take trade-ins and if so what happens to the trade-in camper. Melissa Nance informed that if a unit is taken in on a trade, it may be moved to another location based on demand or may have minor repairs and be resold.

**Motion Jahr, Cullin second to table discussion on new business item #3 Camping World, until such time as the applicant provides a statement of the full scope of proposed vehicle service work, submits the color rendering requested in the planning consultants letter dated 5-5-22 and demonstrates the size and location of the proposed paint booth.**

**Roll Call:**

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

**Nays: None.**

**Excused: Barr and Garrett.**

**Motion Carried.**

**GENERAL DISCUSSION:**

Director Power informed that there will be a meeting on May 25<sup>th</sup> with the public hearing for the Sumpter Road Corridor Master Plan and 1 rezoning request from Ashley Crossroads.

Commissioner inquired if there was an update on the gasoline text amendments and the removing EV stations? Vidya Krishnan of McKenna Associates informed that she will bring a revised gasoline text amendment to the Commission for review soon.

Commissioner inquired if we want to let developers appear on Zoom or require them to be in person to avoid having a lack of information. Director Power, agreed it's something to consider and he will try to get applicants committed to having at least 1 person present.

**ADJOURNMENT:**

**Motion Atchinson, Cullin second to adjourn the meeting at 7:38 p.m. Motion Carried.**

Respectfully submitted,

Christina Harman  
Recording Secretary





# VAN BUREN

## CHARTER TOWNSHIP

### DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT

46425 TYLER ROAD, VAN BUREN TOWNSHIP, MI 48111

PHONE (734) 699-8913 FAX (734) 699-8958

## PLANNING & ZONING APPLICATION

### CASE INFORMATION

CASE NUMBER:	DATE SUBMITTED:
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### APPLICANT INFORMATION

NAME: <i>Crossroads Distribution Center North, LLC</i>	PHONE: <i>734-394-1900</i>
ADDRESS: <i>2575 South Haggerty Rd.</i>	CELL PHONE: <i>734-637-4763</i>
CITY, STATE & ZIP <i>Canton, MI 48188</i>	FAX: <i>734-394-1925</i>
EMAIL: <i>dschultz@ashleycapital.com</i>	

### PROPERTY OWNER INFORMATION (If different than the applicant)

NAME: <i>Michael Davis</i>	PHONE:
ADDRESS: <i>6895 Anna Dr.</i>	CELL PHONE:
CITY, STATE & ZIP <i>Van Buren Twp., MI 48111</i>	FAX:
EMAIL:	

### BILLING CONTACT

NAME: <i>Dennis Schultz</i>	PHONE: <i>734-394-1900</i>
ADDRESS: <i>2575 South Haggerty Rd.</i>	CELL PHONE: <i>734-637-4763</i>
CITY, STATE & ZIP <i>Canton, MI 48188</i>	FAX: <i>734-394-1925</i>
EMAIL: <i>dschultz@ashleycapital.com</i>	

### SITE/PROJECT INFORMATION

NAME OF PROJECT: <i>Crossroads Distribution Center North, LLC</i>			
PARCEL ID NO: V125-83- <i>83 008 99 0009 000</i>		PROJECT ADDRESS: <i>6690 Haggerty Road, Van Buren Twp., MI</i>	
* APPLICANT MUST ATTACH LEGAL DESCRIPTION OF PROPERTY			
PROPERTY LOCATION: On the <u>WEST</u> Side of <u>Haggerty</u> Road; Between <u>ECORSE</u> Road and <u>Van Born</u> Road.			
SIZE OF LOT WIDTH: <i>135'</i>	SIZE OF LOT DEPTH: <i>598'</i>	ACREAGE OF SITE: <i>1.8 AC</i>	TOTAL ACRES OF SITE TO REVIEW: <i>1.8 AC</i>
CURRENT ZONING: <i>R1-B</i>	IS A REZONING OF THIS PARCEL BEING REQUESTED? <input checked="" type="radio"/> Y <input type="radio"/> N		REQUESTED ZONING: <i>M-1</i>
PROJECT DESCRIPTION: <i>Rezone Property from R1-B to m1 for future Development.</i> <i>This Falls in line with the Townships Master Plan for Zoning.</i>			

**SPECIAL PERMIT INFORMATION**

DOES THE PROPOSED USE REQUIRE SPECIAL APPROVAL? Y / <input checked="" type="radio"/> N	
IF YES, SECTION OF ZONING ORDINANCE FOR WHICH YOU ARE APPLYING FOR SPECIAL APPROVAL:	
IS THERE AN OFFICIAL WOODLAND WITHIN THE PARCEL? Y / N*	IF YES, WOODLAND ACREAGE:
TOTAL NUMBER OF REGULATED TREES OUTSIDE THE WOODLAND AREA:	TOTAL NUMBER OF TREES:
DETAILED DESCRIPTION FOR CUTTING TREES:	
IF APPLICABLE, APPLICATION MUST BE ACCOMPANIED WITH A TREE SURVEY OR STATEMENT OF NO TREES, WHICH INCORPORATES ALL THE REQUIREMENTS LISTED IN SECTION 4.45 OF THE TOWNSHIP'S ZONING ORDINANCE 6-2-92, AS AMENDED.	

**OWNER'S AFFIDAVIT**

\_\_\_\_\_  
PRINT PROPERTY OWNER'S NAME

\_\_\_\_\_  
SIGNATURE OF PROPERTY OWNER

\_\_\_\_\_  
DATE

STATE OF MICHIGAN  
COUNTY OF WAYNE

The undersigned, being duly sworn, deposes and says that the foregoing statements and answers herein contained and accompanied information and date are in all respects true and correct.

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_, Notary Public, \_\_\_\_\_ County, Michigan      My Commission expires \_\_\_\_\_, 20\_\_\_\_.



## MEMO

---

TO: Van Buren Township Planning Commission  
FROM: Dan Power– Director of Planning and Economic Development  
RE: Case 22-022: Ashley Capital / Crossroads Distribution Center  
North Phase II Rezoning of 6690 Haggerty Road  
DATE: May 20, 2022

---

The Planning Commission will review the request by applicant Crossroads Distribution Center North, LLC to rezone the property located at 6690 Haggerty Road (PARCEL ID NUMBER 83 008 99 0009 000) from R-1B (Single Family Residential) to M-1 (Light Industrial). The 1.81-acre site is located on the West side of Haggerty Rd, South of Van Born Rd and North of Ecorse Rd.

For your reference, this packet includes a completed rezoning application, a report from the Township's Planning Consultant dated May 13, 2022, and a copy of the public hearing notice for this rezoning request.

I look forward to assisting with this review. 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  
Public Services Department  
Charter Township of Van Buren

CC: Dennis Schultz and Kyle Morton – Crossroads Distribution Center North, LLC



**MCKENNA**

May 13, 2022

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

**Subject: VBT-22-022-RZ Ashley Crossroads North, LLC./Rezoning Review; Application not dated, recd. By Township on 5/4/2022.**

Dear Commissioners:

We have reviewed the application by Ashley Crossroads North, LLC. ("applicant") to rezone a parcel totaling 1.83 acres within the area illustrated below, from R-1B, Single Family Residential to M-1, Light Industrial. This rezoning is in tandem with a previous application for rezoning for multiple parcels in same area. The subject site is located on the east side of Haggerty Road just north of Ecorse Road.

Our comments on and analysis of this request are as follows.



**Figure 1: Subject Site**  
Source: Google

**HEADQUARTERS**  
235 East Main Street  
Suite 105  
Northville, Michigan 48167

○ 248.596.0920  
F 248.596.0930  
**MCKA.COM**

**Communities for real life.**



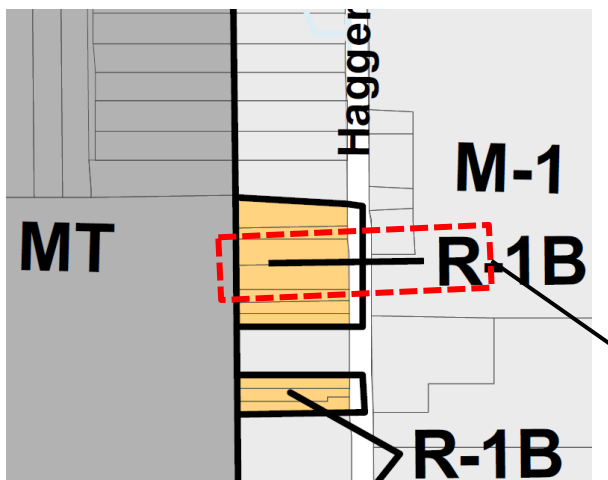


## EXISTING CONDITIONS

The table below summarizes the existing land use, zoning, and future land use designations of and around the subject site, according to the Master Plan and Zoning Ordinance. Figure 2 illustrates the current zoning of the area immediately surrounding the subject site (red). Figure 3 illustrates the proposed rezoning of the subject site (red) and surrounding parcels, which were proposed in a previous rezoning application for this general area and is expected to be approved.

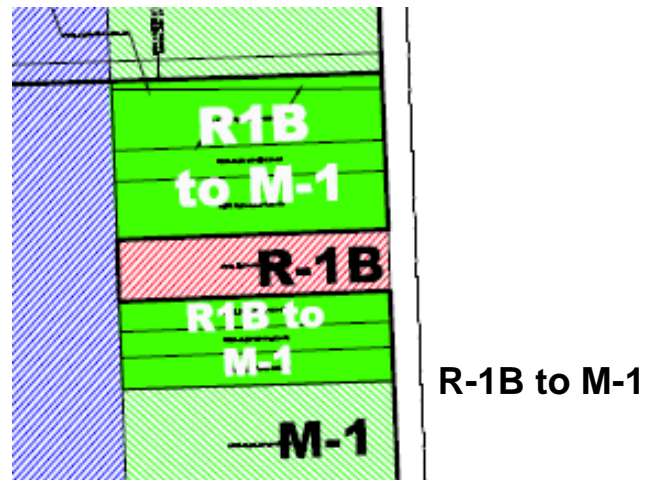
	Existing Land Use	Current Zoning	Future Land Use
<b>Subject Site</b>	Residential	R-1B, Single Family Residential	Light Industrial
<b>North</b>	Residential	R-1B, Single Family Residential*	Light Industrial
<b>South</b>	Vacant	R-1B, Single Family Residential*	Light Industrial
<b>East</b>	Industrial	M-1, Light Industrial	Light Industrial
<b>West</b>	Vacant / Industrial	M-T, Industrial Transportation	Light Industrial

\*Adjacent parcels to the north and south are proposed to be rezoned to from R-1B to M-1, Light Industrial per the previous application for rezoning in this area. The subject parcel being rezoned currently will effectively complete this the transition to M-1 for this set of contiguous lots.



**Figure 2: Current Zoning**

Source: Charter Township of Van Buren



**Figure 3: Proposed Rezoning**

Source: Ashley Crossroads



## REZONING STANDARDS

At this time, the application to rezone the subject sites from R-1B to M-1 meets all standards of Section 12.504(A) through (L) of the Zoning Ordinance.

The proposed rezoning is consistent with the goals, policies, and objectives of the Master Plan and its subsequent amendments in addition to the light industrial designation envisioned in the Master Plan for the site and surrounding properties. Further, the proposal is consistent with the intent of the Zoning Ordinance and the existing pattern of development in the area.

We anticipate the existing roadway capable of handling any traffic generated from the site. The applicant recently stated at the Planning Commission meeting that they are actively working with Wayne County for improvements to Haggerty road. If necessary, additional improvements can be required at the time of site plan approval and we are not aware of any constraints in the provision of public services to serve this site.

Van Buren Township is experiencing demand for additional industrial development and expansion of existing industrial land uses. The proposed light industrial use will serve the existing and proposed industrial use to the north, south, and west, and will not cause any exclusionary zoning or an otherwise isolated or incompatible zone. There are no significant concerns regarding the site's geological, hydrological, or other environmental features for this parcel.

The uses permitted by right and special land uses in the proposed M-1 zoning district are likely to be more consistent than developing it under the current R-1B zoning designation. If rezoned, the site will be required to be developed in conformance to required standards for the M-1 districts. Given the possible options, we believe the M-1 designation is the most appropriate to form a contiguous zone; similarly, amending the existing R-1B district to allow for outdoor storage which is an industrial based use would be inappropriate. The proposed M-1 zoning of the site will be compatible with the uses currently existing (and proposed to exist) around it. Compliance with any zoning ordinance standards requiring greenbelts, buffering and landscaping will help screen the outdoor storage from the neighboring properties.

## RECOMMENDATION

Therefore, we recommend that the Planning Commission recommend approval of the requested amendment to the Zoning Map to rezone the subject property from R-1B to M-1 designation to the Township Board of Trustees.

Respectfully Submitted,

**McKENNA**

Vidya Krishnan  
Senior Principal Planner

Gage Belko  
Assistant Planner

**CHARTER TOWNSHIP OF VAN BUREN  
PLANNING COMMISSION  
NOTICE OF PUBLIC HEARING**

Notice is hereby given that the Charter Township of Van Buren Planning Commission will hold a public hearing on **May 25, 2022 at 5:30 p.m.** The meeting will be held in person at Van Buren Township Hall, located at **46425 Tyler Road, Van Buren Township, MI 48111**, in the Board Room. **Members of the public may additionally participate in the meeting electronically** 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. Instructions for attending the meeting electronically are provided in this notice. The Planning Commission will consider the following request:

- 1. Case 22-022:** A request by Crossroads Distribution Center North, LLC on behalf of owner Michael Davis to rezone the following property as described below:

6690 Haggerty Road (parcel ID number V-125-83-008-99-0009-000). 1.81 acres. To be rezoned from R-1B – Single Family Residential to M-1 – Light Industrial.

Members of the public may access the agenda materials via the Township website – [www.vanburen-mi.org](http://www.vanburen-mi.org) beginning **May 20, 2022**. On the meeting website, members of the public will also gain access to **means of participating in the electronic meeting. On the agenda for the meeting**, a unique Zoom weblink and dial-in phone number with a meeting ID for meeting videoconference or teleconference access will be provided. The meeting will be available to view live on the Van Buren Township YouTube Channel which can be reached from the live meeting link located on the Van Buren Township website home page ([www.vanburen-mi.org](http://www.vanburen-mi.org)). Closed captioning will be available after YouTube fully renders meeting video.

A complete **procedure for public comment by electronic means** is provided on a guide which is accessible on the Van Buren Township website ([www.vanburen-mi.org](http://www.vanburen-mi.org)). Participants may also choose to submit written comments that will be read into record during public comment by the Chairperson. Submit any written comments or questions about the meeting via e-mail to [dpower@vanburen-mi.org](mailto:dpower@vanburen-mi.org).

To comply with the Americans with Disabilities Act (ADA), any citizen requesting accommodation to attend a meeting, and/or to obtain this notice in alternate formats, please contact the Clerk's Office at 734.699.8900 extension 9205.

Posted: May 2, 2022  
Published: May 5, 2022



## MEMO

---

TO:	Van Buren Township Planning Commission
FROM:	Dan Power– Director of Planning and Economic Development
RE:	Public Hearing date for Sumpter Road Corridor Plan
DATE:	May 20, 2022

---

### Planning Commissioners:

The Sumpter Road Corridor Plan (“the Plan”) will be an update to the Township’s Master Plan which focuses on the sub-area of the Township around the Sumpter Road Corridor and lays a broad foundation for the vision for the Corridor and its future land use. A full draft of the Plan, dated February 4, 2022 has been in circulation among the Township’s neighboring communities and service providers for greater than 42 days as required by Michigan PA 33 of 2008, or the Michigan Planning Enabling Act (MPEA). At their regular meeting on April 27, 2022, the Planning Commission advised staff to move forward with scheduling a public hearing. At least one formal public hearing is required under the MPEA prior to Plan adoption.

The Plan is the basis for Zoning Ordinance (ZO) amendments being drafted to implement the Plan’s policies. The set of ZO amendments spurred by the Plan will have an ongoing review process through work sessions with the Planning Commission and will have its own separate public hearing. The ZO amendments are being developed and refined based on extensive feedback from the Planning Commission and members of the public. Because of the related effort on both the Plan and ZO amendments, I recommend that both processes should be synchronized from this point forward so that both projects are finalized along a similar timeline. For the Planning Commission’s consideration, I offer the following sequence as these efforts continue together:

- Public hearing #1 regarding Plan
- Work session(s) as necessary regarding ZO amendments
- Public hearing #2 regarding Plan and ZO amendments
- Plan and ZO amendments recommended for adoption by Township Board of Trustees
- Plan and ZO amendments adopted by Board of Trustees

I recommend using the hearing on May 25<sup>th</sup> as an opportunity to receive additional public comment on the draft Plan. Since the release of the draft Plan in March 2022, the proposed changes to the Plan are minor in nature and do not fundamentally alter the future land use recommendations. I am attaching a tracking list of possible changes to the overall draft of the Sumpter Road Corridor Plan dated February 4, 2022. In the electronic packet for the May 25<sup>th</sup> meeting, I am also submitting a copy of the draft Plan. Finally, for the Planning Commission’s reference, please see a link to a summary of public comments received throughout the life of this project at [www.vanburen-mi.org](http://www.vanburen-mi.org) and navigate to the link titled, “Sumpter Road Corridor Plan”.



Thank you for your ongoing participation in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Power". The signature is fluid and cursive, with the first name "Dan" and last name "Power" clearly distinguishable.

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  
Adam Cook, McKenna Associates

**Draft Sumpter Road Corridor Plan – Revised February 4, 2022**  
**Pending Revisions at time of Draft Release (updated May 16, 2022)**

- Font consistency throughout document's body text.
- Throughout, references to "Primary" lots. These are called "Frontage" lots.
- Page 5: This image is of Fire Station 1, not 2
- Page 19: Remove reference to Cultivate Coffee and Tap House (business is closed)
- Renderings on pages 22-25 to be updated. Consider use of a different location as a basis for the image in page 24 rendering, as the current reference location is Belle Park Plaza in the City of Belleville.
- Page 23: Workshop to also be identified as special land use
- Page 30: Use dashed lines for "potential" road extensions
- Page 31: Remove "rural settlement" as a type of lot in the Regulating Plan map.
- Other minor corrections pending feedback during review period.
- Re-label all "Landlocked" lots as "Secondary" or "Rear" lots.
- Per comments that arose during draft Zoning Ordinance review, add a paragraph on page 23 that describes that the "front" and "rear" designations for the "Frontage Lot: Deep" lot type is based on the relationship to the road providing frontage to the property. In the event of a lot split with a rear split parcel gaining access onto a rear road, "front" will be along the west frontage.
- Replace all graphics on pages 22-25. Along with the final version of the "Frontage Lot: Shallow" graphic, clarification should be provided that it is conceptual or that it is modeled off of a conceptual redesign of the Belle Point Shopping Plaza with the building being demolished and rebuilt, and that this type of construction would not be feasible on all "Shallow Frontage" lots.



# **VAN BUREN**

## **CHARTER TOWNSHIP**

# **SUMPTER ROAD CORRIDOR PLAN**

VAN BUREN CHARTER TOWNSHIP, WAYNE COUNTY, MICHIGAN

DRAFT – February 4, 2022





**VAN BUREN**  
CHARTER TOWNSHIP

# **SUMPTER ROAD CORRIDOR PLAN**

VAN BUREN CHARTER TOWNSHIP, WAYNE COUNTY, MICHIGAN

DRAFT – February 4, 2022

Prepared with the assistance of:



235 E. Main Street, Suite 105  
Northville, MI 48167  
T: 248.596.0920  
F: 248.596.0930  
[www.mcka.com](http://www.mcka.com)

# ACKNOWLEDGMENTS

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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 on page 28, Roulo's Subdivision was originally

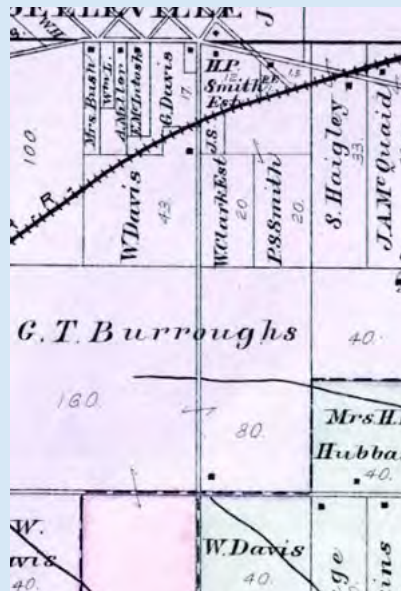
## TIMELINE

The images below 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



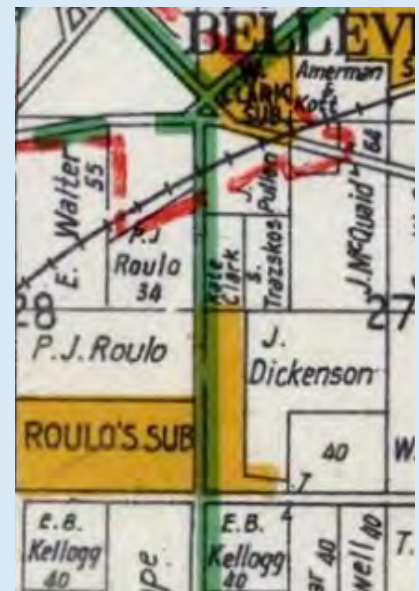
1876

Source: H. Belden & Co., Wayne County Atlas



1883

Source: W.C. Sauer, Wayne County Atlas



1925

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



intended 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.*



*A 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:

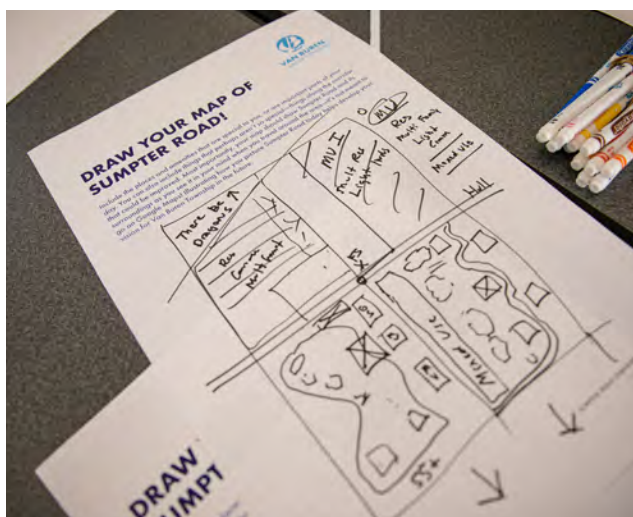
- A virtual introductory webinar was held on Wednesday, April 28, 2021. Conducted over Zoom, the webinar introduced attendees to the scope and objectives of the Corridor Plan, and generated constructive discussion focused on identifying strengths and weaknesses along the corridor.
- An in-person workshop 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
<b>Rural Preservation</b>	<ul style="list-style-type: none"> <li>• I moved my family here for the nature. I won't stay if it converts to traffic and crowding.</li> <li>• Preserve the agriculture no differently than you would Belleville Lake.</li> <li>• Keep it rural and take care of what we already have.</li> </ul>
<b>Vacant Businesses</b>	<ul style="list-style-type: none"> <li>• I appreciate growth, but what can be done with empty storefronts?</li> <li>• There are so many vacant businesses - they have been vacant for years.</li> <li>• Use existing vacant buildings for business - don't build more.</li> </ul>
<b>Neighborhood Services</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• A small restaurant or cafe would be nice on this side of Belleville.</li> </ul>
<b>Senior Housing</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• A village-type concept for seniors would be nice.</li> </ul>
<b>Complete Streets</b>	<ul style="list-style-type: none"> <li>• I would like to see sidewalks along both sides of Sumpter, connecting to downtown Belleville.</li> <li>• 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.</li> </ul>
<b>Recreational Amenities</b>	<ul style="list-style-type: none"> <li>• The Romulus Rec Center and Quirk Park are too far away. People need more recreational opportunities around here!</li> <li>• A nature park and walking trail would be wonderful.</li> <li>• I would like to see a community garden.</li> </ul>





*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







# 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 as a Rural Residential Pattern Area (see description on pages 26-28).

## Sumpter 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

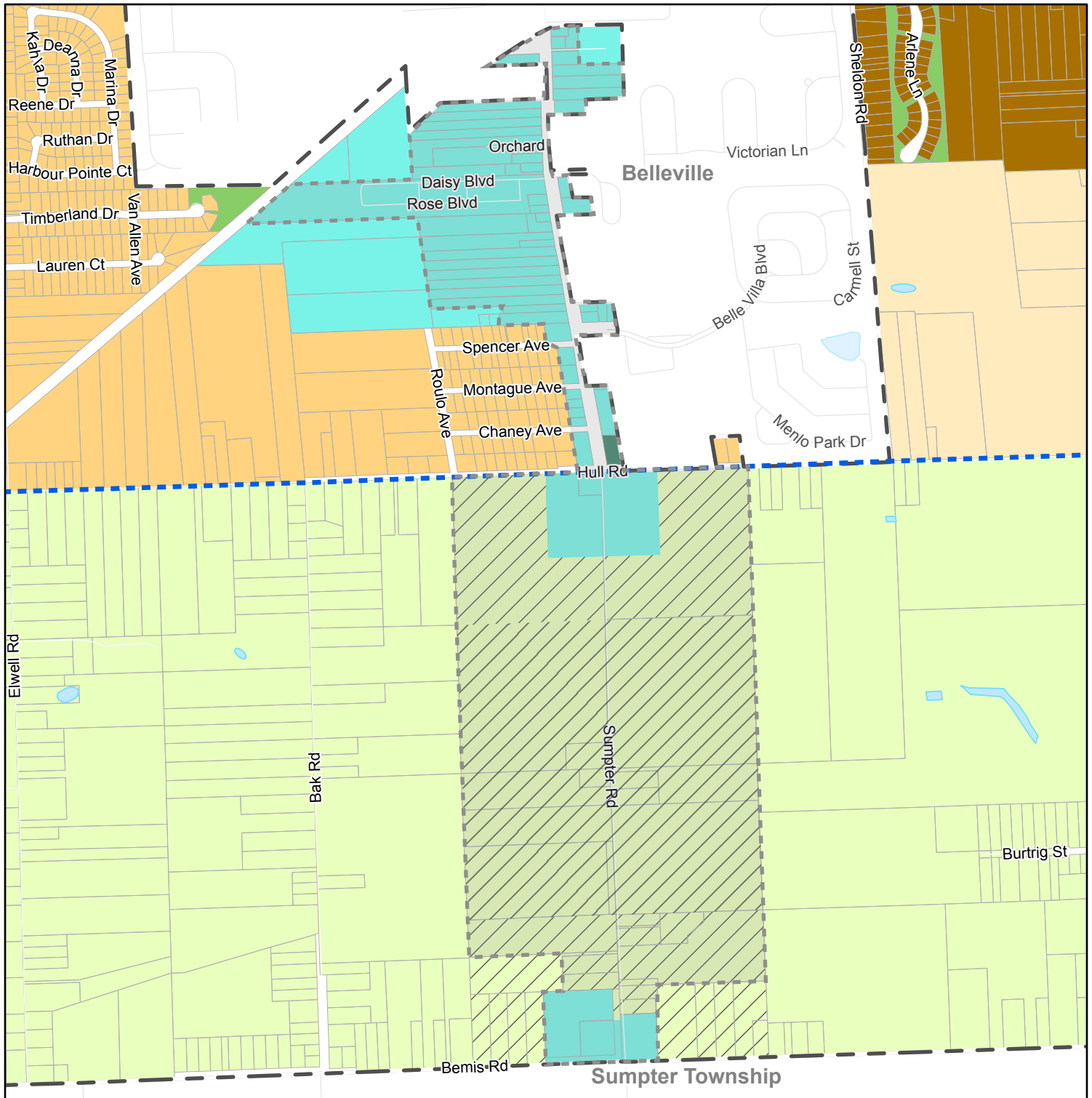
### CORRESPONDING ZONING

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.





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 21.

## 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 (typically 20-30 feet deep). It is designed to conceal large parking lots while providing pedestrian-friendly commercial spaces along edges.

## 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 first two examples above, 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. Agricola 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

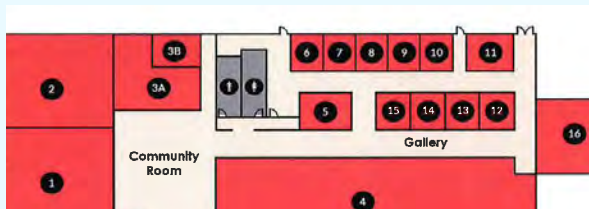
The Studio Shed/Roadside Stand is intended for the sale and production of goods on a seasonal or intermittent basis. These structures are permanent or semi-permanent, and are easily adaptable for other uses. They are "drive up" in nature, rather than "drive through" - the former does not require large 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 and Hull Roads on the south side, and Sumpter and Bemis Roads on the north side. These areas have 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.

Anchor Lots are not intended to be developed in a conventional suburban manner, nor should they be dominated by parking. 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.

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)		<b>A</b>
Artisan Studio		<b>P</b>
Artist Cottage		<b>P</b>
Barn-Style		<b>A</b>
Cottage Retail	<b>P</b>	
Detached Garage	<b>A</b>	
Liner Building		
Maker Space		
Mixed Use		
Retail		
Single Family Home	<b>P</b>	
Studio Shed / Roadside Stand	<b>S</b>	
Workshop		<b>A</b>

**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.

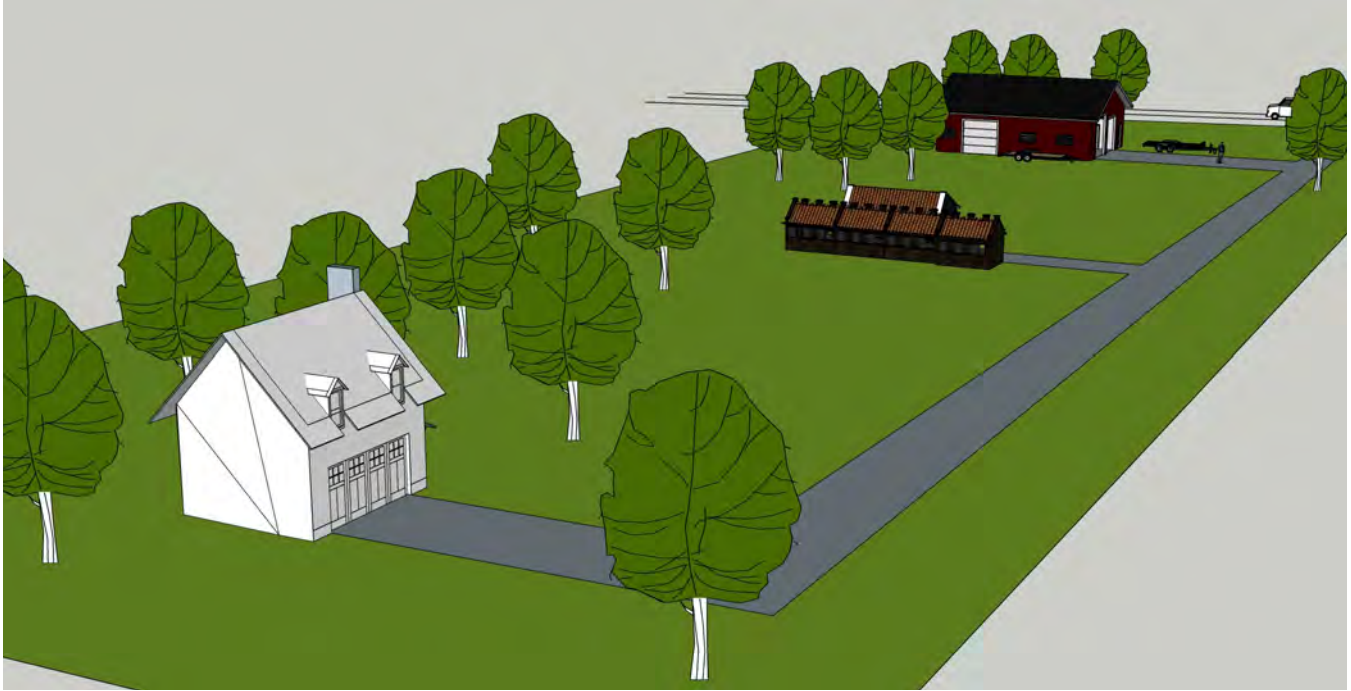
Redevelopment of Shallow Frontage Lots should accommodate a variety of appropriately-scaled buildings, from single-family houses to new commercial and mixed-use buildings oriented toward pedestrians. In areas dominated by expanses of surface parking lots, liner buildings may be added to screen them and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

## ALLOWABLE BUILDING TYPES

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

# RURAL RESIDENTIAL PATTERNS

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

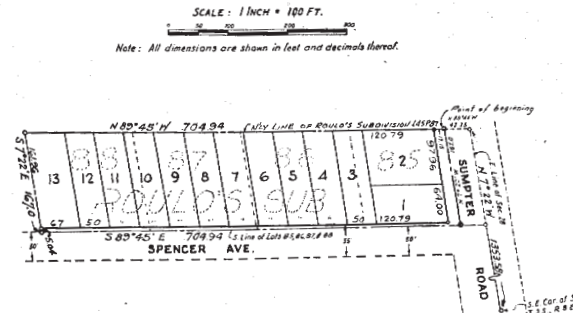
The AG zoning designation currently employed in this area allows development of single-family houses to take place at a density of 1 dwelling unit (du) per acre. If developed in this fashion, under a conventional large-lot subdivision pattern, the rural character so highly desired by the community would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

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 shown above), 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.

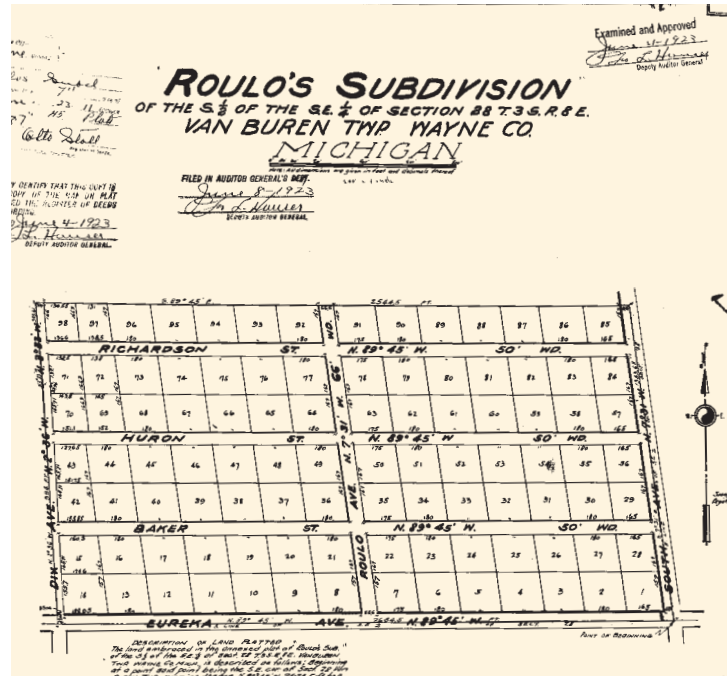


When residential development is clustered at a net density of 1 du/acre with lots averaging 0.3 acres in size, the surrounding open space is preserved in a contiguous whole, and neighborhood development takes on a form similar to that of the Roulo Subdivision immediately to the north.



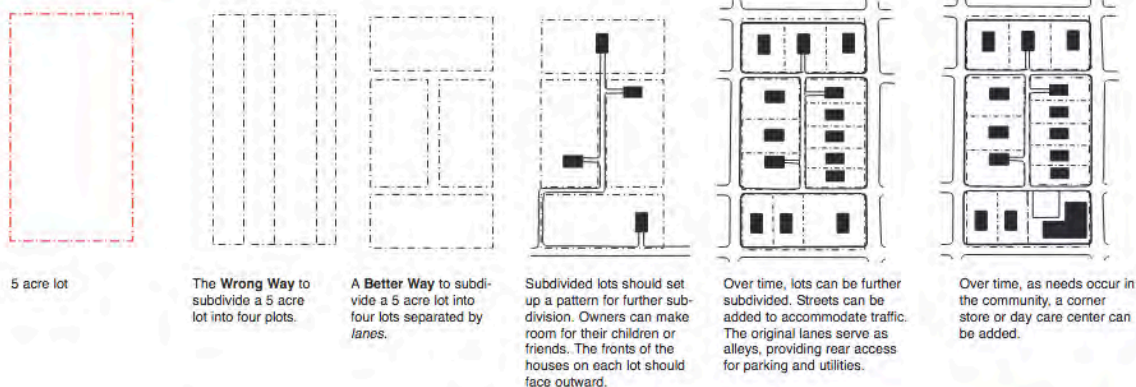
## General Recommendations for Rural Residential Development

- 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.
- Desired residential layouts 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. The Township's Planned Residential Development (PRD) District will govern 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.



# MOBILITY PLAN

The efficiency of an area's circulation system is an important component of planning for an efficient and adaptable land use pattern. A road system designed around the principles of a connected network can adapt to accommodate future development patterns as identified in this plan, while ensuring that local traffic has a choice of alternative routes in the immediate area - lessening the burden on Sumpter Road.

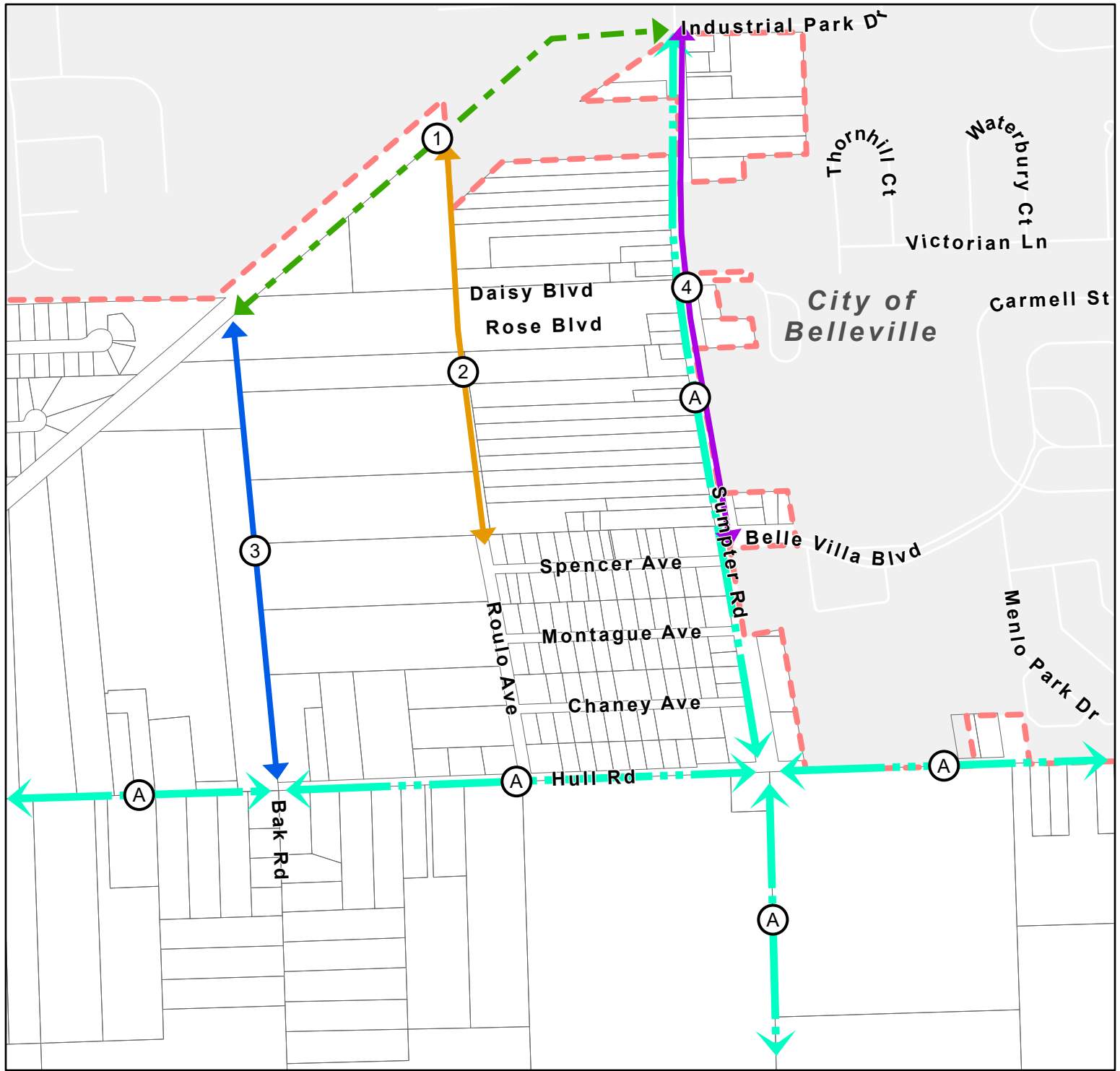
The Sumpter Road Corridor Area includes Sumpter Road, classified as an urban minor arterial road; Hull Road and Bemis Road, classified as urban local roads; and Bak Road and residential streets within the Roulo Subdivision, which are classified as urban local roads.

The Plan will include a potential future Railroad Street, generally paralleling the Norfolk Southern railroad right-of-way, as well as potential northerly extensions of Roulo Road and/or Bak Road. These extensions would provide access to future development in currently-landlocked parcels, or access to the rear of deep lots that front the west side of Sumpter Road. Where these potential road extensions are identified, the road design standard will be based on the anticipated demand generated by the 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. It is important that these roads be designed to accommodate local users, and have design characteristics tending toward those of local access roads in rural areas, and distinctly away from those of typical suburban collector roads.

Slip streets may be developed parallel to, and on the east side of, Sumpter Road. These are intended to be low-speed, one-way roadways, that provide direct access to fronting properties. 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. This landscaped buffer between the main roadway and slip street can lend a smoother transition between the semi-rural residential character that defines the west side of Sumpter Road in this area, and the more intense land uses to the east.



*Example of a one-way parallel slip street providing access to local businesses along Nine Mile Road in Oak Park, MI*



# Sumpter Road Mobility Plan

Van Buren Township, Wayne County, MI

February 4, 2022- DRAFT

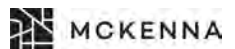
## Legend

- 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

February 4, 2022- DRAFT

### Legend

- Anchor Lots
- Landlocked Lots
- Primary Lots (Deep)
- Primary Lots (Shallow)
- Rural Settlement
- 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	<i>New Districts – See <b>Notes 1 and 2</b></i>

## RECOMMENDED REVISIONS TO THE ZONING ORDINANCE AND ZONING MAP

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

1. Develop new, form-based regulations for a **Sumpter 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.
2. 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.

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.



# MEMO

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TO: Van Buren Township Planning Commission  
FROM: Dan Power– Director of Planning and Economic Development  
RE: Sumpter Road Mixed Use Zoning District and Sumpter Road Overlay District: Update  
DATE: May 20, 2022

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Dear Planning Commissioners:

I am happy to continue the discussion of zoning ordinance amendments that will provide actionable standards for development based on the vision set forth in the 2022 Van Buren Township Sumpter Road Corridor Plan. The following revisions to the Zoning Ordinance and Map are recommended under the draft 2022 Sumpter Road Corridor Plan:

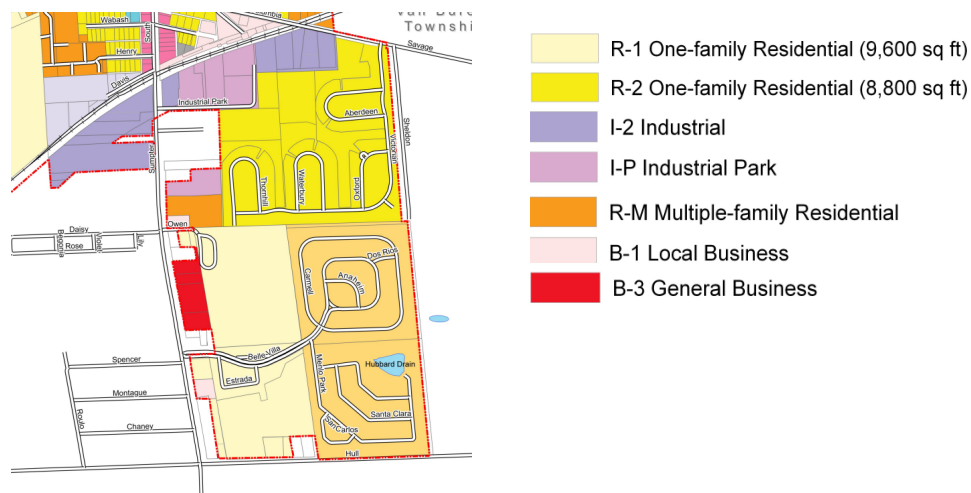
1. Develop new, form-based regulations for a **Sumpter Mixed Use District (SMU)**. The regulations should incorporate building types standards substantially similar to the precedent buildings illustrated in the Plan, and contain a Regulating Plan that assigns Lot Types in a manner substantially similar 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.
2. 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, guidelines for future local access streets, non-motorized transportation, architectural standards, lighting, landscaping, and fencing.

The Planning Commission is therefore requested to discuss proposed text amendments to the Van Buren Township Zoning Ordinance to consider the addition of Section 3.121 (Sumpter Road Mixed Use District) and Article 6, Chapter 4 (Supplemental Zoning District Standards – Sumpter Road Overlay District), and related amendments to the Zoning Ordinance to accommodate the addition of these districts.

During a work session held at a regular meeting on April 13<sup>th</sup>, an extensive discussion was held regarding key points of the proposed ordinance amendments. For your reference, the meeting minutes from this discussion are included with this packet. Based on this discussion and specific feedback from Planning Commissioners and members of the public, I have provided a revised set of draft zoning ordinance text amendments with the electronic version of the packet for the May 25<sup>th</sup> Planning Commission meeting. I will now ask the Planning Commission to consider these

amendments over the course of the next two weeks and provide feedback on the amendments in their current form.

At the meeting on April 13<sup>th</sup>, some discussion was raised regarding the adjacent City of Belleville Zoning Districts and how they relate to this effort. Below is a listing of all current zoning districts in the City of Belleville adjacent to the area impacted by the Sumpter Road Corridor Plan, their descriptions, and their relationship to the boundaries with Van Buren Township:



### District intent and adjacencies

City of Belleville Zoning District		Van Buren Township Mixed Use Lot Type Adjacencies
Label	Intent (Summary)	
R-1	One family residential along with residentially related facilities	<ul style="list-style-type: none"> <li>• Frontage Lot (Shallow)</li> <li>• Anchor Lot (across Hull Road only)</li> </ul>
R-2	One family residential along with residentially related facilities	<ul style="list-style-type: none"> <li>• Frontage Lot (Shallow)</li> </ul>
I-2	Heavier manufacturing, warehousing, and other more intensive industrial uses	<ul style="list-style-type: none"> <li>• Frontage Lot (Shallow),</li> <li>• Frontage Lot (Deep),</li> <li>• Rear / Secondary / Landlocked Lot</li> </ul>
I-P	Planned light industrial development	<ul style="list-style-type: none"> <li>• Frontage Lot (Shallow),</li> <li>• Frontage Lot (Deep) (across Sumpter Road only)</li> </ul>
R-M	Multiple family residential dwellings in the form of townhouses, apartment buildings, and/or mobile homes	<ul style="list-style-type: none"> <li>• Frontage Lot (Deep) (across Sumpter Road only)</li> </ul>
B-1	Commercial goods and services that serve the immediate residential neighborhood and does not require frequent or large pick-up and deliveries	<ul style="list-style-type: none"> <li>• Frontage Lot (Shallow),</li> <li>• Frontage Lot (Deep) (across Sumpter Road only)</li> </ul>
B-3	More diversified business types which would often be incompatible with the pedestrian movement in the local business district or the community business district	<ul style="list-style-type: none"> <li>• Frontage Lot (Shallow),</li> <li>• Frontage Lot (Deep) (across Sumpter Road only)</li> </ul>

Additionally at this meeting, a link was shared which allows for an interactive view of the proposed Sumpter Road Corridor future land use recommendations in comparison with adjacent City of Belleville zoning districts. This map is available by clicking the link below:

<https://arcg.is/1O0XD00>

I recommend that the Planning Commission does not take action on the text amendments at their regular meeting on March 25<sup>th</sup>, but I would encourage Planning Commissioners to use this meeting as a forum to ask any questions they may have on the in-progress amendments as they continue their review.

Thank you for allowing us to contribute to this discussion.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Power". The signature is fluid and cursive, with the first name "Dan" and last name "Power" clearly distinguishable.

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

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

Director Power presented the Fire Department review letter dated 3-24-22, finding the application and site plan is in compliance with the Van Buren Township adopted fire code, as well as state regulations for fireworks sales.

The applicant, Richard Tapper, was present via Zoom to answer any questions. Mr. Tapper informed that they always make sure that the area is cleaned up after the tent sale and there are no holes in the asphalt of the parking lot area. Mr. Tapper has already obtained the state license and has had no problems in the past two (2) seasons at this location.

No comments from the Commission, audience or remote viewers.

**Motion Jahr, Cullin second to grant the applicant, Phantom Fireworks, a temporary land use permit to conduct a temporary fireworks outdoor tent sale, located at 10010 Belleville Road from June 22, 2022 through July 4, 2022 with hours of operation from 10:00 a.m. to 10:00 p.m., based on the analysis and subject to the recommendations in Director Power's review letter dated 4-8-22 and the Fire Department review letter dated 3-24-22.**

**Roll Call:**

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

**Nays: None.**

**Excused: Garrett.**

**Motion Carried. (Letters Attached)**

**ITEM #3: DISCUSSION: SUMPTER ROAD MIXED USE ZONING DISTRICT (SRMU) AND SUMPTER ROAD OVERLAY DISTRICT (SROD).**

**WORK SESSION TO DISCUSS PROPOSED TEXT AMENDMENTS TO THE VAN BUREN TOWNSHIP ZONING ORDINANCE TO CONSIDER THE ADDITION OF SECTION 3.121 (SUMPTER ROAD MIXED USE DISTRICT) AND ARTICLE 6, CHAPTER 4 (SUPPLEMENTAL ZONING DISTRICT STANDARDS – SUMPTER ROAD OVERLAY DISTRICT), AND RELATED AMENDMENTS. THE FIRST WORK SESSION WILL FOCUS ON THE PURPOSE OF THE SRMU DISTRICT PERMITTED USES, BUILDING TYPES AND DIMENSIONAL REQUIREMENTS WITHIN CERTAIN AREAS OF THE PROPOSED DISTRICT.**

Director Power thanked everyone for their review and considering the Sumpter Road Mixed Use District (SRMU) zoning ordinance, he has received a lot of good feedback. A full draft of the zoning ordinance update with worksheets and an interactive map was sent to the Commission for review. Director Power also provided a guide for discussion and feedback and Commission members were asked to consider the following questions:

1. Are there any issues with the statement of purpose for the District?
2. Formatting issues? Do you have any suggestions or questions regarding things that are unclear in the way they are written or formatted?
3. Dimension issues? Do you see any problems with the minimum setbacks or height restrictions on the building types in Section 3.121(E)?

4. Permitted and special land uses: Removals? Are there any uses listed in Section 3.121(B) that you would not like to see anywhere in the District?
5. Permitted and special land uses: Additions? Are there any uses not listed in Section 3.121(B) that you would like to see somewhere in the District?
6. Area-specific uses and building types: Do you have any deletions or additions to the building types in the specific lot types? (Anchor lots, Shallow frontage lots, Deep frontage lots, Landlocked lots)

Director Power provided a brief overview of the Sumpter Road Mixed Use (SRMU) zoning ordinance and deferred to the Commission for questions and comments.

Commissioners had the following questions and comments:

- When making the changes, will there be click access to link to different parts of the ordinance. Yes, they will be in place by the time the ordinance is published.
- In Section D, drive-thru and drive-in restaurants are prohibited uses. The next sentence says that bars or standalone taverns that are not affiliated with a restaurant or brew pub are prohibited. If a restaurant is not allowed, how can any of it be there? Director Power explained they want to make sure that the uses are not excluding each other and there is some restrictive language that may not be appropriate. A drive-through is a traffic generating vehicle oriented use and the choice was made to move that out of the district.
- If someone is looking at the new Corridor and not satisfied with how some of the area has been kept up, would we want to prohibit that use from moving down? Director Power informed that the D2 language will be removed and D3 rural industrial language will be revised.
- The Township has had someone who wanted a drive-through coffee shop on Sumpter Road, would this allow for that? Vidya Krishnan informed that the properties do not have the dimensions available to allow for stacking in order to accommodate the traffic.
- Can a clause be added that no stacking is allowed on Sumpter Road, that the lot would have to be deep enough? Vidya Krishnan explained that even with small buildings, the lot must be large in order to meet the parking and stacking requirements. The lots in this area may not be deep enough and we are trying to make this a less traffic intensive district.
- Does a service road help with stacking? The intent is to make this an area that people wouldn't mind walking past.
- SLU categories, if we address for the SRMU they won't be available in the rest of the districts? Evaluate and context? Director Power agreed that it makes sense to evaluate as we may decide that it only works in the SRMU District and not the districts to the north.
- Metal working machine shops, what about a blacksmith? Vidya Krishnan informed that footnote 4 addresses this and they are not intending to exclude small metal working places. Language can be added for further clarification.
- The layout of where the City of Belleville is, noticed that Belleville has an industrial area. Are we going to work with them? Director Power can reach out to the City of Belleville.
- Didn't see anything that discussed the zoning adjacency requirements, has that been addressed yet? Director Power informed that's currently being working on.



No comments from the audience or remote viewers.

Director Power provided an overview of the table of building types and use types and discussed how to review them using the guide. The comments received from Phase 1 of the review will be addressed and the zoning ordinance will be brought back to the Commission for further review. Director Power asked Commission members to continue sending questions and providing feedback.

**ITEM #4: DISCUSSION: SUMPTER ROAD CORRIDOR PLAN PUBLIC HEARING.**

**THE PLANNING COMMISSION WILL CONSIDER A DATE OF MAY 11, 2022 TO HOLD A PUBLIC HEARING REGARDING THE DRAFT SUMPTER ROAD CORRIDOR PLAN.**

Director Power informed the Commission that they can schedule the public hearing for the draft Sumpter Road Corridor Plan in a about a month, inviting the public to review the draft plan.

Commissioner inquired if this is the same draft plan that was submitted for a 30-day review by neighboring communities. Director Power confirmed, yes, it is. Commissioner inquired if there will be an addendum to the plan and will the public see the plan with a record of all the changes? Director Power informed that some residents have provided feedback. There is a zoning ordinance clarification for landlocked lots and there may be a more appropriate name for them. Director Power is tracking a list of the changes and they will be available for review.

Commissioners discussed having further review after changes have been made and agreed to wait on scheduling the public hearing until a later meeting.

**GENERAL DISCUSSION:**

Director Power informed that there will be meetings on April 27<sup>th</sup> and May 11<sup>th</sup> and to stay tuned for the agendas.

**ADJOURNMENT:**

**Motion Budd, Cullin second to adjourn the meeting at 6:57 p.m. Motion Carried.**

Respectfully submitted,

Christina Harman  
Recording Secretary

## Article 2 Definitions

### Section 2.101 General

When not inconsistent with the context, words used in the present tense include the future tense, words need in the singular number include the plural number and words need in the plural number include the singular number. The word “shall” is always mandatory and not merely directory. Terms not herein defined shall have the meanings customarily assigned to them.

### Section 2.102 Specific Terms

ACCESSORY DWELLING UNIT. A secondary house or apartment used for residential purposes that shares the building lot of a larger, primary home which is detached from the larger, primary home.

APARTMENT OR APARTMENT UNIT: A renter-occupied dwelling unit that is contained within a building which is not a single-family dwelling, such as a duplex, a mixed use building, cottage retail building, apartment house, or multiple-family high rise dwelling.

BREW PUB: An establishment associated with a license issued by the State of Michigan that authorizes the licensee to brew up to 18,000 barrels of beer per calendar year for sale on the premises and off the premises with a Specially Designated Merchant license.

COTTAGE / ARTISANAL MANUFACTURING includes the following uses and any other similar uses conducted entirely within a completely enclosed building:

- a. The assembly, fabrication, manufacture, compounding, processing, packaging, or treatment of such products as cutlery, food or beverage products, hardware, pharmaceuticals, toiletries, musical instruments, optical goods, toys, rubber stamps and other small molded rubber products, novelties, electrical instruments (e.g., electric or neon signs, appliances, computers, radios, phonographs, televisions and video recorders) and pottery, figurines, and other ceramic products using only previously pulverized clay;
- b. The manufacture, compounding, assembling, fabrication, packaging, or treatment of custom products, articles, or merchandise not intended for mass production from the following previously prepared materials: bone, canvas, cellophane, cloth, cork, feathers, felt, fiber, fiberglass, fur, glass, hair, horn, leather, paper, plastics, metals, stone, shell, textiles, tobacco, wax, wire, wood (excluding saw and planing mills), and yarn;

MANUFACTURING AND PROCESSING (LIGHT): Includes the following uses and any other similar uses conducted entirely within a completely enclosed building:

- a. The assembly, fabrication, manufacture, compounding, processing, packaging, or treatment of such products as cutlery, food products, hardware, pharmaceuticals, toiletries, musical instruments, optical goods, toys, rubber stamps and other small molded rubber products, novelties, electrical instruments (e.g., electric or neon signs, appliances, computers, radios, phonographs, televisions and video recorders) and pottery, figurines, and other ceramic products using only previously pulverized clay;
- b. The manufacture, compounding, assembling, fabrication, packaging, or treatment of products, articles, or merchandise from the following previously prepared materials: bone, canvas,

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
**DRAFT, May 20, 2022**

cellophane, cloth, cork, feathers, felt, fiber, fiberglass, fur, glass, hair, horn, leather, paper, plastics, precious or semi-precious metals or stone, shell, textiles, tobacco, wax, wire, wood (excluding saw and planing mills), and yarn;

- c. Tool and die shops, metal working machine shops involving the use of grinding or cutting tools, manufacturing shops for tools, dies, jigs, and fixtures, the manufacture, compounding, assembling, fabrication, packaging or treatment of products, articles or merchandise from sheet metal (excluding large stamping such as automobile fenders and bodies), and the manufacture or assembly of light sheet metal products including heating and ventilating equipment, cornices, eaves and gutters; and
- d. Publishing, printing, forming of boxes and cartons and manufacturing of cardboard products.

MICRO BREWERY: A manufacturer of beer which manufactures 60,000 or fewer barrels of beer a year. Can sell beer to Wholesaler licensees to sell to retailers. May also sell beer to consumers under an On-Premises Tasting Room Permit at the location where it manufactures beer. May also self-distribute beer it manufactures to retailers if it sells fewer than 2,000 barrels of beer a year. No local legislative approval required for licensure, if manufacturing only; On-Premises Tasting Room Permit requires local legislative approval.

RESTAURANT, CARRY-OUT: An establishment where food is prepared and served to a customer solely for the consumption off the premises.

RESTAURANT, DRIVE-IN OR DRIVE-THRU: An establishment where food is prepared and served on the premises for the consumption within automobiles or an establishment with combined drive-in and sit-down facilities.

RESTAURANT, SIT-DOWN: An establishment where food is prepared and served for consumption within the principal building, with or without carry-out facilities, including delicatessens, bakeries, and coffee shops.

SERVICE ROAD. Low-speed, one-way roadways adjacent and parallel to a major roadway which provide direct access to properties fronting on the major roadway.

SMALL DISTILLER: A manufacturer of spirit products that contain more than 10% alcohol by volume which manufactures 60,000 or fewer gallons of spirits a year. Can sell spirits it manufactures to the Commission to sell through Authorized Distribution Agents to retailers. May self-distribute spirits it manufactures to retailers if it sells less than 3,000 gallons of spirits a calendar year to retailers. May sell spirits it manufactures to customers under an On-Premises Tasting Room Permit at the location where it manufactures it and also through an Off-Premises Tasting Room license or Joint Off-Premises Tasting Room license. No local legislative approval required for licensure, if manufacturing only; On-Premises Tasting Room Permit requires local legislative approval.

SMALL WINE MAKER: A manufacturer of wine which manufactures 50,000 or fewer gallons of wine a year. Can sell wine to Wholesaler licensees to sell to retailers. May also sell wine to consumers under an On-Premises Tasting Room Permit at the location where it manufactures it and also through an Off-Premises Tasting Room license or Joint Off-Premises Tasting Room license May self-distribute wine it manufactures to retailers. May hold a Farmer's Market Permit that allows the sale and sampling of its wine at a farmer's market. No local legislative approval required for licensure, if manufacturing only; On-Premises Tasting Room Permit requires local legislative approval.

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
**DRAFT, May 20, 2022**

**Section 3.104. Permitted Uses by District**

The following [Table 1](#) lists the permitted uses and special land uses in each district. Refer to [Article 2](#) for a description of the uses listed in the following [Table 1](#).

Whenever a specific development standard is included for a particular use in *Table 1*, any development must comply with the requirements of the referenced section. All development standards for specific uses are listed in [Article 5](#).

Refer to the footnotes to the Table of Permitted Uses and Special Land Uses in [Section 3.105](#). Footnotes applicable to each zoning district are indicated in parentheses after the zoning district title in the [Table 1](#).

Finally, refer to [Article 6](#) for applicable requirements not listed in [Table 1](#).

**Table 1: Table of Permitted Land Uses and Special Land Uses by District**

Key:	■ Principal Permitted Use	○ Special Land Use	[blank] Use Not Permitted													
USE	R-1A, R-2A, R-1B, and R-1C	RM (A)	RMH	AG	C (B), (C)	C-1 (C)	C-2 (C)	FS	OT (D)	M-1 (E)	M-T (F)	M-2	AP (G)	BRMU	SRMU	DEVELOPMENT STANDARD
RESIDENTIAL USES																
Accessory Caretaker Dwelling					○	○	○	○	○	○	○	○	○			<a href="#">Section 5.117</a>
Apartment Houses		○												○		<a href="#">Section 5.103</a>
Apartments														■	■	
Multiple Family High Rise Dwelling		○														<a href="#">Section 5.103</a>
Single-Family Attached Dwelling		■												■	■	<a href="#">Section 5.116</a>
Single-Family Detached Dwelling	■			■										■	■	<a href="#">Section 5.114</a>
Single-Family Detached Dwelling in RM		■														<a href="#">Section 5.114</a>
Single-Family Farm Dwelling Related to Agricultural Operations				■												
Mobile Home Parks			■													<a href="#">Section 5.126</a>
Mobile Home Subdivisions			■													<a href="#">Section 5.127</a>
Planned Residential Developments	○			○										○		
Two-Family Dwelling		■												■	■	
Accessory Dwelling Unit															■	
LODGING USES																
Bed and Breakfast	○													○	○	<a href="#">Section 5.106</a>
Motels and Hotels						■	■	■						■		<a href="#">Section 5.121</a>
OFFICE USES																
Financial Institution, No Drive-Thru					■	■	■		■					■	■	
Financial Institution, With Drive-Thru						○	○		○							<a href="#">Section 5.105</a>
Financial Institution with Drive-Thru in rear only															○	<a href="#">Section 5.105</a>
High Tech, Data Processing, and Computer Center									■	■		■				

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Use Not  
Permitted

**DRAFT, May 20, 2022**

**d**

### ■ Principal Permitted Use

## ● Special Land Use

[illegible]



**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
**DRAFT, May 20, 2022**

**Key:** ■ Principal Permitted Use      ● Special Land Use

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Use Not  
Permitted

USE	R-1A, R-2A, R-1B, and R-1C	RM (A)	RMH	AG	C (B), (C)	C-1 (C)	C-2 (C)	FS	OT (D)	M-1 (E)	M-T (F)	M-2	AP (G)	BRMU	SRMU	DEVELOPMENT STANDARD
Service Establishment, Office, Showroom, or Workshop (Retail Required)					■	■	■							■	■	
Service Establishment, Personal Services					■	■	■			■				■	■	
Studios					■	■								■	■	
Truck Stops								●								
Vehicle Service, Major										●		●				<a href="#">Section 5.141</a>
Vehicle Service, Minor						●	●									<a href="#">Section 5.141</a>
Vehicle Showrooms					■	■										
Wholesale Sales						●	■			■	■	■				
<b>INDUSTRIAL USES</b>																
Accessory Outdoor Industrial Storage										■	■	■				<a href="#">Section 5.101</a>
Air Freight Forwarders												●				
Cottage or Artisanal Manufacturing															■	
Distribution Centers											●	■				<a href="#">Section 5.112</a>
Instructional Services, Outdoor										●						
Junk Yards												●				<a href="#">Section 5.122</a>
Laboratories, Minor						■	■		■	■	■	■		■	■	
Laboratories, Major										■	■	■				
Manufacturing and Processing, Light										■	■	■				
Manufacturing and Processing, Heavy												■				
Micro Brewery														●	●	
Retail Dry Cleaning Plants and Laundries										■		■				
Small Distiller														●	●	
Small Wine Maker														●	●	
Truck Repair and Maintenance Facility, Major												●				
Truck Repair and Maintenance Facility, Minor										●		●				
Truck and Railroad Terminals												■	■			
Warehousing (Excluding Outdoor Storage and Distribution Center)							■									
Warehousing (Excluding Distribution Center)										■	■	■				
<b>COMMUNITY, EDUCATION, AND INSTITUTIONAL USES</b>																
Adult Day Care Center	●	●	●	●	●	●	●							●	●	<a href="#">Section 5.110</a>
Adult Foster Care, Family Home	■	■		■										■	■	
Adult Foster Care, Large Group Home		●												●	●	
Adult Foster Care, Small Group Home		●												●	●	
Bus Passenger Station						■	■	■						■		
Cemeteries				■												
Child Care Centers	●	●	●	●	●	●	●							●	●	<a href="#">Section 5.108</a>
Day Care or Child Care, Family Home	■	■	■	■										■	■	
Day Care or Child Care, Group Home	●	●		●										●	●	<a href="#">Section 5.111</a>
Hospitals		■												●	●	<a href="#">Section 5.120</a>
Senior Housing		●	●		●	●	●							●	●	<a href="#">Section 5.143</a>
Places of Assembly	●	●	■	●		■	■		●					■	■	<a href="#">Section 5.139</a>
Public Buildings and Uses	■				●	■	■		●					■	■	

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USE	R-1A, R-2A, R-1B, and R-1C	RM (A)	RMH	AG	C (B), (C)	C-1 (C)	C-2 (C)	FS	OT (D)	M-1 (E)	M-T (F)	M-2	AP (G)	BRMU	SRMU	DEVELOPMENT STANDARD
Public utility buildings, telephone exchange buildings, electric transformer stations and substations and gas regulator stations (excluding storage yards) when necessary to serve the immediate vicinity	○	■	■	○	○	■	■			■	■	■		○	○	
Public utility buildings, telephone exchange buildings, electric transformer stations and substations and gas regulator stations (including storage yards) when necessary to serve the immediate vicinity										■	■	■				
Religious Institutions	○	○	■	○		■	■		○					■	■	<a href="#">Section 5.139</a>
School, College or University and Public or Non-Profit	■	■	■		■	■	■		■					■		
School, College or University, Private						■	■		■					■	■	
School, Primary or Secondary	■	■	■		■	■	■							■	■	
School, Vocational or Technical						■	■		■						■	
RECREATION USES																
Campgrounds			■			○	○									<a href="#">Section 5.107</a>
Country Clubs	○			○												
Golf Courses	○			○												<a href="#">Section 5.118</a>
Horses for Personal, Non-Commercial Use	■			■												<a href="#">Section 5.123</a>
Indoor Recreation						○	■			■		■		○	○	
Outdoor Recreation, Amusement						○	○									<a href="#">Section 5.130</a>
Outdoor Recreation, Golf Driving Range	○			○												<a href="#">Section 5.131</a>
Outdoor Recreation, Gun Club				○												<a href="#">Section 5.131</a>
Outdoor Recreation, Private Park	○			○												<a href="#">Section 5.131</a>
Private Clubhouse		■												○		
Private Swimming Pools	■	■		■										■	■	<a href="#">Section 7.206</a>
Publicly-Owned Recreational Facilities	■								■					■	■	
ANIMAL AND AGRICULTURAL USES																
Agricultural Retail Sales				○												<a href="#">Section 5.102</a>
Commercial Agriculture Operations and Buildings				■												
Keeping of Pets and Livestock				■												<a href="#">Section 5.123</a>
Kennels and Raising of Fur Bearing Animals				○												<a href="#">Section 5.124</a>
Public and Private Stables and Riding Academies				■												
Temporary Produce Sales Building				■												<a href="#">Section 5.140</a>
Truck Gardening				■												
AIRPORT USES																
Airports and Related Facilities													■			
Assembly and fabrication plants which use an airplane taxiway from the main airport runway directly to the manufacturing firm.													■			
Airport Commercial and Service Establishments													■			

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
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**Key:** ■ Principal Permitted Use      ● Special Land Use

[blank]  
Use Not  
Permitted

USE	R-1A, R-2A, R-1B, and R-1C	RM (A)	RMH	AG	C (B), (C)	C-1 (C)	C-2 (C)	FS	OT (D)	M-1 (E)	M-T (F)	M-2	AP (G)	BRMU	SRMU	DEVELOPMENT STANDARD
Transportation facilities including truck and rail terminals, bus depots, and similar uses													■			
Laboratories Related to Aviation Industry													■			
Package Expediting Services													■			
Wholesaling and Warehousing Establishments Requiring Air Transport													■			
<b>OTHER USES</b>																
Commercial Radio and Television Towers					●	●										<a href="#">Section 5.109</a>
Drive-Thru Facility (accessory to any principal use)					●	●										
Home Occupations	■			■										■	■	
Mining, excavating, or other removal of sand, earth, minerals, or other materials naturally found in the earth				●								●				
Off-Street Parking Lots (Principal Use)													■			
Parking Garages								■					■	■	■	
Wireless Communication Facilities	●	●	●	●	■	■	■	■	●	■	■	■	■			<a href="#">Section 5.142</a>

**Section 3.105. Footnotes to the Table of Permitted Uses and Special Land Uses by District**

...

**(H) Required Conditions of the BRMU, Belleville Road Mixed Use District**

- (1)** Apartments in the BRMU Zoning District are only permitted within building types specified in Section 3.119(F). Minimum floor area per dwelling unit (sq. ft.) in apartment units shall be the same as for apartment units in the RM zoning district as labeled in Section 4.102, Table 2.

**(I) Required Conditions of the SRMU, Sumpter Road Mixed Use District**

- Apartments in the SRMU Zoning District are only permitted within building types specified in Section 3.121(F). Minimum floor area per dwelling unit (sq. ft.) in apartment units shall be the same as for apartment units in the RM zoning district as labeled in Section 4.102, Table 2.
- Industrial uses and commercial special land uses must be at least 200' from any existing single family residential dwelling.
- Within 100' of any existing single family residential or mobile home dwelling, buildings with commercial uses permitted by right are subject to the regulations of section 3.114(D) (required conditions of the C, Local Business District).
- No senior housing building shall exceed 5,000 square feet.
- Drive-through and drive-in restaurants are prohibited.

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
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**Section 3.119 BRMU, Belleville Road Mixed-Use District**

<b>(A) STATEMENT OF PURPOSE</b>		
<p>The Belleville Road Mixed-Use District intended to encourage and facilitate redevelopment by implementing the following mixed-use policies of the 2020 Van Buren Township Master Plan and Belleville Road District Plan and Market Analysis:</p> <ol style="list-style-type: none"> <li><b>1. Mix of Land Compatible Land Uses.</b> Permit a range of compatible land uses, such as residential (from single-family to multi-family), public, institutional, office, retail, personal services uses, and appropriate general business uses.</li> <li><b>2. Walkability.</b> Create a walkable, pedestrian-oriented development that does not conflict with motorized traffic.</li> <li><b>3. Building Location and Site Design.</b> Ensure that buildings have a strong relationship to the street by requiring development to be human-scale through appropriate building location and site design, including developing areas that include civic spaces and pedestrian amenities and requiring on-street parking along interior streets.</li> <li><b>4. Use of Buildings.</b> Allow compatible mixed uses to be located in a single building.</li> <li><b>5. Land Assembly for Development.</b> Because frontage land on major roads tends to have higher property values, the mixed-use standards in this Section create a strong economic incentive to combine shallower frontage land with land behind the frontage. By allowing lots to extend deeper into frontage property, typical strip development will be discouraged and a more sustainable mix of land uses will be permitted.</li> </ol>		
<b>(B) PERMITTED USES</b>	<b>(C) SPECIAL LAND USES</b>	
<ul style="list-style-type: none"> <li>• Apartments<sup>1</sup></li> <li>• Single-Family, Attached Dwelling</li> <li>• Single-Family, Detached Dwelling</li> <li>• Two-Family Dwelling</li> <li>• Hotels and Motels</li> <li>• Financial Institution, No Drive-Through</li> <li>• Office, Medical or Dental</li> <li>• Office, Professional</li> <li>• Veterinary/Animal Clinics and Hospitals (no breeding, boarding, or training)</li> <li>• Contractor Establishment, Indoor</li> <li>• Grocery Store</li> <li>• Health or Exercise Club or Spa</li> <li>• Mortuary Establishment</li> <li>• Printing Shops and Establishments</li> <li>• Private Clubs</li> <li>• Private Indoor Instructional Institutions</li> <li>• Public Auction Rooms</li> <li>• Restaurant, Carry-Out</li> <li>• Restaurant, Outdoor Dining</li> <li>• Restaurant, Sit-Down (with or without entertainment)</li> <li>• Retail Sales, Indoor</li> <li>• Service Establishment, Office, Showroom, or Workshop (No Retail Required)</li> </ul>	<ul style="list-style-type: none"> <li>• Service Establishment, Office, Showroom, or Workshop (Retail Required)</li> <li>• Service Establishment, Personal Services</li> <li>• Studios</li> <li>• Laboratories, Minor</li> <li>• Adult Foster Care, Family Home</li> <li>• Bus Passenger Station</li> <li>• Day Care Home, Family Home</li> <li>• Places of Assembly</li> <li>• Public Buildings and Uses</li> <li>• Religious Institutions</li> <li>• School (College or University, Public or Non-Profit)</li> <li>• School (College or University, Private)</li> <li>• School (Primary or Secondary)</li> <li>• Private Swimming Pools</li> <li>• Publicly-Owned Recreational Facilities</li> <li>• Home Occupations</li> <li>• Parking Garages</li> <li>• Accessory structures and uses customarily incidental to the above permitted uses</li> </ul>	
	<ul style="list-style-type: none"> <li>• Apartment Houses</li> <li>• Planned Residential Developments</li> <li>• Bed and Breakfast</li> <li>• Greenhouses and Nurseries</li> <li>• Planned Shopping Centers</li> <li>• Adult Day Care Center</li> <li>• Adult Foster Care, Large Group Home</li> <li>• Adult Foster Care, Small Group Home</li> <li>• Child Care Centers</li> <li>• Day Care Home, Group</li> <li>• Hospitals</li> <li>• Public utility buildings, telephone exchange buildings, electric transformer stations and substations and gas regulator stations (excluding storage yards) when necessary to serve the immediate vicinity</li> <li>• Indoor Recreation</li> <li>• Private Clubhouse</li> <li>• Brewpub <ul style="list-style-type: none"> <li>• Micro Brewery</li> <li>• Small Wine Maker</li> <li>• Small Distiller</li> </ul> </li> <li>•</li> </ul>	

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*The above list is a summary of uses permitted by right or special land use approval in the district. Refer to [Section 3.104](#) (including footnotes) for standards and requirements applicable to permitted and special land uses. In case of a conflict between the above list and the uses listed in [Section 3.104](#) (including footnotes), then [Section 3.104](#) shall prevail. Refer to [Article 2](#) for definitions of uses and refer to [Article 5](#) for development standards for specific uses.*

1. *Apartments in the BRMU Zoning District are only permitted within building types specified in Section 3.119(F). Minimum floor area per dwelling unit (sq. ft.) in apartment units shall be the same as for apartment units in the RM zoning district as labeled in Section 4.102, Table 2.*

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**Section 3.121. SRMU, Sumpter Road Mixed-Use District**

<b>(A) STATEMENT OF PURPOSE</b>		
<p>The Sumpter Road Mixed-Use District is intended to encourage contextually appropriate development and redevelopment by implementing the following mixed-use policies of the 2020 Township Master Plan, Sumpter Road Corridor Plan, and South Side Master Plan:</p> <p><b>1. Mix of Land Compatible Land Uses.</b> Permit a range of compatible land uses within the semi-rural context of the Sumpter Road corridor, such as residential (from single-family to multi-family), public, institutional, retail, personal services, and appropriate light industrial uses.</p> <p><b>2. Accommodate All Modes of Transportation.</b> Create walkable, pedestrian-oriented development that does not conflict with motorized traffic and does not inhibit the safety and comfort of non-automobile users of the corridor.</p> <p><b>3. Building Location and Site Design.</b> Encourage pedestrian-scaled development through appropriate building location and site design. Accommodate the varying size of land parcels in the District by regulating these elements relative to their location on a given parcel.</p> <p><b>4. Use of Buildings.</b> Allow compatible mixed uses to be located in a single building.</p> <p><b>5. Land Assembly for Development.</b> Because frontage land on major roads tends to have higher property values, the mixed-use standards in this Section create a strong economic incentive to combine shallower frontage land with land behind the frontage. By allowing lots to extend deeper into frontage property, typical strip development will be discouraged and a more sustainable mix of land uses will be permitted. Clustering of new residential development with open space preservation will be encouraged.</p>		
<b>(B) PERMITTED USES</b>		<b>(C) SPECIAL LAND USES</b>
<p><b>RESIDENTIAL USES</b></p> <ul style="list-style-type: none"> <li>• <u>Apartments<sup>1</sup></u></li> <li>• <u>Dwelling, Single-Family Residential Attached</u></li> <li>• <u>Dwelling, Single-Family Residential Detached</u></li> <li>• <u>Two-Family Dwelling</u></li> <li>• <u>Home Occupations</u></li> <li>• <u>Accessory Dwelling Unit</u></li> </ul> <p><b>OFFICE USES</b></p> <ul style="list-style-type: none"> <li>• <u>Financial Institution with no Drive-Thru</u></li> <li>• <u>Office, Medical or Dental</u></li> <li>• <u>Office, Professional</u></li> <li>• <u>Veterinary/Animal Clinics and Hospitals (no breeding, boarding, or training)</u></li> </ul> <p><b>COMMERCIAL USES<sup>3</sup></b></p> <ul style="list-style-type: none"> <li>• <u>Contractor Establishment, Indoor</u></li> <li>• <u>Grocery Store</u></li> <li>• <u>Health or Exercise Club or Spa</u></li> <li>• <u>Mortuary Establishment</u></li> <li>• <u>Printing Shops and Establishments</u></li> <li>• <u>Private Indoor Instructional Institutions</u></li> <li>• <u>Public Auction Rooms</u></li> <li>• <u>Restaurant, Carry-Out</u></li> <li>• <u>Restaurant, Sit-Down</u></li> <li>• <u>Restaurant with walk-up window</u></li> <li>• <u>Retail Sales, Indoor</u></li> <li>• <u>Service Establishment, Office, Showroom, or Workshop (No Retail Required)</u></li> <li>• <u>Service Establishment, Office, Showroom, or Workshop (Retail Required)</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Service Establishment, Personal Services</u></li> <li>• <u>Studios</u></li> </ul> <p><b>INDUSTRIAL USES<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>• <u>Laboratories, Minor</u></li> <li>• <u>Cottage or Artisanal Manufacturing</u></li> </ul> <p><b>COMMUNITY, EDUCATIONAL AND INSTITUTIONAL USES</b></p> <ul style="list-style-type: none"> <li>• <u>Adult Foster Care, Family Home</u></li> <li>• <u>Day Care Home, Family Home</u></li> <li>• <u>Places of Assembly</u></li> <li>• <u>Public Buildings and Uses</u></li> <li>• <u>Religious Institutions</u></li> <li>• <u>School (College or University, Public or Non-Profit)</u></li> <li>• <u>School (College or University, Private)</u></li> <li>• <u>School (Primary or Secondary)</u></li> </ul> <p><b>RECREATION USES</b></p> <ul style="list-style-type: none"> <li>• <u>Private Swimming Pools</u></li> <li>• <u>Publicly-Owned Recreational Facilities</u></li> </ul> <p><b>OTHER USES</b></p> <ul style="list-style-type: none"> <li>• <u>Home Occupations</u></li> <li>• <u>Parking Garages</u></li> </ul> <p><u>Accessory structures and uses customarily incidental to the above permitted uses</u></p>	<p><b>LODGING USES</b></p> <ul style="list-style-type: none"> <li>• <u>Bed and Breakfast</u></li> </ul> <p><b>OFFICE USES</b></p> <ul style="list-style-type: none"> <li>• <u>Financial Institution-with drive-through in rear only</u></li> </ul> <p><b>COMMERCIAL USES<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>• <u>Greenhouses and Nurseries</u></li> <li>• <u>Brewpub</u></li> <li>• <u>Restaurant, Outdoor Dining</u></li> <li>• <u>Private Clubs</u></li> </ul> <p><b>INDUSTRIAL USES<sup>2</sup></b></p> <ul style="list-style-type: none"> <li>• <u>Outdoor Storage of Building or Contracting Equipment and Supplies</u></li> <li>• <u>Micro Brewery</u></li> <li>• <u>Small Wine Maker</u></li> <li>• <u>Small Distiller</u></li> </ul> <p><b>COMMUNITY, EDUCATIONAL AND INSTITUTIONAL USES</b></p> <ul style="list-style-type: none"> <li>• <u>Senior Housing<sup>4</sup></u></li> <li>• <u>Adult Day Care Center</u></li> <li>• <u>Adult Foster Care, Large Group Home</u></li> <li>• <u>Adult Foster Care, Small Group Home</u></li> <li>• <u>Child Care Centers</u></li> <li>• <u>Day Care Home, Group</u></li> <li>• <u>Hospitals</u></li> <li>• <u>Public utility buildings, telephone exchange buildings, electric transformer stations and substations and gas regulator stations (excluding storage yards) when necessary to serve the immediate vicinity</u></li> </ul> <p><b>RECREATION USES</b></p> <ul style="list-style-type: none"> <li>• <u>Indoor Recreation</u></li> </ul>

# Sumpter Road Corridor Zoning Ordinance Text Amendments

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The above list is a summary of uses permitted by right or special land use approval in the district. Refer to Section 3.104(including footnotes) for standards and requirements applicable to permitted and special land uses. In case of a conflict between the above list and the uses listed in Section 3.104 (including footnotes), then Section 3.104 shall prevail. Refer to Article 2 for definitions of uses and refer to Article 5 for development standards for specific uses. Use categories in Section 3.121(F) (Sumpter Road Mixed Use District – Building Type Standards) refer to the use categories (e.g., “Residential”) as detailed above.

### **(D) FOOTNOTES AND REQUIRED CONDITIONS OF THE SRMU, SUMPTER ROAD MIXED USE DISTRICT**

1. Apartments in the SRMU Zoning District are only permitted within building types specified in Section 3.121(F). Minimum floor area per dwelling unit (sq. ft.) in apartment units shall be the same as for apartment units in the RM zoning district as labeled in Section 4.102, Table 2.
2. Industrial uses and commercial special land uses must be at least 200’ from any existing single family residential dwelling.
3. Within 100’ of any existing single family residential or mobile home dwelling, buildings with commercial uses permitted by right are subject to the regulations of section 3.114(D) (required conditions of the C, Local Business District).
4. No senior housing building shall exceed 5,000 square feet.
5. Drive-through and drive-in restaurants are prohibited.

### **(E) STREET TYPE STANDARDS**

All streets adjacent to and within the Sumpter Road Mixed-Use District shall meet the following requirements when a site is developed under the standards of this District. If the street is existing and does not meet the following requirements, it must be upgraded to the extent possible

<u>Street Type Name</u>	<u>Street Easement or Right-of-Way Width</u>	<u>Street Pavement Width</u>	<u>Location</u>	<u>On-Street Parking</u>	<u>Minimum Required Driveway Spacing</u>
<u>Service Road<sup>1</sup></u>	<u>40 ft.</u>	<u>32 ft.</u>	<u>Immediately east of and parallel to Sumpter Road, north of Hull Road as identified in the Mobility Plan within the 2022 Sumpter Road Corridor Plan. Intended for one-way, northbound traffic.</u>	<u>Yes – Diagonal, one side</u>	<u>See Article 9</u>
<u>Local Street Extended</u>	<u>66 ft.</u>	<u>30 ft.</u>	<u>West of and parallel to Sumpter Road as identified in the 2022 Sumpter Road Corridor Plan.</u>	<u>Yes – Variable configuration</u>	<u>See Article 9</u>
<u>Railroad Street</u>	<u>66 ft.</u>	<u>36 ft.</u>	<u>South of and generally parallel to the Norfolk Southern railroad right-of-way as identified in the 2022 Sumpter Road Corridor Plan.</u>	<u>Yes – Variable configuration</u>	<u>See Article 9</u>
<u>Local Arterial</u>	<u>Variable</u>	<u>Variable</u>	<u>Hull Road and Sumpter Road</u>	<u>Variable</u>	<u>See Article 9</u>

<sup>1</sup>– As regulated in Section 9.106(F) of the Zoning Ordinance.

### **(F) ALLOWABLE MIXED-USE LOT TYPES<sup>1</sup>**

All existing or new platted lots within the Sumpter Road Mixed-Use District shall be classified as one of the following subareas, illustrated on the Regulating Plan (Figure x.xxx):

- (1) **Anchor Lots (A).**
- (2) **Landlocked Lots (LL).**
- (3) **Frontage Lots (Deep) (FL-D)**
- (4) **Frontage Lots (Shallow) (FL-S)**

<sup>1</sup> Definitions and characteristics of the identified lot types are included in the 2022 Van Buren Township Sumpter Road Corridor Plan and illustrated in the Regulating Plan in 3.121(I) of this Ordinance. Individual properties’ lot type classifications may be altered by conditions such as parcel divisions or combinations or the creation of new access to lots which change their classification. Such conditions shall be reviewed as needed by the Township Planning and Economic Development Director at the time of an application for development or redevelopment or at the time of a proposed property division or combination.

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<b>(G) BUILDING TYPE SCHEDULE OF REGULATIONS</b>						
<b>Building Type Name</b>	<b>Front Setback</b>	<b>Side Setback</b>	<b>Rear Setback</b>	<b>Height</b>	<b>Allowable Lot Types – Front Locations</b>	<b>Allowable Lot Types – Rear Locations</b>
<u>Mixed Use</u>	0 ft. along <u>Service Road</u> Max. 54 ft. otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 36 ft./ 3 Stories	A FL-S	
<u>Retail</u>	0 ft. along <u>Service Road</u> Max. 54 ft. otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 18 ft./1 story	A FL-S	
<u>Accessory Dwelling Unit</u>	Must be located at rear of principal residential unit; min. 10 ft. separation	5 ft.	Min. 25 ft. or height of building, whichever is greater	Max. 24 ft.		FL-D (Accessory) FL-S
<u>Liner</u>	0 ft. along <u>Service Road</u> Max. 54 ft. otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 30 ft./ 2 Stories	A FL-S	
<u>Cottage Retail</u>	Max. 54 ft.	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max.: 24 ft./ 2 Stories	A FL-D FL-S LL	
<u>Barn-Style</u>	Must be located at rear of principal residential unit; min. 50 ft. separation	5 ft.	Min 5 ft.	Max. 36 ft.	LL (Accessory)	A (Accessory) FL-D (Accessory)
<u>Duplex</u>	Min. 30 ft. Porches may encroach up to 12 ft. into setback	Min. 10 ft. one side / 25' two sides.	Min. 25 ft. or height of building, whichever is greater	Max. 24 ft.	FL-D FL-S <sup>2</sup>	
<u>Single-Family House</u>	Min 30 ft.; Porches may encroach up to 12 ft. into setback	Min. 10 ft. one side / 25' two sides.	Min. 25 ft. or height of building, whichever is greater	Max. 24 ft.	FL-D FL-S <sup>2</sup> LL	
<u>Detached Garage</u>	See Article 7, Chapter 2 (Accessory Structures and Uses)				FL-D (Accessory) FL-S (Accessory) LL (Accessory)	
<u>Workshop</u>	If located at rear of principal building: min. 10 ft. separation, Max. 54' otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 18 ft.	LL (Special Land Use)	A (Accessory) FL-D (Special Land Use)
<u>Artisan Studio</u>	If located at rear of principal residential unit: min. 10 ft. separation, max. 54' otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 18 ft.		A FL-D
<u>Artist Cottage</u>	If located at rear of principal residential unit: min. 10 ft. separation, max. 54' otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 18 ft.	LL	A FL-D
<u>Maker Space</u>	0 ft. along <u>Service Road</u> , Max. 54' otherwise	10' <sup>1</sup>	Min. 25 ft. or height of building, whichever is greater	Max. 18 ft.	FL-S (Special Land Use) LL	
<u>Studio Shed / Roadside Stand</u>	No closer to front lot line than principal building	Min. 5 ft.	Min. 5 ft.	Max. 18 ft.	A (Accessory) FL-D (Special Land Use) LL (Special Land Use)	A (Accessory)

<sup>1</sup>A minimum side yard setback of 10' is required, unless the Planning Commission finds that there is justification for modification from this minimum side yard setback based on the availability of access to the

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parcel and neighboring parcels, such as via a rear alley or cross access easement provided to or from a neighboring parcel.

<sup>2</sup>Only permitted in this lot type where there is direct access to a residential street.

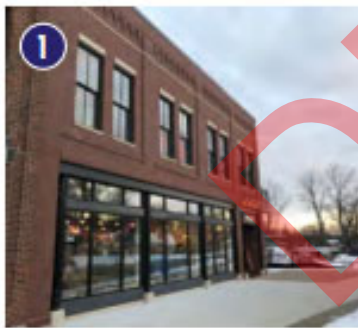
- (H) **BUILDING TYPE STANDARDS.** A range of Building Types permitted in the Sumpter Road Mixed-Use District are described and illustrated in this section. Each Building Type contains a mix of allowable uses by floor, with retail always at the ground floor level of non-residential buildings. Building frontage orientation is coordinated with street frontages in the Building Type illustrations. Such orientation of building fronts and frontages must be followed with the use of each Building Type, though architectural variation that achieves these objectives is permitted. The determination of building type at the time of site development or redevelopment shall be made by the Township's Planning Director. The Planning Director's interpretation of a building type may be appealed via a written request for an appeal for architectural interpretation to the Township's Planning Commission.

**(1) BUILDING TYPE STANDARDS: MIXED USE BUILDING**

**Description.** The Mixed Use Building Type is a multi-story Building Type with storefronts along all primary frontage lines. This Building Type is ideal for smaller-floorplate retail spaces that can flexibly accommodate the surrounding local trade area.

**Permitted Uses and Special Land Use.** Ground floor permitted uses are restricted to non-residential uses listed in Section 3.121(B) and (C), while the upper floors may have any use permitted in the District, subject to Section 3.121(B) and (C)

**Parking.** Parking in front of buildings shall be limited to a maximum of one single tier of parking and one maneuvering lane, set behind a greenbelt as required under Article 10 (Landscaping and Screening).



**(2) BUILDING TYPE STANDARDS: RETAIL BUILDING**

**Description.** The Retail Building Type is a single-story, limited-use building with storefronts along all primary frontage lines. This Building Type is ideally configured for downtowns and in retail segments of downtown shopping streets, though they may also be used for single-use, suburban areas.

**Permitted Uses and Special Land Uses.** Commercial and Office uses listed in Section 3.121 (B) and (C) only.

**Parking.** Parking in front of buildings shall be limited to a maximum of one single tier of parking and one maneuvering lane, set behind a greenbelt as required under Article 10 (Landscaping and Screening).

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**(3) BUILDING TYPE STANDARDS: ACCESSORY DWELLING UNIT**

**Description.** An Accessory Dwelling Unit exists as accessory to a Primary Dwelling Unit and must be located behind the corresponding Primary Dwelling Unit. Accessory Dwelling Units allow for site flexibility and increased density without changing site character. The Accessory Dwelling Unit minimum floor area is 500 sq. ft. for an efficiency unit, 700 sq. ft. for a one bedroom unit, 900 sq. ft. for a two-bedroom unit and 1,100 sq. ft. for a unit with three or more bedrooms..

**Permitted Uses and Special Land Uses.** Residential uses only.



**(4) BUILDING TYPE STANDARDS: LINER BUILDING**

**Description.** The Liner Building Type is a Mixed Use or Retail Building Type that has been limited in depth to conceal parking behind. This Building Type is ideal for mid-block conditions, and adjacent to – or located toward the edge of – existing strip-type shopping centers.

**Permitted Uses and Special Land Use.** Commercial and Office uses listed in Section 3.121 (B) and (C) only.

**Parking.** Parking in front of buildings shall be limited to a maximum of one single tier of parking and one maneuvering lane, set behind a greenbelt as required under Article 10 (Landscaping and Screening).



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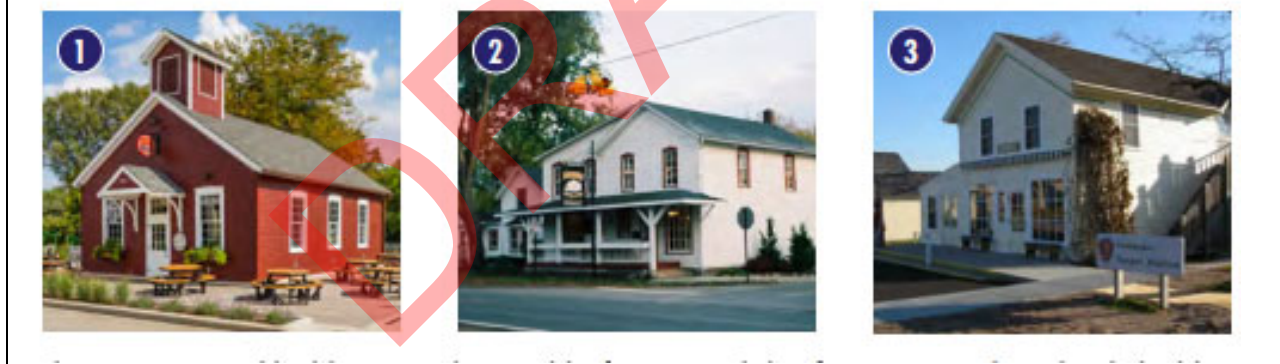


**(5) BUILDING TYPE STANDARDS: COTTAGE RETAIL BUILDING**

**Description.** The Cottage Retail Building Type is a mixed-use building type with a residential building form that permits storefronts along all primary frontage lines and extends down the sides of the secondary frontage line. This building type emulates a building form that has evolved in traditional neighborhoods. It is a modestly-scaled building, including a gable and a pitched roof, usually with a storefront at the ground floor. Roofs must have a minimum slope of 4:12. Storefronts shall be located along all primary frontage lines and extend from a primary frontage a minimum of twelve (12) feet into any secondary frontage.

**Permitted Uses and Special Land Use.** Non-residential uses may only be permitted in the front of the building on the ground floor. Other areas of the building, including upper stories, are limited to Residential uses, in accordance with the uses listed in Section 3.121(B) and (C).

**Parking.** Parking in front of buildings shall be limited to a maximum of one single tier of parking and one maneuvering lane, set behind a greenbelt as required under Article 10 (Landscaping and Screening).



**(6) BUILDING TYPE STANDARDS: BARN-STYLE**

**Description.** The Barn-style Building Type is an agricultural building type accessory to a Principal Building. The barn Building Type satisfies the functionality of a mix of building types and uses on a site without compromising the rural or residential character of the site. The design of the Barn Building Type includes a gambrel, gable, or shed roof profiles and all wood construction on a masonry foundation. Allowable Colors: Red, Brown, White. Allowable roof materials: Standing seam, natural finish.

**Permitted Uses and Special Land Use.** Non-residential uses as regulated under Section 3.121(B) and (C).

**Design.**

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
**DRAFT, May 20, 2022**



**(7) BUILDING TYPE STANDARDS: DUPLEX BUILDING**

**Description.** The Duplex Building Type is any independent building configuration consisting of exactly two residential units, usually surrounded by a private or common yard, meeting minimum room quantity and size requirements as dictated by the local building code, zoning, or both.

The units can be side-by-side (similar to rowhouses) or stacked one above the other. Similar to single-family residential buildings, duplex buildings include front porches that encroach into the established building setback and optional detached garages. A front porch of at least twelve (12) feet wide and seven (7) feet deep is required for new buildings. The minimum floor area in each duplex dwelling unit is 1,000 square feet. The duplex building type may contain certain non-residential uses but may not contain industrial uses.

**Permitted Uses and Special Land Use.** All non-industrial uses.

**(8) BUILDING TYPE STANDARDS: SINGLE-FAMILY HOUSE**

**Description.** A Single-Family House Building Type exists as the Primary Dwelling Unit on its corresponding site and must be located forward of all other buildings on its site by a distance of minimum 10 feet. Minimum floor area is 1,250 sq. ft. The Single-Family Home Building Type preserves the existing residential character along Sumpter Road, while allowing for a mix of Building types and uses behind. New buildings should generally fit the style of Mid-Century American residential construction, such as Ranch, Prairie, Cape Cod, or Modern. Decks and patios must be to the side or rear of structures on new buildings. The single-family house building type may contain certain non-residential uses but may not contain industrial uses.

**Permitted Uses and Special Land Use.** All non-industrial uses.

**(9) BUILDING TYPE STANDARDS: DETACHED GARAGE**

**Description.** The Detached Garage Building Type is accessory to a Primary Dwelling Unit. The Detached Garage allows for vehicular storage and accessory utility activities on a site. The detached garage will adhere to the same size, height, roof pitch, architectural, and setback standards as used for detached accessory buildings in residential zoning districts under Article 7, Chapter 2 (Accessory Structures and Uses).

**Permitted Uses and Special Land Use.** Vehicular Parking and residential storage.

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
**DRAFT, May 20, 2022**



**(10) BUILDING TYPE STANDARDS: WORKSHOP**

**Description.** The Workshop Building Type is a utility building type. The design of the Workshop Building Type includes a one-story building which must consist of wood, brick, Portland Cement stucco, rock-face block or stone construction. Maximum building footprint is 5,000 sq. ft. and maximum building height is 18'.

**Permitted Uses and Special Land Use.** Uses other than Residential and Commercial Uses as listed in and subject to the regulations of Section 3.121(B) and (C).



**(11) BUILDING TYPE STANDARDS: ARTISAN STUDIO**

**Description.** The Artisan Studio is a flexible building type that accommodates entrepreneurial activities including culinary, winemaking, craft fabrication, and other light-footprint industries. The design of the Artisan Studio Building Type includes a one-story building and must consist of wood, brick, Portland Cement stucco, rock-face block, or stone construction.

**Permitted Uses and Special Land Use.** Uses other than Residential Uses as listed in and subject to the regulations of Section 3.121(B) and (C).

**Sumpter Road Corridor Zoning Ordinance Text Amendments**  
**DRAFT, May 20, 2022**



**(12) BUILDING TYPE STANDARDS: ARTIST COTTAGE**

**Description.** 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.

**Permitted Uses and Special Land Use.** Uses other than Residential Uses as listed in and subject to the regulations of Section 3.121(B) and (C).



**(13) BUILDING TYPE STANDARDS: MAKER SPACE**

**Description.** 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.

**Permitted Uses and Special Land Use.** Uses other than Residential Uses as listed in and subject to the regulations of Section 3.121(B) and (C).

**Parking.** Parking in front of buildings shall be limited to a maximum of one single tier of parking and one maneuvering lane, set behind a greenbelt as required under Article 10 (Landscaping and Screening)



Sumpter Road Corridor Zoning Ordinance Text Amendments  
DRAFT, May 20, 2022



**(14) BUILDING TYPE STANDARDS: STUDIO SHED / ROADSIDE STAND**

**Description.** 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.

**Permitted Uses and Special Land Use.** Accessory to commercial uses listed in and subject to the regulations of Section 3.121(B) and (C).



Sumpter Road Corridor Zoning Ordinance Text Amendments  
DRAFT, May 20, 2022

(I) REGULATING PLAN

A Regulating Plan designates the locations where different Building Type standards apply, based on the physical character of the area.



**Sumpter Road  
Lot Types**

Van Buren Township, Wayne County, MI

February 4, 2022 - DRAFT

**Legend**

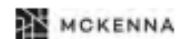
- Anchor Lots
- Landlocked Lots
- Primary Lots (Deep)
- Primary Lots (Shallow)

- Parcel Boundaries
- Municipal Boundaries



0 300 600  
Feet

Base Map Source: Michigan Center for Geographic Information, v. 2.0  
Data Source: Van Buren Township, 2021, Reference 2021



# Article 4 Schedule of Regulations

## Section 4.101 Statement of Purpose

The purpose of this Article is to provide area, height, and placement regulations for districts established by this Zoning Ordinance.

## Section 4.102 Schedule of Regulations

Unless otherwise provided in this Ordinance, area, height and placement regulations under this Ordinance shall be in accordance with the Schedule of Regulations in [Table 2](#) and footnotes thereto, which schedule and footnotes hereby made a part of this [Section 4.102](#).

**Table 2. Schedule of Regulations**

Schedule of Regulations											
Zoning District	Lot Area, Lot Coverage, and Dwelling/Business Unit Standards					Minimum Yard Setbacks				Maximum Building Height	
	Minimum Lot Area (sq. ft.)	Minimum Floor Area Per Dwelling Unit (sq. ft.)	Minimum Lot Width (ft.)	Minimum Lot Depth (ft.)	Maximum Lot Coverage (%)	Front (ft.)	Side (ft.)	Total of 2 Sides (ft.)	Rear (ft.)	Feet	Stories
AG, Agricultural and Estates	43,560	2,000 <a href="#">(B)</a>	150	<a href="#">(C)</a>	15	50	10	25	35	30	2
R-1A, Single-Family Residential	20,000	1,800 <a href="#">(B)</a>	100	<a href="#">(C)</a>	15	30	10	25	35	30	2
R-2A, Single-Family Residential	15,000	1,800 <a href="#">(B)</a>	90	<a href="#">(C)</a>	20	30	10	25	35	30	2
R-1B, Single-Family Residential	10,000	1,500 <a href="#">(B)</a>	80	125	30	30	10 <a href="#">(X)</a>	25 <a href="#">(X)</a>	35	30	2
R-1C, Single-Family Residential	8,400	1,250 <a href="#">(B)</a>	70	120	30	30	10 <a href="#">(X)</a>	25 <a href="#">(X)</a>	35	30	2
RM, Multiple Family Residential	10 acres <a href="#">(Q)</a>	See below	400	--	30	35	20 <a href="#">(F)</a>	40 <a href="#">(F)</a>	35	30	2.5
RM Detached Single-Family Residential, Edge Dwelling	7,200	1,250	60'	<a href="#">(C)</a>	30	30	10'	20'	35	30	2 <a href="#">(Y)</a>
RM Detached Single-Family Residential, Interior Dwelling	6,300	1,000	45'	<a href="#">(C)</a>	30	30	5	15	25	30	2 <a href="#">(Y)</a> , <a href="#">(Z)</a> , <a href="#">(AA)</a>
RM Attached Single-Family:											
Efficiency Units	4,200 <a href="#">(A)</a>	500 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
One Bedroom Units <a href="#">(G)</a>	4,200 <a href="#">(A)</a>	700 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
Two Bedroom Units <a href="#">(G)</a>	5,000 <a href="#">(A)</a>	900 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
Three or More Bedroom Units <a href="#">(G)</a>	6,200 <a href="#">(A)</a>	1,100 <a href="#">(B)</a> , <a href="#">(E)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
RM Apartments:											
Efficiency Units	2,800 <a href="#">(A)</a>	500 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
One Bedroom Units <a href="#">(G)</a>	2,800 <a href="#">(A)</a>	700 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
Two Bedroom Units <a href="#">(G)</a>	3,500 <a href="#">(A)</a>	900 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
Three or More Bedroom Units <a href="#">(G)</a>	4,800 <a href="#">(A)</a>	1,100 <a href="#">(B)</a> , <a href="#">(E)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	--	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	<a href="#">(I)</a>	30	2.5
RM Multiple-Family High Rise:											
Efficiency Units	<a href="#">(J)</a>	500 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	15	75 <a href="#">(K)</a> , <a href="#">(L)</a>	50 <a href="#">(K)</a> , <a href="#">(L)</a>	150 <a href="#">(K)</a> , <a href="#">(L)</a>	50	150	15
One Bedroom Units <a href="#">(G)</a>	<a href="#">(J)</a>	700 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	15	75 <a href="#">(K)</a> , <a href="#">(L)</a>	50 <a href="#">(K)</a> , <a href="#">(L)</a>	150 <a href="#">(K)</a> , <a href="#">(L)</a>	<a href="#">(K)</a> , <a href="#">(L)</a>	150	15
Two Bedroom Units <a href="#">(G)</a>	<a href="#">(J)</a>	900 <a href="#">(B)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	15	75 <a href="#">(K)</a> , <a href="#">(L)</a>	50 <a href="#">(K)</a> , <a href="#">(L)</a>	150 <a href="#">(K)</a> , <a href="#">(L)</a>	50	150	15
Three or More Bedroom Units <a href="#">(G)</a>	<a href="#">(J)</a>	1,100 <a href="#">(B)</a> , <a href="#">(E)</a>	<a href="#">(H)</a>	<a href="#">(H)</a>	15	75 <a href="#">(K)</a> , <a href="#">(L)</a>	50 <a href="#">(K)</a> , <a href="#">(L)</a>	150 <a href="#">(K)</a> , <a href="#">(L)</a>	<a href="#">(K)</a> , <a href="#">(L)</a> , 50 <a href="#">(K)</a> , <a href="#">(L)</a> , 50 <a href="#">(K)</a> , <a href="#">(L)</a>	150	15
RMH, Mobile Home Park	5,550	720	55	--	50	35 <a href="#">(R)</a>	25 <a href="#">(R)</a>	50 <a href="#">(R)</a>	35 <a href="#">(R)</a>	30	2
C, Local Business	--	--	--	--	--	75 <a href="#">(N)</a>	15 <a href="#">(M)</a> , <a href="#">(P)</a>	15 <a href="#">(M)</a>	25	40	4
C-1, General Business	--	--	--	--	--	75 <a href="#">(N)</a>	15 <a href="#">(M)</a> , <a href="#">(P)</a>	15 <a href="#">(M)</a>	25	40	4
C-2, Extensive Highway Business	--	--	--	--	--	35 <a href="#">(N)</a>	25 <a href="#">(P)</a>	50	20	40	4
FS, Freeway Service	--	--	--	--	--	75 <a href="#">(N)</a>	75 <a href="#">(P)</a>	150	75	30	3

OT, Office Technology	--	--	--	--	--	<u>(D),(T),(U)</u>	20 <u>(D),(P),(V)</u>	40 <u>(D)</u>	30 <u>(D),(V)</u>	45	3 <u>(W)</u>
M-1, Light Industrial	--	--	--	--	35	50 <u>(O)</u>	40 <u>(P)</u>	80	40	30 <u>(S)</u>	2.5 <u>(S)</u>
M-2, General Industrial	--	--	--	--	35	60 <u>(O)</u>	50 <u>(P)</u>	100	50	40 <u>(S)</u>	4 <u>(S)</u>
MT, Industrial Transportation	--	<u>(B)</u>	--	--	35	50 <u>(O)</u>	50 <u>(P)</u>	100	50	35	3
AP, Airport	250 acres	--	--	--	--	100 <u>(O)</u>	50 <u>(P)</u>	100	100	--	--
BRMU, Belleville Road Mixed Use District	See Section 3.119 for District-Specific Regulations										
SRMU, Sumpter Road Mixed Use District	See Section 3.121 for District-Specific Regulations										

## Article 6 Chapter 4. Sumpter Road Overlay District (SROD)

### Section 6.401 Intent and Purpose

The Sumpter Road Overlay Zoning District (SROD) establishes regulations applicable to site development including building setbacks, design, parking, access management, landscaping, and signage. This overlay district is based upon careful evaluation, study, and plans completed as part of a master planning effort by the Van Buren Township Planning Commission. Objectives of the overlay district are as follows:

- (A) Promote development consistent with the Sumpter Road Corridor Plan, South Side Master Plan, and 2020 Van Buren Charter Township Master Plan.
- (B) Establish consistent high quality standards for site development and building appearance.
- (C) Achieve well-managed, safe, and efficient flow of motorized and non-motorized traffic, including accessibility and connectivity.
- (D) Foster an environment that is safe and friendly for non-motorized users of Sumpter Road, particularly pedestrians and bicyclists, that contributes to the Township's sustainability as a vital, attractive, economic, and healthy place to live.
- (E) Permit the combination of uses which are complementary to one another within the same structure or zone.
- (F) Enhance the built environment of the area in a manner consistent with the area's established semi-rural character, and provide a sense of place, including the creation of high quality public spaces.

The application of these standards contributes to the Township's economic development objectives and are intended to help sustain and increase the value of private property.

### **Section 6.402 Definitions**

The following definitions shall apply specifically to the SROD, but may be applied broadly throughout the Township where, in the opinion of the Planning Director, the definition has broad applicability:

- (A) **BUILDING ENVELOPE STANDARDS (BES):** Basic parameters regulating building location and form, including the envelope, placement (in three dimensions) and certain permitted/required building elements, such as storefronts, balconies, and street walls. The BES establish both the boundaries within which things may be done, and specific things that must be done. The applicable BES for a site are determined by its subarea in the Overlay District as shown on the Regulating Plan for the Sumpter Mixed-Use District.
- (B) **CORRIDOR PLAN:** Refers to the Sumpter Road Corridor Plan as adopted by the Van Buren Township Planning Commission.
- (C) **FAÇADE FRONTAGE:** Refers to the façade of a building where the primary public pedestrian entrance must be located. The area in front of the building frontage is considered the "front yard" for the purposes of this Chapter.
- (D) **GROUND FLOOR:** The first level of a building where at least 80 percent of the finished floor elevation is within the finished floor elevation parameters established in the designated BES. The next story above the ground floor is the second floor.
- (E) **STREETSPACE:** Includes all space between building frontages (travel lanes, sidewalks, squares, pedestrian pathways, civic greens, sidewalks, parks, etc.), but not garage entries or alleys.
- (F) **UNDERLYING DISTRICT:** The underlying district is the zoning district upon which an overlay subarea district is laid. The SROD is superimposed upon the underlying zoning districts.

### **Section 6.403 Overlay District Concept**

The Sumpter Road Overlay District (SROD) is a mapped zone that imposes a set of special requirements in addition to those of the underlying zoning district(s).

The SROD is a mandatory overlay district. Property in the SROD may continue to be used as permitted by the standard zoning district and all other legal nonconformities are permitted to continue; however, any new activity that requires site plan approval in accordance with the requirements of the Zoning Ordinance shall also comply with the requirements of the SROD contained in this Chapter. In the event there are conflicts between the requirements of the underlying zoning district and the SROD, the requirements of the SROD shall govern.

### **Section 6.404 Overlay District Boundaries**

The boundaries of SROD shall be on the Zoning Map of the Charter Township of Van Buren. The District will include all parcels that have frontage on Sumpter Road in Van Buren Township as of [Month], 2022.



## Section 6.405 Administration

- (G) **Applicability of the SROD.** All proposed uses and development in the SROD shall be reviewed the same as the same uses and development outside of the SROD, in accordance with **Error! Reference source not found.**
- (1) **Administrative Review and Site Plan Review.** Administrative Review or Site Plan Review shall be required in accordance with **Error! Reference source not found.** Plans must contain all of the information required in **Error! Reference source not found.**, and the process shall follow the procedures of **Error! Reference source not found.**
- (2) **Special Land Use Review.** For any development or use in the SROD that requires Special Land Use review, the procedures of **Error! Reference source not found.** shall be followed.
- (3) **Site Condominium and Subdivision Development.** Any proposed site condominium (**Error! Reference source not found.**) or subdivision (Subdivision Control Ordinance) in the SROD shall follow the required procedures and regulations with the exception that any design requirement contained in the SROD shall take precedence over any similar design requirement contained in **Error! Reference source not found.** or the Subdivision Control Ordinance.
- (H) **Appeals and Variances.** Any appeal or variance from the standards or requirements of the SROD shall be reviewed in accordance with **Error! Reference source not found.**
- (I) **Nonconformities.** The requirements of **Error! Reference source not found.** apply to all nonconformities in the SROD.

## Section 6.406 Permitted and Special Land Uses

- (J) **Bemis Road to Hull Road.** The permitted and special land uses in the area between Bemis Road and Hull Road shall be those permitted and special land uses of the underlying zoning district.
- (K) **North of Hull Road.** The permitted and special land uses in the area north of Hull Road shall be in accordance with the Sumpter Road Mixed Use District in Section 3.121 (B) and (C).

## Section 6.407 Building Envelope Standards (BES)

- (L) **Standards Applicable to All Areas.** The goal of the Building Envelope Standards (BES) is the creation of a healthy and vital public realm. The BES set the basic parameters governing building form and location, including the building envelope (in three dimensions) and certain required and/or permitted building elements, such as balconies, bay windows, stoops, and shop fronts. BES shall conform to requirements of this Chapter as well as the following general guiding principles:
- (1) **Buildings shall be generally aligned and setbacks should generally conform to those immediately adjacent on the same block. Buildings should be used to form both the space of the street and the overall context of the district.**

- (2) Mixed-use and commercial buildings shall be designed to include active front spaces. This contributes to vital and safe public space.
- (3) Vehicle storage and parking for buildings other than single-family homes, shall be located at the rear of the building(s).
- (4) Retail, where permitted, shall be located on the ground floor at the Façade Frontage because retail use has the effect of making the street active and interesting.

### Section 6.408 Parking, Loading, and Access Management

(M) **Parking.** The purpose of these standards is to provide adequate off-street parking for sites in the SROD while maintaining attractive site designs and providing safe access to sites using all modes of transportation.

- (1) **General Parking.** Parking spaces shall be provided as required by ~~Error! Reference source not found.~~ of this Ordinance. Parking spaces shall be provided as required by Article 9 of the Van Buren Township Zoning Ordinance. Parking in front of buildings in the frontage lot-shallow parcels under Section 3.121 shall be limited to a maximum of one single tier of parking and one maneuvering lane, set behind a greenbelt as required under Article 10 (Landscaping and Screening).
- (2) **Shared Parking.** Shared parking shall be provided wherever possible in accordance with Article 9.
- (3) **Bicycle Parking.** Adding bicycle parking in the Sumpter Road Corridor area is required in the SROD. One (1) bicycle parking space shall be provided for each fifteen (15) vehicle parking spaces or fraction thereof, placing an emphasis on providing short-term bicycle parking to complement the land uses commonly found in the SROD. Bicycle parking shall be conveniently located near the public entrance. The Planning Commission may increase or decrease the number of required bicycle parking spaces based on expected demand and available areas to locate bicycle parking.

(N) **Vehicular Access Standards.** The purpose of this subsection is to facilitate through traffic operations, ensure public safety along roadways, and protect public investment in the street system while providing property owners with reasonable access. The standards are specifically designed to apply to Sumpter Road and a limited number of local street extensions that may occur to facilitate access to landlocked parcels or as part of providing access to lots which result from the division of large undeveloped parcels.

- (1) **Application of Standards.** The standards contained herein shall be required in addition to, and where permissible shall supersede, the requirements of the Wayne County Roads Division (WCRD).
- (2) **Street Network.** All development must be linked to an interconnected network of streets, shared access drives, or other public passageways. The street network and the

network of nonmotorized access shall follow the recommendations of the Mobility Plans within the 2020 Van Buren Township Master Plan and the 2022 Sumpter Road Corridor Plan, and the Rural Residential Pattern guidelines within the 2022 Sumpter Road Corridor Plan. The following requirements are intended to create a connected network of local streets that is designed to balance property access with the retention of a semi-rural context.

- (a) **Street Connectivity.** Street connections for the continuation of the street network onto adjacent properties shall be provided when the potential exists for the continuation of those streets on adjacent parcels.
- (b) **Public Streets.** Internal streets should be dedicated to the public, consistent with the Master Plan to ensure connectivity between adjacent parcels.
- (c) **Cross-Access.** Blanket cross-access easements shall be provided for all shared access drives and curb cuts for properties along the east side of Sumpter Road, north of Hull Road, to ensure that the internal circulation system connects to the internal circulation system on adjacent parcels. The blanket cross-access agreement shall provide for reciprocal cross-access for connection to adjacent parcels and curb cuts without limitation. This will have the long-term effect of reducing traffic on roads, reducing curb cuts, and encouraging more cohesive development. The cross access shall be formalized into a Service Road (also known as a Slip Street) design as described in Section 3.121 and 9.106(F) of the Zoning Ordinance and in the 2022 Van Buren Township Sumpter Road Corridor Plan.
- (d) **Sumpter Rural Settlement Street Patterns.** The following street pattern requirements apply to areas designated as Sumpter Rural Settlement future land use in the 2022 Sumpter Road Corridor Plan:
  - (i) **Dead end street prohibition.** No platted subdivision or site condominium development may be designed with any street intersecting at Hull Road, Sumpter Road, or Bemis Road which does not have provide a second point of access onto Hull Road, Sumpter Road, or Bemis Road.
  - (ii) **Rear Alleys.** Lots with less than 150' of frontage which have primary frontage on Hull Road, Sumpter Road, or Bemis Road must have access served by a rear alley or lane that provides access to the rear of the buildings.

**(3) Street Design.**

- (a) **Design Speed.** Shared access drives and internal streets shall be designed with a maximum design speed of twenty-five (25) miles per hour.
- (b) **Alleys and Rear Access Lanes.** Alleys and lanes that provide access to the rear of buildings are encouraged.
- (c) **Street Cross-Sections.** Street design in the Gateway Mixed Use Subarea shall be in accordance with the Mixed Use District in Section 3.121.
- (d) Driveways.** At the time of development or redevelopment of any site, new driveways shall be designed, and existing driveways shall be consolidated and closed, such that the minimum

driveway spacing standards of Section 9.106(C) of the Zoning Ordinance are met throughout the SROD.

- (4) **Modification of Standards for Special Situations.** During site plan review the Planning Commission shall have the authority to modify the vehicular access standards of this **Error! Reference source not found.** upon consideration of the standards in **Error! Reference source not found.**.
- (O) **Bicycle and Pedestrian Access.** The goal of these standards is to provide adequate access to bicyclists and pedestrians in the SROD, recognizing Sumpter Road as an important gateway between the southern portions of the Township and the City of Belleville. In compliance with the Michigan Planning Enabling Act, any newly constructed public streets or shared access drives in the SROD shall provide access for bicyclists and pedestrians to the greatest extent possible.
- (1) **Bicycle Access.** New developments shall connect to the bicycle transportation network throughout the Township. Bicycle access shall be provided in accordance with the recommendations of the Non-Motorized Transportation Plan within the 2020 Van Buren Township Master Plan.
- (2) **Bicycle Parking.** Bicycle parking shall be conveniently located near the public entrance and well-lit to discourage theft or vandalism.
- (3) **Pedestrian Access.** New developments shall be designed to allow for safe and efficient pedestrian access between the entrances of buildings and the sidewalks and pedestrian network of the SROD.
- (4) **Crosswalks.** Pedestrian areas that cross vehicular traffic at roads or parking lots shall be clearly marked, and vehicular traffic shall be encouraged to slow down near pedestrian crossings. Accent paving shall be incorporated at key crossings that may accommodate pedestrian traffic. Where accent paving is not used, a “zebra” or “continental” crosswalk marking pattern (alternating white and black bands) shall be installed to increase visibility. Pedestrian crosswalks shall be adequately lighted, have clear sight distances, and be free from view-hindering obstructions such as foliage and poles at crosswalk entries and median refuge islands.

### **Section 6.409 Architectural and Site Design Standards**

The architectural and site design standards of the SROD are intended to customize, simplify, and streamline improvements, renovations, and future development to fit the desired character of the SROD, and to also be consistent with the vision and goals for this area as detailed in the Sumpter Road Corridor Plan. These standards describe and illustrate building and site features that are appropriate for the Sumpter Road corridor and other areas of the SROD. These standards establish the criteria used by the Township in reviewing the design of proposed development, and are intended to require consistent high quality design and development.

- (P) **Design Principles and Area Character.**

- (1) **Connectivity.** The street, driveway, and sidewalk pattern in the SROD shall be designed to maximize auto, pedestrian, and bicycle connectivity.
- (2) **Visibility.** Visibility of building fronts shall not be considered based upon automotive drive-by scale.
- (3) **Unifying Design.** Developments shall have a unifying design. Corporate “franchise” architecture that is not compatible with the area’s established character, in the determination of the Planning Commission, shall be modified to be compatible with the SROD design theme herein.

**(Q) Site Design**

- (1) **Introduction.** Siting involves a project’s relationship to the site, the street, and adjacent buildings. For example, buildings shall be sited to provide a comfortable and safe environment for pedestrians while accommodating vehicles.
- (2) **Open Space.**
  - (i) **Usable Public Open Space.** Increase the usability of public open space by providing shade, street furniture, special paving for sidewalks, pedestrian pathways, turf, accent and flowering plants, and other site amenities. Usable open space shall be provided within new developments, and be keeping with the semi-rural nature of the area.
  - (ii) **Quality of Open Space.** Open space shall be meaningful, and shall not be fragmented or consist of “leftover” land.
  - (iii) **Open Spaces Between Buildings.** Recognize the importance of spaces between buildings as “outdoor rooms” on the site. Encourage the use of these spaces as open space in the form of covered pedestrian arcades (walkways), outdoor seating areas, or pedestrian plazas with benches.
  - (iv) **Shading.** Pedestrian areas shall include a variety of sun and shading options, with an emphasis on trees, that allow users to choose how they want to use the site and connect with it.
  - (v) **Visibility.** Outdoor spaces and plazas shall be visible from the adjoining buildings to help promote safety.
  - (vi) **Passive Activity.** Open spaces shall be designed with a variety of passive recreational opportunities, including sitting and relaxing, meeting and social interaction, and nodes along urban trails, bikeways, and corridors.

**Plazas.** The use of public plazas shall be encouraged where common open space can feasibly be provided in front of or alongside buildings. Access to and from plazas shall be well lit and meet accessibility requirements under the Americans with Disabilities Act.



(3) **Parking Lots and Structures.**

- (a) **Shared and Joint Parking Areas.** Shared and joint parking areas that serve multiple businesses and land uses are strongly encouraged, and should primarily be located at the rear of the developments.
- (b) **Pedestrian Access.** Parking areas shall be designed so that, whenever possible, pedestrians walk parallel to moving cars unless perpendicular crossing is required and marked.

(4) **Site Amenities.** All sites shall be required to provide amenities compatible with the site's Subarea and use.

(a) **Site Furniture.**

- (i)
- (ii) **While site furniture shall be provided as necessary, it should be used sparingly, and be of a rustic design quality keeping with the semi-rural character of the area. Any site furniture shall be made of high quality, long-lasting materials suitable for use in Michigan's climate, and shall be low-maintenance and graffiti-resistant.**
- (b) **Outdoor Dining.** All outdoor dining areas shall be encouraged with commercial uses that include the sale of food, and are a preferred amenity for such uses. Where incorporated, outdoor dining areas shall be used to bring activity to plazas/courtyards, public spaces, and shall be placed at the edges of open space, or located along building and street frontages. Outdoor dining areas shall meet the requirements of **Error! Reference source not found.** and shall be oriented away from off-site uses that are sensitive to noise or nighttime activity, such as existing residential uses.
- (c) **Decorative Paving.** Decorative special paving shall be used to enhance site design but should be used as an accent and should serve a specific purpose. Decorative paving includes treatments that encompass a rural aesthetic, such as crushed stone and earth. Preferred locations for decorative paving include:
  - (i) **Traffic calming at driveways and crossings;**
  - (ii) **Pedestrian crossings/sidewalks;**
  - (iii) **Pedestrian plazas and courtyards;**
  - (iv) **Pedestrian walkways to distinguish between paths of travel and designated sales and/or seating areas;**
  - (v) **Primary building entrances.**

**(R) Architectural Character**

- (1) **Introduction.** New buildings built between Hull Road and Bemis Road shall be designed to encourage pedestrian access and street life. Design elements used to achieve this include active uses on the ground floor of mixed-use and commercial buildings, clustering of buildings in a manner compatible with a rural village or hamlet, and porches on residential houses.

New or rehabilitated buildings in the built north of Hull Road are intended to foster an environment that, while still handling large volumes of automobile traffic, is also safe for pedestrians. Design elements used to achieve this include pedestrian-scaled façade articulation, pedestrian-scaled lighting, ground-story windows, and regularly spaced building entrances.

(2) **Building Height, Form, and Mass**

- (a) **Shade.** Awnings and overhangs shall be used in conjunction with street trees to provide shade for pedestrians.

**Sumpter Road Mixed Use District consistency requirement.** Regardless of whether a property is zoned Sumpter Road Mixed Use District, new developments or major site rehabilitation in the Sumpter Road Overlay District north of Hull Road shall adapt to the building types as described in Section 3.121, based on the property's lot type as defined in Section 3.121.

- (b) **Solar Access.** Orient buildings to take advantage of solar access. For optimum solar conditions, the longest side of a building should face south (within 20 degrees of due south) and have relatively clear access to the sun.
- (c) **Human Scale Design.** Incorporate elements into the design of large structures that provide a transition to the human scale, particularly at the ground level. Such elements shall be provided through, but not limited to, covered walkways, building arcades, and trellises.
- (d) **Corner Buildings.** All street-facing façades of a corner building shall be treated equally in regards to building façade relief, material changes, architectural details, and window transparency, placement, and articulation. Corner buildings may be angled to meet the corner at the ground floor only.
- (e) **Design of Site with Multiple Structures.** Sites with multiple structures shall be linked visually and physically. These links can be accomplished through the use of the same or compatible building architecture, materials, colors, signage, landscaping, lighting, and site layout.

(3) **Facades, Windows, and Doors**

- (a) **Building Entrances Oriented Toward the Street.** Primary building entrances shall be oriented toward the street. Building entrances shall be designed as prominent and easily identifiable and shall form a transition between the exterior and interior. Adequate lighting shall be provided at building entries for security.
- (b) **Nonresidential Building Entrances.** Nonresidential building entrances shall be designed with awnings, canopies, or similar features to protect patrons and employees from the elements. Where nonresidential building has a front yard setback of zero (0) feet, storefront doors must be recessed at least thirty-six (36) inches from the building frontage line.
- (c) **Windows.** Elements of architecture including window and door placement shall be designed to add variety and interest to the project. Nonresidential buildings shall have a minimum of fifty (50%) glass at the ground floor level facing a street, with other exterior wall surfaces at upper stories not exceeding fifty (50%) glass.
- (d) **Additional Sunlight.** Additional sunlight shall be brought into large buildings through the use of atriums or skylights.
- (e) **Primary Architectural Features.** Primary architectural features must be related to the building's structure, function and/or engineering, and shall not be merely decorative. While some elements may be decorative, the intent of this standard is to avoid developments with architectural elements that look applied, rather than incorporated (e.g. false front treatments, partial roof forms). For example, building facades that incorporate canopies or walls with mock gables must provide a pitched roof component to provide depth and give an authentic appearance.
- (f) **Physical Façade Design.** The physical design of building facades is required to vary at least every 40 linear feet for any building in the Sumpter Road Overlay District. This can be achieved through such techniques as:
- (i) Division into multiple buildings;
  - (ii) Break or articulation of the façade;
  - (iii) Significant change in façade design;
  - (iv) Placement of window and door openings, or
  - (v) Position of awnings and canopies.
- (g) **Mullions.** Mullions – “true divided light” windows or sectional windows shall be used where a divided window design is desired; “snap-in” grills or mullions shall not be used.
- (h) **Window Visibility.** Windows shall not be blocked from inside a building due to retail display racks, plywood sheets, posters, signs, and similar means, unless window signs are permitted by the Township.

- (i) **Windows on Masonry Buildings.** Windows on masonry buildings must be recessed at least four (4) inches from the exterior surface of their corresponding facades.

**(4) Roofs and Upper Story Details**

- (a) **Roof Design.** Roofs shall be given design consideration and treatment equal to that of the rest of the building.
- (b) **Roofline Elements.** Roofline elements shall be developed along all elevations.
- (c) **Parapet Walls.** Interest shall be created in the parapet walls along the sides and rear through the use of height variations, relief elements, and the design of scuppers, downspouts, and expansion joints, organized into the pattern of the total building design.
- (d) **Roof-Mounted Equipment.** Roof-mounted utility and wireless communication facilities shall be integrated directly into the architecture of building(s) as opposed to freestanding locations.

**(5) Building Materials and Colors**

- (a) **Building Materials in General.** Building materials shall be as described in Section 3.121 for buildings north of Hull Road. Projects shall be designed using durable, low-maintenance, and timeless building materials such as natural brick or stone. Building materials shall reflect the Township's desired character of Belleville Road. Exterior building materials used for buildings in the Township shall generally fall into two categories: Primary and Accent building materials. Primary building materials should cover a majority of the exterior wall surface, and accent building materials shall enhance and support the primary building materials and building as a whole.
- (b) **Prohibited Building Materials:** Unless approved by the Planning Commission as accent building materials, plain concrete block (both painted and unpainted), plywood or T-111 panels, aluminum siding, and similar materials shall be prohibited.
- (c) **Franchise/Corporate Architecture.** The scale, design, and materials of franchise/corporate architecture shall be consistent with the standards of this article.
- (d) **Building Materials in Mixed-Use Buildings.** Mixed-use commercial developments that contain residential units on the upper stories shall utilize building materials with known vibration and sound-reduction qualities in order to minimize noise impacts.
- (e) **Reflective Materials.** Reflective materials shall not be used to clad a building; however, if reflective architectural accents must be used to protect the integrity of

the building design, then the materials shall not be a nuisance to the occupants of the existing surrounding structures, or create a safety hazard to any type of traffic.

- (f) **Roof Materials.** Metal seam, asphalt shingles, green roof, concrete tile, clay tile, or a similar grade of roofing material shall be used on all visible pitched roofs.
- (g) **Removal or Concealment of Pipes, Conduits, Wires, and Obsolete or Abandoned Signs.** All building materials including pipes, conduits, wires, and obsolete or abandoned signs that no longer serve a purpose due to renovations or similar actions shall be removed and sign anchors shall be patched to match adjacent surfaces. Operational pipes, conduits, etc. must be hidden.
- (h) **Window Transparency.** On the front facades of buildings, the windows shall be clear glass. No reflective, tinted, or spandrel glass is permitted on the front façade.
- (i) **Awning Materials.** Awning materials shall consist of canvas, fabric, or thin metal. No vinyl or plastic shall be used. Awnings with a high gloss finish shall be prohibited.
- (j) **Colors.**
  - (i) **Primary Building Colors.** Primary building cladding colors shall be red and brown for brick, and other warm earth tones for other primary building materials.
  - (ii) **Prohibited Primary Colors.** Intense, bright, black, or fluorescent colors shall be used sparingly and only as accents; such colors shall not be used as the predominant color on any wall or roof of any building. Permitted signs shall be excluded from this standard.
  - (iii) **Color Changes.** Material or color changes shall not occur at external corners, but may occur at interior corners, or at other logical terminations. All material or color changes shall be reviewed by the Township and Township authorization is required prior to any material or color changes.
  - (iv) **Color Maintenance.** Exterior building colors shall “age” well, and shall be relatively low-maintenance in terms of frequency of touch-ups and re-painting.

**(6) Walls and Fences**

- (a) **Integration with Building and Site Design.** Where walls and fences are used, they shall be integrated with the overall building and site design.
- (b) **Maximum Height.** Unless otherwise permitted in the SROD, walls and fences shall not exceed three (3) feet in height in the front or side yards in order to avoid the appearance of being a “fortress”.
- (c) **Wall and Fence Material.** Walls must be constructed of red or brown brick, or natural stone. Fences must be constructed of wrought iron, or durable wrought iron-



look fencing, black vinyl-coated chain link fencing (in rear or side yards only), or split rail.

- (d) **Prohibited Materials.** The use of razor or barbed wire, electrified, uncoated chain link, fabric, or unfinished concrete block is prohibited.
- (e) **Security Fencing.** If security fencing is necessary, a design which incorporates open grillwork is encouraged, or a combination of short solid walls with pillars and/or recesses to provide architectural articulation.

## (7) **Security**

- (a) **Natural Surveillance, Access Controls, and Activities.** A secure development shall be created for both sites and their occupants by minimizing opportunities for crime and undesirable activities through natural surveillance, access control, and activities.
- (b) **Site Design.** Buildings and windows shall be located to maximize visibility of entryways, pathways, and parking lots. Where possible, building corners shall be designed to allow perpendicular visibility by either installing clear glass, angling off the corner, or locating the sidewalk in a way that allows perpendicular visibility.
- (c) **Lighting.** Adequate security and safety lighting for pedestrians from parking spaces to all buildings entries and exits shall be provided (see **Error! Reference source not found.**).
- (d) **Visual Barriers.** Pedestrian access or entries shall be free from visual barriers such as landscaping to maximize visibility.
- (e) **Addresses.** Street addresses for commercial, public, or multi-use residential buildings shall be required and easily visible on the front of the building both during the daytime and at night. Address signs shall comply with **Error! Reference source not found.**

## (8) **Store Vacancy**

- (a) **Locked and Secured.** Vacant stores shall be locked and secured to prevent unauthorized trespassing during the period of vacancy, but shall not be boarded up unless required by the Township, or otherwise appear derelict or abandoned.
- (b) **Maintenance.** Owners of vacant stores shall find creative temporary alternative uses of storefront window areas such as using them as a display area for public art. Similarly, the exterior façade of vacant stores shall be maintained by the owner at the same level of quality as surrounding occupied and buildings.
- (c) **Lighting.** An adequate level of exterior security lighting shall be regularly maintained regardless of storefront occupancy status.

- (S) **Lighting.** In the Sumpter Road Overlay District, site light fixtures shall be attractively designed to complement the architecture of the project and surrounding development, and shall improve the visual identification and safety of businesses and residential units. Light pollution shall be minimized and energy conservation technologies shall be used. In addition to the standards of **Error! Reference source not found.**, the following requirements apply in the Belleville Road Overlay District.
- (1) **Safety and Visual Interest.** Lighting shall be used to provide safety and visual interest.
  - (2) **Effect of Landscaping.** When placing light fixtures and luminaries, consideration shall be given to effects of landscape growth on lighting function. Landscaping such as trees and shrubs shall be placed and maintained so that they does not obscure or deteriorate onsite illumination.
  - (3) **Maximum Illumination.** Decorative accent lights and fixtures greater than the minimum required illumination level in **Error! Reference source not found.** for adjoining parking lots may be approved by the Planning Commission at vehicle driveways, entry throats, pedestrian paths, plaza areas, and other activity areas.
  - (4) **Attractive Design.** Lights fixtures shall be attractively designed to complement the architecture of the project, improve visual identification of businesses, and create an inviting atmosphere for passersby.
  - (5) **Maximum Height Near Single-Family Residences.** If located within fifty (50) feet of a single-family residential lot, parking lot fixtures shall not exceed twenty (20) feet in height.
  - (6) **Parking Lot Light Fixtures.** Light fixtures within parking lots that are not located in a landscape island or median shall be designed with raised bases to protect them from damage by vehicles.
  - (7) **Decorative Up-lighting.** Decorative up-lighting that enhances landscape features and building architecture is encouraged as long as it does not compete with street lighting and signs.
  - (8) **Scale.** Street lighting shall be scaled for the pedestrian while still meeting vehicular needs. On local streets and within sites, fixtures shall be primarily oriented towards pedestrian's needs. On the major thoroughfares, light fixtures illuminate both pedestrian areas and roadways.
  - (9) **Parking Lot Lighting.** Lighting for a parking lot or structure shall be evenly distributed and provide pedestrians and drivers with adequate visibility and safety level at night.
  - (10) **Light Color.** The light source used in outdoor lighting shall provide a white light for better color representation and to create a more pedestrian friendly environment. Low pressure sodium lamps are prohibited.

(11) **Shielding.** All lighting shall be placed and shielded so as to not interfere with the vision of persons on adjacent roads or property.

(12) **Energy Efficiency.** Energy efficient lighting, such as LED lighting, shall be used for exteriors whenever possible.

### **Section 6.410. Landscaping and Screening**

(T) **Intent.** Landscaping within the Sumpter Road Overlay District (SROD) is intended to provide a visually appealing experience which maintains a pedestrian-oriented vision for the area and which maintains the rural character of the area surrounding the District. Landscaping aids in a unified and consistent visual theme for the District.

Therefore, compliance with the following specific standards shall be required in conjunction with any site development, redevelopment, alteration or expansion or re-occupancy of a vacant building on a SROD site.

(U) **Applicability.** The standards of this Section apply in addition to the requirements of the underlying zoning district and those of ***Error! Reference source not found.*** of the Zoning Ordinance. In the event of a conflict, the more specific requirements of this Section shall apply. Further, in consideration of the overall design and impact of a landscape plan, the Planning Commission may modify or adjust the landscape requirements applicable to a proposed plan provided that the adjustment is consistent with the intent of this BROD and the Zoning Ordinance.

(V) **Landscape Design Standards.**

(1) **General Landscaping.**

(a) General site landscaping shall be provided as required under Article 10 of the Zoning Ordinance.

(2) **Sumpter Road Frontage/Streetscape.** In addition to the requirements of ***Error! Reference source not found.***, all streets and shared access drives shall be landscaped as follows:

(a) Sumpter Road streetscape as required herein shall be provided:

(i) Along all Sumpter frontage, and

(ii) Along other streets and shared access drives within the boundaries of the SROD.

(b) **Frontage Landscaping Requirements.**

(i) **Street Trees.** In addition to the trees required in the frontage area in ***Error! Reference source not found.***, deciduous street trees shall be planted within the right-of-way of any streets (i.e., between the sidewalk and the street), access drives, or internal roads, private or public, in an amount equal to at least one (1)

deciduous street tree per each forty (40) linear feet or fraction thereof of frontage, except in the case of properties where single family homes or duplexes have frontage on and face Sumpter Road

- (ii) **Perennial Beds.** Perennial beds, planted in groups, shall be planted in twenty percent (20%) of the required landscape frontage area defined in **Error!** *Reference source not found.*

- (c) **Design Flexibility.** Within the intent of this Chapter, the Planning Commission may approve alternatives it determines to be necessary to accommodate peculiar circumstances or unforeseen problems, or to carry out the spirit, intent and purposes of this Chapter. Further, where streetscape elements have been accomplished along Belleville Road by means of earlier development which substantially accomplishes the overall design objectives, the Planning Commission may modify the requirements to reflect those earlier improvements.

- (d) **Zero Lot Line Buildings.** With the exception of required right-of-way landscaping, front yard landscaping is not required on private property along zero lot line frontages and where building facades are located at the right-of-way line.

- (3) **Sumpter Rural Settlement Landscaping.** The following landscaping requirements apply to areas designated as Sumpter Rural Settlement future land use in the 2022 Sumpter Road Corridor Plan:

- (a) **Cluster Housing Landscaping.** Where housing is constructed in a site condominium or platted subdivision within the SROD, and housing is clustered to a net density exceeding 2 units per acre within a larger development, open space must be preserved along at least 50% of the frontage of Sumpter Road.

- (b) **Greenway Landscaping.** Where housing is constructed in a site condominium or platted subdivision within the SROD and is not considered Hamlet style housing, lots which are parallel to Sumpter Road and have primary frontage on a street that is perpendicular to Sumpter Road shall be separated by a green space which is one of the following:

- (i) A greenbelt which is 30' minimum in width which contains either preserved woodland or planted trees, or a combination of both. The preserved woodland and/or planted trees shall have a tree density which is equal to one (1) deciduous or evergreen tree for each ten (10) linear feet or portion thereof of road frontage, and if planted shall be planted in a staggered double row; OR
- (ii) A greenbelt which is 30' minimum in width which contains native perennial and grass plants and contains a surface stormwater management swale or ditch.

# Article 9      Parking, Loading, and Access Management

## Section 9.106      Driveways and Access Management

### (F) Service Road or Shared Driveway Design Standards.

- (1) **Location.** Shared driveways or service roads shall generally be parallel or perpendicular to the front property line and may be located either in front of, adjacent to, or behind, principal buildings. In considering the most appropriate alignment for a service road, the Planning Commission shall consider the setbacks of existing building and anticipated traffic flow for the site.
- (2) **Access Easement.** Shared driveways and service roads shall be within an access easement recorded with the Wayne County Register of Deeds, which permits traffic circulation between properties. This easement shall be sixty (60) feet wide, except an access easement parallel to a public street in front of the building may be forty (40) feet wide. The required width shall remain free and clear of obstructions, and shall not be used for parking unless approved by the Planning Commission.
- (3) **Driveway Storage Length.** A driveway storage area shall be provided between the intersection of the service drive with an arterial road and an internal circulation lane. The depth of the storage area shall be sufficient to accommodate expected vehicle queues. As a guideline, the minimum storage area should be at least sixty (60) feet. A larger or smaller storage area may be required depending upon the trip generation characteristics of uses served by the drive.

**Maintenance.** Each property owner using a shared driveway or service drive shall be responsible for its maintenance. The Planning Commission shall require a copy of the maintenance agreement between all property owners responsible for the shared facility to ensure that an agreement is in place to provide adequate maintenance.