



VAN BUREN

CHARTER TOWNSHIP

SUMPTER ROAD CORRIDOR PLAN

VAN BUREN CHARTER TOWNSHIP, WAYNE COUNTY, MICHIGAN

DRAFT – August 16, 2022



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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

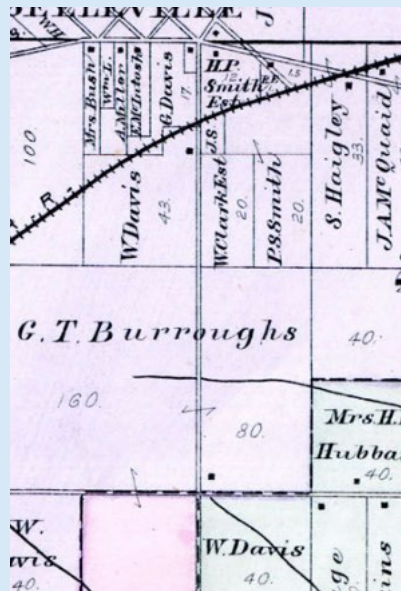
TIMELINE

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



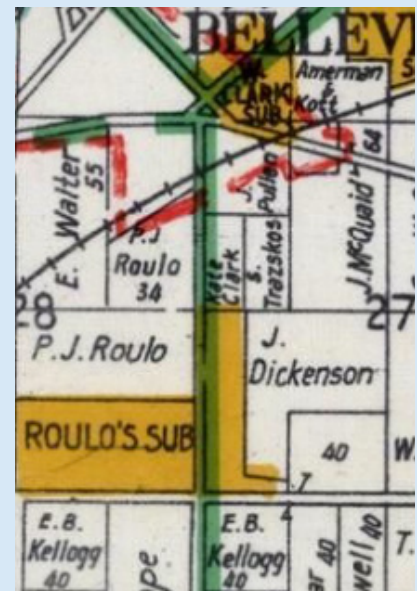
1876

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, was 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 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.

the “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 #1 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 #1 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.



This vacant, single-use commercial building on the corridor was razed to facilitate 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

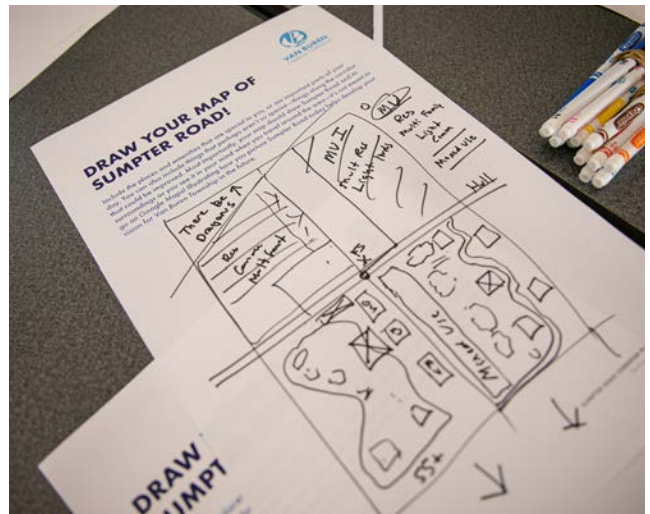
Public engagement was conducted throughout 2021 to understand Township residents' and business owners' perspectives on the Sumpter Road corridor. In response to publicity of the planning effort, Township staff communicated directly with residents via phone and email throughout the year, logging every 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 #1, the evening consisted of a variety of hands-on exercises and activities that generated many in-depth conversations.
- At a public meeting of the Planning Commission held on September 8, 2021, a Corridor Plan Subcommittee was formed consisting of the Township Planning Director and three Planning Commission members. Building off public feedback, this working group established consensus over the future Vision for the corridor and the associated land use policies.

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

Table 1: Major Themes in Public Feedback

Category	Representative Themes in Public Feedback
Rural Preservation	<ul style="list-style-type: none">• <i>I moved my family here for the nature. I won't stay if it converts to traffic and crowding.</i>• <i>Preserve the agriculture no differently than you would Belleville Lake.</i>• <i>Keep it rural and take care of what we already have.</i>
Vacant Businesses	<ul style="list-style-type: none">• <i>I appreciate growth, but what can be done with empty storefronts?</i>• <i>There are so many vacant businesses - they have been vacant for years.</i>• <i>Use existing vacant buildings for business - don't build more.</i>
Neighborhood Services	<ul style="list-style-type: none">• <i>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.</i>• <i>A small restaurant or cafe would be nice on this side of Belleville.</i>
Senior Housing	<ul style="list-style-type: none">• <i>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.</i>• <i>A village-type concept for seniors would be nice.</i>
Complete Streets	<ul style="list-style-type: none">• <i>I would like to see sidewalks along both sides of Sumpter, connecting to downtown Belleville.</i>• <i>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.</i>
Recreational Amenities	<ul style="list-style-type: none">• <i>The Romulus Rec Center and Quirk Park are too far away. People need more recreational opportunities around here!</i>• <i>A nature park and walking trail would be wonderful.</i>• <i>I would like to see a community garden.</i>



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.

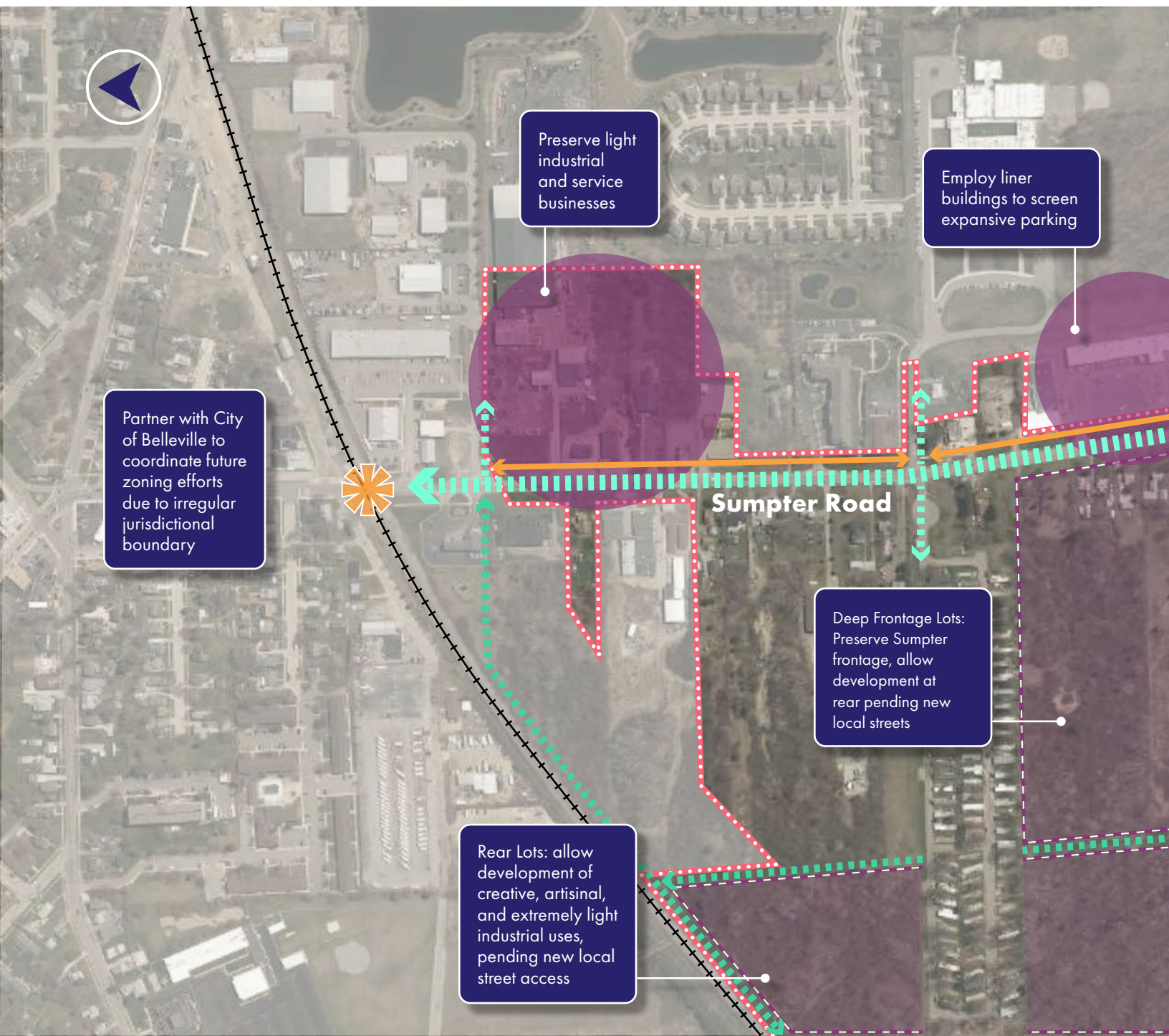
VISION STATEMENT

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

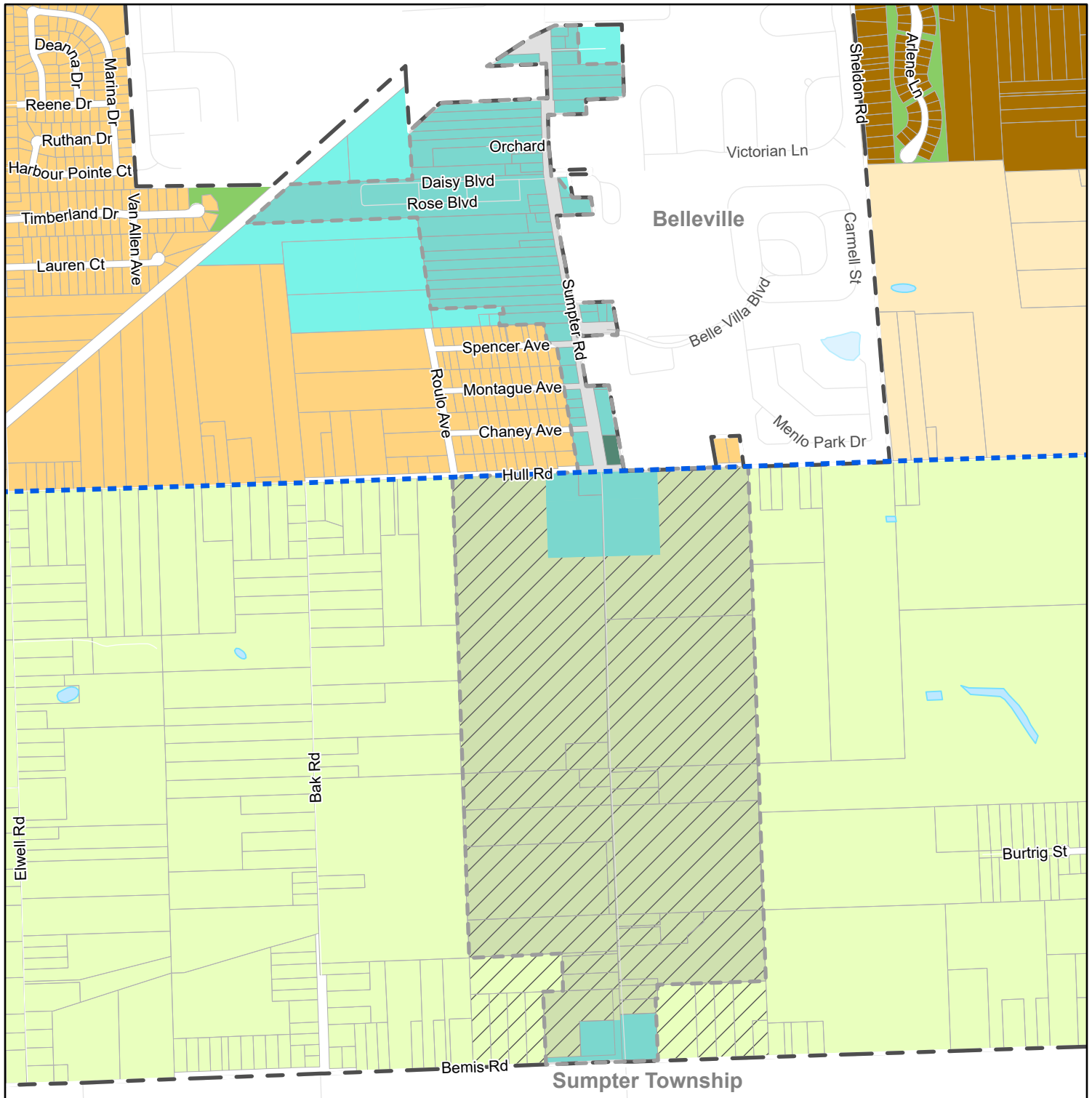
CORRESPONDING ZONING

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

August 10, 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. 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. Agricole Farm Stop, Chelsea, MI

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

Retail



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

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

Studio Shed / Roadside Stand



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

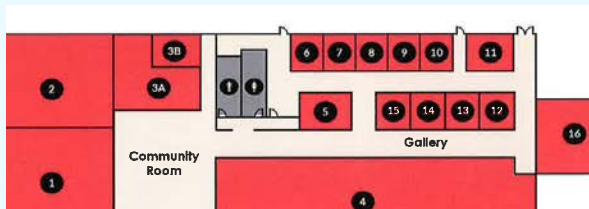
The Studio Shed/Roadside Stand is intended for the sale and production of goods on a seasonal or intermittent basis. These structures are permanent or semi-permanent, and are easily adaptable for other uses. They are "drive up" in nature, rather than "drive through" - the former does not require large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

Workshop



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

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



Case Study: Village Arts Factory

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



Case Study: Bearclaw Coffee Co.

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

ANCHOR LOT



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

Anchor Lots are those areas immediately adjacent to the intersections of Sumpter 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.

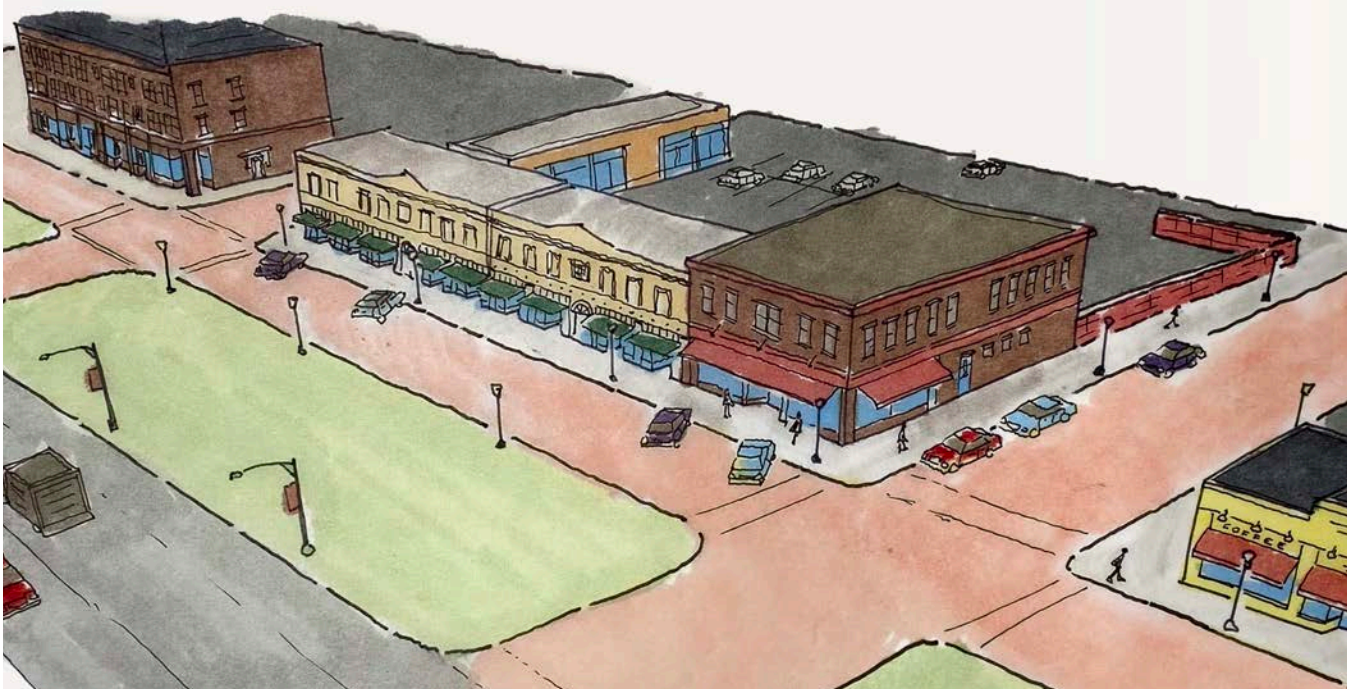
The “Front” and “Rear” designations in the table at right are based on the relationship to the road providing frontage to the property. For example, if a rear access road is constructed in the future, and a property is split such that one parcel retains access to Sumpter Road and one gains access to the new rear access road, “Front” building types will remain only those buildings closest to Sumpter Road.

ALLOWABLE BUILDING TYPES

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

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

FRONTAGE LOT: SHALLOW



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

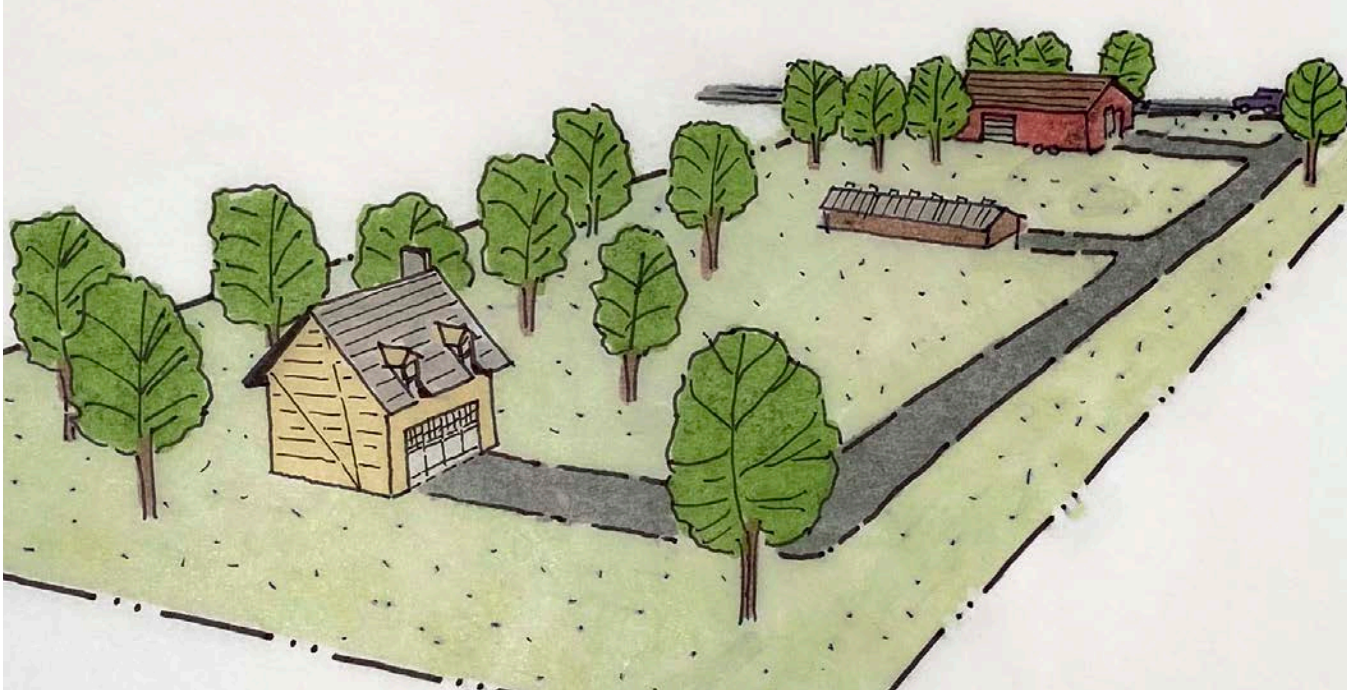
Shallow Frontage Lots are lots that abut Sumpter Road and generally have 300 feet or less of depth. These lots are currently occupied by a mixture of residential, commercial, and light industrial buildings.

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

ALLOWABLE BUILDING TYPES

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

REAR LOT



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

Rear 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 artisinal, entrepreneurial, and very light industrial uses, clustered in smaller buildings, and preserving tree canopies where possible. Single-family houses and their accessory buildings could co-locate to create a mix of uses on individual lots.

ALLOWABLE BUILDING TYPES

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

RURAL RESIDENTIAL PATTERNS

The areas designated Rural Settlement on the Future Land Use Map, 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.

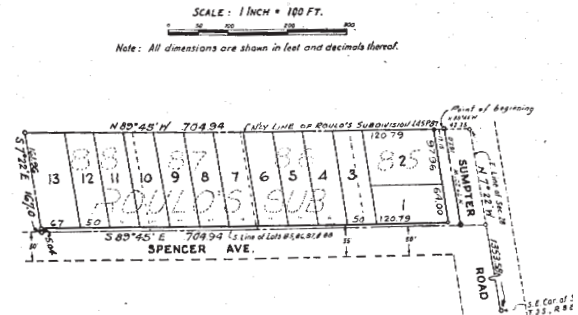
The AG zoning designation currently employed in this area allows development of single-family houses to take place at a density of 1 dwelling unit (du) per acre. If developed in this fashion, under a conventional large-lot subdivision pattern, the rural character so highly desired by the community would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

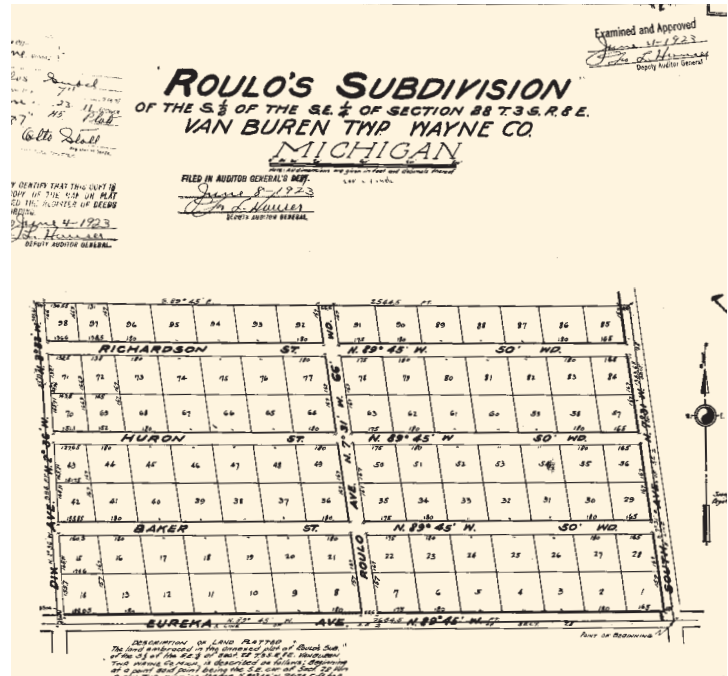


When residential development is clustered at a net density of 1 du/acre with lots averaging 0.3 acres in size, the surrounding open space is preserved in a contiguous whole, and neighborhood development takes on a form similar to that of the Roulo Subdivision immediately to the north.



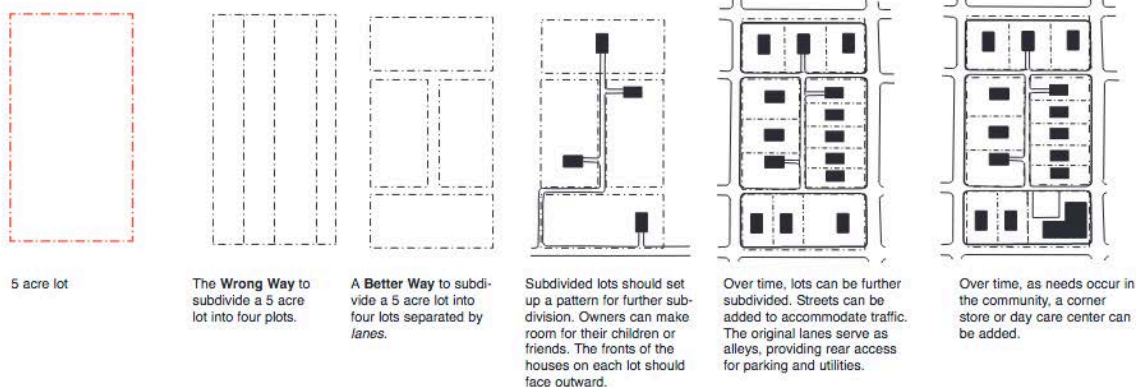
General Recommendations for Rural Residential Development

- 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.

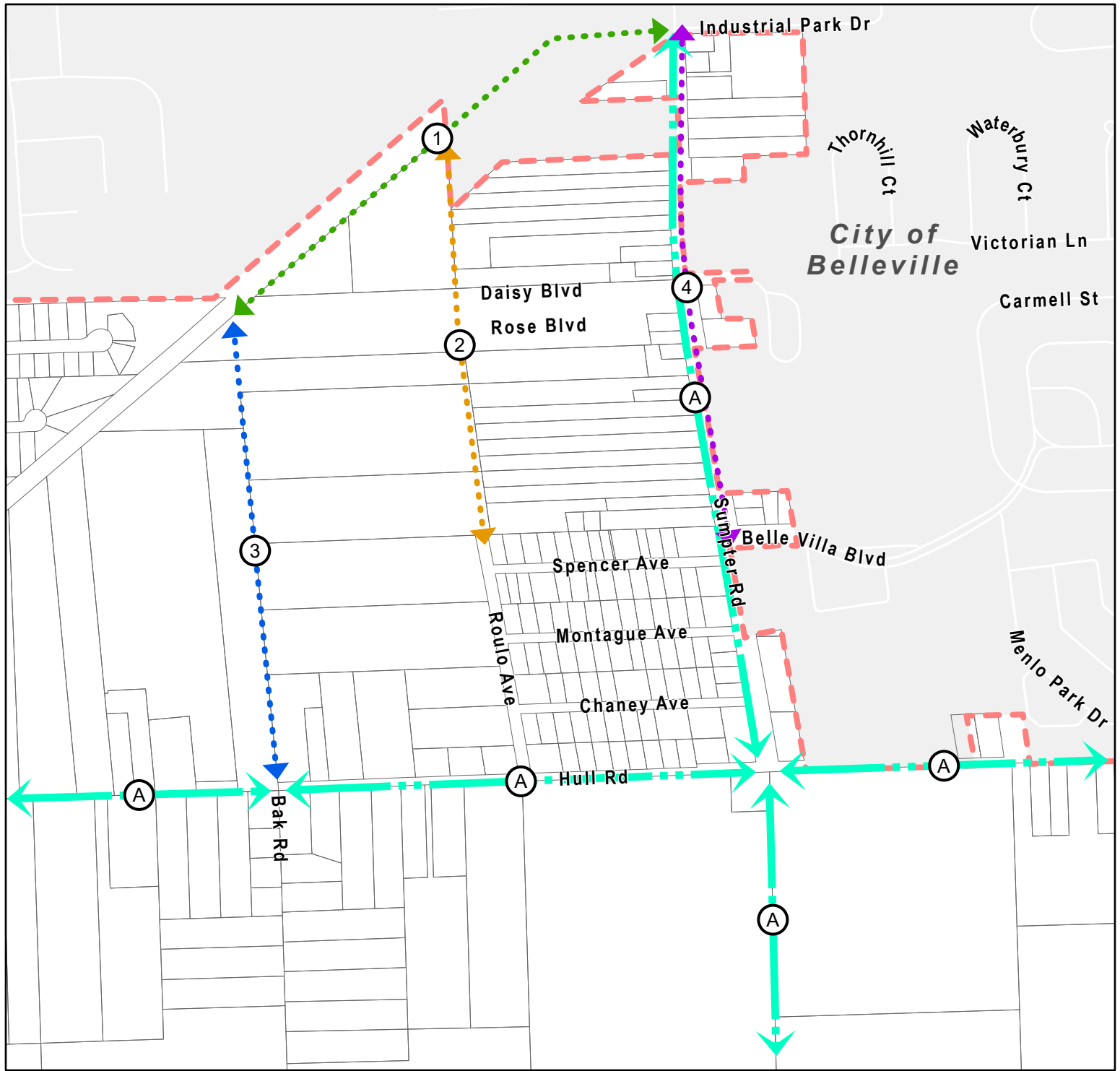
The Sumpter Road Corridor Area includes Sumpter Road, classified as an urban minor arterial road; Hull Road and Bemis Road, classified as urban local roads; and Bak Road and residential streets within the Roulo Subdivision, which are classified as urban local roads.

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

August 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



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

August 4, 2022- DRAFT

Legend

- Anchor Lots
- Rear Lots
- Frontage Lots (Deep)
- Frontage Lots (Shallow)
- Parcel Boundaries
- Municipal Boundaries




0 300 600
Feet

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



ZONING PLAN

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

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

RECOMMENDED REVISIONS TO THE ZONING ORDINANCE AND ZONING MAP

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

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.