



**MASTER PLAN**  
**FOR THE**  
**CHARTER TOWNSHIP OF VAN BUREN**

Prepared for:

**VAN BUREN CHARTER TOWNSHIP PLANNING COMMISSION**  
**WAYNE COUNTY, MICHIGAN**

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Adopted by the Van Buren Charter Township  
Planning Commission: October 11, 1989



Cameron McInally  
Director

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December 5, 1989

Board of Trustees  
Van Buren Charter Township  
46425 Tyler Road  
Belleville, Michigan 48111

Subject: Transmittal of Adopted Master Plan

Dear Board Members:

We hereby present to you the Van Buren Township Master Plan. It has been prepared in accordance with the Township Planning Act, Act 168 of the Public Acts of 1959, as amended. In preparing the Plan, we have held two (2) public hearings and considered all comments which were made. Subsequently, the Plan was unanimously approved by the Wayne County Planning Commission on November 15, 1989 as required by Section 8 of Act 168.

The purpose of the Plan is to provide a guide for the future development of the Township, recognizing the need to preserve the natural and rural environment of our community. The Plan includes: a review and analysis of existing conditions and trends, goals for the future, a sound plan for land use, circulation and community facilities, and implementation recommendations. based upon present knowledge, technology and goals, the Plan represent our best thinking; however, the Plan is flexible so that it can be changed when the Township sees the need for change. It contains sound planning concepts which will guide the Planning Commission in its recommendations to you, and should serve as a guide for both public and private development decisions.

We are proud to transmit the results of our efforts to you. We believe that planning is a continuous process and that it is essential that the Plan be periodically reviewed and evaluated. We look forward to working with you to maintain our fine community.

Respectfully submitted,

**VAN BUREN CHARTER TOWNSHIP**  
**PLANNING COMMISSION**

# **ACKNOWLEDGEMENTS**

## **Charter Township of Van Buren**

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# INTRODUCTION

## Overview

In March, 1988, the Van Buren Township Planning Commission initiated an update of the Master Plan to guide decisions affecting future development and redevelopment in the community. The updated Master Plan, contained in this document, is the result of data collection, field surveys, many meetings and discussions by the Township Planning Commission, Township Administration, and citizen input at Planning Commission meetings. The plan also expands upon the fundamental purpose of the Township's earlier Land Use Plan which was adopted by the Township Planning Commission in March, 1979. That document's primary objective was to "provide adequate and suitable housing, and a desirable residential environment for all Township residents; promote well-planned commercial areas to efficiently serve the needs and desires of Township residents and transient travelers; promote well-planned systems of industrial districts to provide needed employment opportunities and an expanded tax base; and maintain sufficient open space and recreation facilities to satisfy the needs of Township residents". In addition to perpetuating these goals, this updated plan responds in a comprehensive manner to current and future development concerns of the Township and to additional issues which have arisen over the intervening ten years.

The Van Buren Township Master Plan sets forth recommendations for public and private development during the next 20 years. The plan is concerned with the physical, economic, social, and aesthetic development and improvement of the Township. As this plan is implemented through the years, it will be revised and changed many times but the basic ideas upon which the plan is founded should remain valid for several decades. This plan should serve as a challenge to the leaders of Van Buren to seek the highest quality of future development in the Township.

Environmental, social, political and economic conditions which affect the natural and built environments are continuously changing. Therefore, the planning process, which seeks to anticipate the impacts of those changes must be continuous. The master plan should undergo periodic review and revision to remain a useful guide for community change and to effectively respond to important issues. The projections, guidelines and recommendations included in the Master plan extend to the year 2005. A comprehensive review and revision should be conducted every three to five years and the plan should be continuously assessed in light of on-going developments.

# SURVEY AND ANALYSIS

## Existing Land Use

A fundamental procedure prior to the formulation of a community Master Plan is an analysis of existing land uses. This analysis not only identifies what and where particular uses have occurred, but it highlights where future development might occur and where land use conflicts may exist or develop.

Map 1, entitled Existing Land Use, delineates seventeen existing land use categories including: single-family and two-family residential; multi-family residential; mobile home park; commercial; office; semi-public; public; private recreation; light industrial; heavy industrial; landfill; water; road rights-of-way; railroad rights-of-way; air transportation; agricultural; and vacant land.

In addition to graphic representation of existing land use in Van Buren Township, Table 1 summarizes land uses by amount of acreage and percent of total land area. Table 2 compares existing land use areas to those recorded in the Land Use Plan 2000 and summarizes the changes observed from 1978 to 1988.

The following are definitions of each of the land use categories:

- Single and Two-Family Residential: This classification includes improved parcels of land having one-family detached and two-family dwelling units.
- Multi-Family Residential: This classification includes land that is occupied by predominantly residential structures containing dwelling units for three (3) or more households. This land use category includes apartments.
- Mobile Home Park: This classification includes parcels of land designed and developed to accommodate 3 or more mobile homes.
- Commercial: This classification includes a cross section of wholesale, retail and service uses offering those items satisfying the day-to-day neighborhood type convenience needs of customers such as: food, meat, drugs, bakery goods, and local services as well as community-wide, thoroughfare-oriented commercial uses offering those items purchased less frequently such as: apparel stores, appliance stores, gas stations, motels, and automotive facilities.
- Office: Office uses include professional and business offices, financial institution offices, medical and dental centers. Office uses generally have a lower intensity of land use and a lesser rate of client turnover than commercial land uses.
- Semi-Public: This classification includes land uses and accessory facilities which are privately owned or operated, and used by the public or a particular group of persons, and do not have profit as their principal intent. Included in this classification are buildings such as churches, private clubs, parochial schools, sports clubs and other similar uses.

**TABLE 1**  
**EXISTING LAND USE**  
**VAN BUREN TOWNSHIP, MICHIGAN**  
**1988**

<u>Land Use Category</u>	<u>Acreage</u>	<u>Percent of Total Area</u>
Single and Two-Family Residential	2,481.5	11.03
Multi-Family Residential	266.5	1.18
Mobile Home Park	201.0	0.89
Commercial	223.5	0.99
Office	22.0	0.09
Semi-Public	123.3	0.55
Public	955.3	4.25
Private Recreation	130.0	0.58
Light Industrial	207.5	0.92
Heavy Industrial	187.5	0.83
Landfill	328.0	1.46
Water	1,347.0	6.00
Road Rights-of-Way	1,786.0	7.94
Railroad Rights-of-Way	142.0	0.63
Airport	2,077.0	9.23
Agricultural	3,749.0	16.67
Vacant	<u>8,268.2</u>	<u>36.76</u>
<b>TOTAL</b>	<b>22,495.3</b>	<b>100.00</b>

Source: Based on a Land Use Survey by McKenna Associates, Inc., June 1988



-  SINGLE & TWO FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  MOBILE HOME PARKS
-  AGRICULTURAL
-  COMMERCIAL
-  OFFICE
-  SEMI-PUBLIC

-  PUBLIC
-  PRIVATE RECREATION
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  LANDFILL
-  VACANT
-  AIRPORT

**EXISTING LAND USE**

**MAP 1**

**VAN BUREN CHARTER TOWNSHIP**

scale 800 1600 3200 feet one mile

north 

MSKenna Associates, Incorporated  
Community Planning • Urban Design  
Farmington Hills, Michigan

March 1988

- Public: This classification includes land area and facilities that are publicly-operated and available to be used by the general public. Public uses include public schools, government buildings, public recreation facilities and parks.
- Private Recreation: This classification includes land parcels used for private, commercial non-intensive activities, including golf courses, boat access ramps, and commercial stables.
- Light Industrial: This classification includes land parcels used for design, assembly, finishing, or packaging of products. Light industrial uses may be, but are not necessarily, in direct contact with urban areas but also are located at airports or in relatively open country. Examples of light industrial uses are; warehouse and storage facilities, research and development facilities, and tool and die shops.
- Heavy Industrial: This classification includes land parcels where raw and semi-finished materials are fabricated, manufactured, or warehoused. Included are steel mills, pulp or lumber mills, electric power generating stations, chemical plants, manufacturing plants, stamping plants, automotive assembly plants, and junkyards as well as directly related storage facilities, power sources, and operations yards.
- Landfill: This classification includes any active disposal area or tract of land, building, unit or appurtenance or combination thereof that is currently used to collect, store, handle, dispose of, bury, cover over, or otherwise accept or retain solid waste.
- Water: This classification includes all areas covered by water, including such features as lakes, channels, canals, creeks and streams.
- Road Rights-Of-Way: This classification includes all dedicated non-railroad rights-of-way which are used predominantly for transportation, including public roadways, thoroughfares, local streets and alleys, plus drainage, utility, walkway, or communication uses which are located within the right-of-way.
- Railroad Rights-Of-Way: This classification includes land parcels used for main and spur railroad rights-of-way as well as directly related storage and operations yards.
- Airport: This classification consists of Willow Run Airport.
- Agricultural: This classification includes land area used for agriculture including crop land, pasture land, sod farms, tree farming, orchards and vineyards.
- Vacant: This classification includes land not used for any of the above-defined uses. Included is the abandoned Wayne-1 landfill site that is currently an inactive, closed solid waste disposal area.

TABLE 2

EXISTING LAND USE COMPARISONS  
LAND USE TRENDS  
VAN BUREN TOWNSHIP, MICHIGAN  
1978 - 1988

Land Use Categories <sup>a</sup>	1988 <sup>b</sup>		1978 <sup>c</sup>		Change 1978-1988		Adjusted Acreage
	Acreage	%	Acreage	%	Acreage	%	
Single Family	2,481.5	11.03	1,869.0	8.20	+612.5	+32.77	+612.5
Multi-Family	266.5	1.18	258.0	1.10	+8.5	+3.29	-80.5
Mobile Home Park	201.0	0.89	100.0	0.40	+101.0	+101.00	+101.0
Commercial	245.5	1.09	325.0	1.40	-79.5	-24.46	+54.5
Public & Semi-Public Recreation	1,208.6	5.38	905.0	4.00	+303.6	+33.55	+303.6
Industrial	723.0	3.22	850.0	3.70	-127.0	-14.94	+102.0
Streets and Railroads	1,928.0	8.57	1,928.0	8.50	0.0	0.00	0.0
Air Transportation	2,077.0	9.23	1,842.0	8.10	+235.0	+12.76	+235.0
Open and Other	<u>13,364.2</u>	<u>59.41</u>	<u>14,669.0</u>	<u>64.60</u>	<u>-1,304.8</u>	<u>-8.89</u>	<u>-1,304.8</u>
<b>Total</b>	<b>22,495.3<sup>d</sup></b>	<b>100.00</b>	<b>22,746.0<sup>d</sup></b>	<b>100.00</b>			

a 1988 Existing land use categories were combined when necessary for comparison with 1978 existing land use categories.

b McKenna Field Survey, 1988.

c Van Buren Township Land Use Plan 2000, 1978.

d Decrease in total acreage of the Township is due to land lost to annexations by the City of Belleville.

The existing land uses summarized on Map 1 and Table 1 highlight a number of resources within Van Buren Township which may be of significance to the future development of the Township and are based on the classification system described above. The map indicates the general pattern of land use observed during the field survey but does not necessarily indicate all of the specific uses on any particular parcel. The following is a discussion of the patterns observed for each existing land use category:

### Single and Two-Family Residential

Single and two-family residential uses are the third largest land use in Van Buren Township. Of the total Township land area, approximately 11.03 percent or 2,481.5 acres is developed as single and two-family residential. This represents a 32.77 percent increase in single and two-family residential land use over the last decade. This increase is most likely due to the net increase of single and two-family housing units constructed in the Township since 1978.

Generally, the greatest concentrations of single and two-family homes are located in the subdivisions around Belleville Lake, the Quirk and Van Buren Estates subdivisions north of the I-94 Freeway, along Ecorse Road near Belleville Road, in the northwest corner of the Township around Michigan Avenue, and in the southeast corner of the Township along Riggs and Savage Roads. The area west of the McBride - Haggerty Road intersection, the Van Buren Estates subdivision, contains the largest single concentration of single-family residences in the Township.

There are several smaller groupings of single-family homes spread throughout the Township along many of the unimproved roads and section line roads. There are also substantial numbers of individual, large lot, single-family residences scattered throughout the Township, many of which are located in the more rural areas in the southern portion of the Township.

Most of the subdivisions and the larger concentrations of single-family residences are located along major paved, thoroughfares in the Township. This provides most Van Buren residents with quick and easy access to the interstate highway system, commercial development, and employment centers. Others, interested in the amenities and recreational opportunities of the lake, have concentrated around Belleville Lake, while those desiring a more rural environment have chosen homes located along the frontages of unpaved roads in the rural areas of the Township.

### Multi-Family Residential

Approximately 1.18 percent of the Township land area or 266.5 acres is devoted to multi-family residential development. This represents only a 3.29 percent increase from the total land area developed as multi-family residential in 1978, the time of the last inventory. However, based on building department records, there appears to have been an actual increase of over 80 acres of multi-family development in the Township during the last ten years. The 80 acres of additional multi-family development since 1978 includes 30 acres at the Kirkridge Park Complex on Ecorse Road; 40 acres associated with the Archwood, Bellridge, and Lighthouse Point Apartments at I-94 and Haggerty Road; and approximately 10 acres at Cape Condominiums on Huron River Drive.

The small 8.5 acre increase in multi-family land use indicated by Table 2 is most likely due to a difference in classification methodologies between the 1978 and 1988 inventories. An adjustment to this comparison was made in order to determine the actual increase of multi-family development since 1978. The adjusted acreage for multi-family development includes the initial 8.5 acre increase and the reclassification of over 70 acres of multi-family residential development previously identified by the 1978 survey. The reclassified parcels include 55 acres associated with the Harbor Club Golf Course reclassified as private recreation, 10 acres of open land associated with Harbor Club apartments now identified as vacant, and approximately 8 acres delineated as multi-family residential at the northeast corner of Rawsonville Road and Huron River Drive as vacant. This 70 acre total was then subtracted from multi-family uses identified by the 1978 inventory. This resulted in an adjusted acreage increase of approximately 80 acres which corresponds with Township Building Department records for multi-family development over the last ten years.

Most of the multi-family housing units in the Township are located in apartment complexes along the I-94 Freeway, around Belleville Lake, and on major thoroughfares and are separate from the larger concentrations of single-family homes. The largest apartment complex in the Township is Harbor Club located between I-94 and Belleville Lake.

Most of the other larger multi-family complexes are also located in proximity to I-94 for easy access, while smaller complexes are found on other major thoroughfares of the Township, such as Ecorse Road, Tyler Road, and Haggerty Road. The proximity of Van Buren Township to the Detroit and Ann Arbor urban areas and to regional employment centers contributes significantly to the locally high demand for land devoted to multi-family housing. This demand is evidenced by 768 recently approved apartment units on 51 acres at Morton Taylor Road and the North Service Drive which have received approval of the Planning Commission.

#### Mobile Home Park

There are 201 acres of land or 0.89 percent of all Township land developed as mobile home park. This represents over a 100 percent increase in land developed as mobile home park since the 1978 survey. This increase is the result of an additional 101 acres developed for mobile homes in the Township during the past ten years. There are six existing mobile home parks in the Township, one currently under construction, and one recently approved by the Planning Commission. All of the mobile home parks except one are located close to or along major thoroughfares.

There are two mobile home parks located in the northwest corner of the Township. The Wagon Wheel Mobile Home Park is on Michigan Avenue west of Austin Road and the Town and Country Mobile Home Park is between Old Michigan Avenue and U.S. 12 with access from Rawsonville Road. Pike Mobile Home Park, the smallest of the six existing parks, is located on Ecorse Road east of Beck Road. Mobile Home Manor is on Sumpter Road just south of the Belleville city limits in close proximity to Belle Villa Mobile Home Park which is located just inside the City of Belleville.

The largest mobile home park, Belleville Manor, is located on Belleville Road just south of Robson Road adjacent to a number of single-family residences. Van Buren Estates Mobile Home Park is currently the second largest of the existing mobile home parks and is located between Lohr Road and the Norfolk and Western Railroad. There is no direct access to a major thoroughfare from this mobile home park, and it is served only by an unpaved road. The Presidential Estates Mobile Home Park, currently under construction, is located on Rawsonville Road. The Park Estates Mobile Home Park has received site plan approval of the Planning Commission and will be located on Michigan Avenue west of the Wagon Wheel Mobile Home Park.

### Commercial

Commercial uses account for just under 1.0 percent of all Township land area comprising approximately 223.5 acres. These uses are generally located on major thoroughfares, section line, and other Township roads. When combined with offices uses, existing commercial development comprises 245.5 acres or 1.09 percent of all Township land area. This represents a decrease of 79.5 acres or 24.46 percent from Township land area devoted to commercial development in 1978. The decrease in commercial land use between 1978 and 1988 inventories is most likely attributable to a difference in inventory procedures and classification methodologies. Commercial uses in the Township have continued to develop steadily over the last ten years according to Township building department records. Classification differences would include the following: inclusion of the Pine Creek Golf Course, comprising some 46 acres, in the commercial land use category in the 1978 inventory but identifying it as private recreation land use in the more detailed 1988 inventory; delineating the 5 acres associated with the Van Buren Convalescent Center as commercial instead of multi-family residential; classifying 35 acres along Van Buren and Yost Roads, west of Morton-Taylor Road, as commercial and 15 acres along Belleville Road south of Yost Road as commercial instead of light industrial and vacant; identifying 25 acres along the North Service drive of I-94 in Section 15 as commercial instead of light industrial; and including 8 acres of vacant/open land associated with the greenhouses along Bemis Road in Section 34 as commercial land. This would create a total of 134 acres of reclassified commercial land uses, that when subtracted from 1978 commercial land use totals indicated by Table 2, would create an increase 54.5 acres of additional commercial land. The increase, based on this comparison, appears to be representative of most of the additional commercial land developed over the last ten years.

Most commercial uses in Van Buren Township are located in areas where they are easily accessible to a majority of neighborhoods and area residents. Many of the convenience commercial uses are found near to single-family and multi-family residential neighborhoods and at the intersection of major thoroughfares. The largest concentrations of this type of commercial use are found along the I-94 corridor.

The largest concentrations of community or highway commercial uses are located along the I-94 freeway and at the Rawsonville Road and Belleville Road interchanges. The commercial districts at the two freeway interchanges serve the Township as community comparison shopping areas. Another concentration of this type of commercial function is emerging along Belleville Road both north and

south of the I-94 freeway. Other general commercial uses are distributed throughout the Township along many of the section line roads.

### Office

In Van Buren Township, 22 acres or less than one tenth of one percent of the total land area is used for offices. Office uses are located on Belleville Road west of the Belleville city limits and on Haggerty Road south of Ecorse Road. These uses were combined with the land area calculated for commercial uses when comparison was made with the 1978 land use inventory. Most of the office needs of Township residents seem to be currently satisfied by office uses within the City of Belleville.

### Semi-Public

Semi-public land uses comprise approximately 123.3 acres or 0.55 percent of the total Township area. These uses include churches, private clubs, and similar uses distributed throughout the Township on major thoroughfares and section line roads. The largest concentration of semi-public uses is associated with the churches along Huron River Drive and along Savage Road adjacent to the Belleville city limits.

This land use category was combined with both public uses and private recreation uses, discussed below, for comparison with similar categories identified in the 1978 land use survey. The 1988 inventory indicates 1,208.6 acres or 5.38 percent of all township land area developed as these combined uses. This represents a 33.55 percent increase in these use types since the 1978 inventory accounting for 303.6 additional acres developed as public, semi-public or private recreation uses. Some of this apparent large increase is attributable to the reclassification of private recreation areas discussed above and to the development of the 40 acre Jehovah's Witness Assembly Hall on Ecorse Road.

### Public

There are 955.3 acres of public land uses in Van Buren Township representing 4.25 percent of the total Township area. Public land uses are located throughout the Township and include four elementary schools, one junior high school, a fire station, and the Township offices on Tyler Road east of Quirk Road.

Also included as public land uses are the Lower Huron Metro Park of the Huron Clinton Metropolitan Park Authority (HCMPA) along the southeast limits of the Township, five Township parks including the Township park along the I-94 Freeway east of Rawsonville Road, four cemeteries, the Wayne County Fairgrounds north of I-94 along Quirk Road, the University of Michigan laboratories and research facilities along Beck Road at Willow Run Airport, and the Wayne County Community College Campus at I-275 and Tyler Road.

### Private Recreation

Private recreational uses account for 0.58 percent of the total Township area. There are two large parcels classified as private recreation in the Township both of which are public golf courses. Harbor Club Golf Course is located south of

I-94 along Denton Road, is operated by Harbor Club Apartments, and includes a golf course, tennis facilities and open areas. Pine Creek Golf Course is located on Huron River Drive east of Rawsonville Road. Together, these two sites comprise approximately 130 acres.

### Light Industrial

Light industrial development accounts for approximately 207.5 acres or 0.92 percent of the total Township area. These figures were combined with those for heavy industrial and landfill development for comparison with the industrial development class defined in the 1978 Land Use Inventory. A comparison of industrial development between the 1978 and 1988 existing land use surveys indicates a decrease of 14.94 percent or 127 acres in land devoted to industrial use over the last decade, even though industrial development in the Township has increased since 1978. The decrease indicated by this comparison is most likely due to the classification of a 137 acre tract of land along the I-94 North Service Drive south of Willow Run Airport and adjacent to the landfill, a 65 acre parcel associated with the abandoned gravel pit area in Section 12, a 21 acre parcel in Section 12 along the east edge of I-275, and a 6 acre parcel on Hannan Road north of Ecorse Road as industrial by the 1978 survey. The 1988 land use inventory classified these parcels of land with their more appropriate use categories. Reclassification of these parcels totals 229 acres and when subtracted from industrial land use identified by the 1978 survey appears to indicate an increase of 102 acres of industrial land during the past ten years.

Most of the existing light industrial development in the Township is located north of I-94 and includes a variety of light industrial uses. The light industrial areas north of I-94 at present are generally located along the west and north Township limits and along the I-275 corridor in Sections 1 and 12. Light industrial uses are also present along Belleville Road and the I-94 freeway.

Light industrial development south of I-94 is located on Rawsonville Road south of the Norfolk and Western Railroad tracks, adjacent to the Belleville city limits along Belleville Road and Savage Road, near the I-94 and Haggerty Road interchange, and along the South Service Drive at Hannan Road. All light industrial development within the Township is located on major thoroughfares.

### Heavy Industrial

Heavy industrial uses comprise approximately 0.83 percent of the Township area consisting of 187.5 acres. Uses delineated as heavy industrial were identified by the June 1988 exterior windshield survey of Township land uses. Industrial use type identification was based upon the definitions discussed earlier in this section separating light industrial from heavy industrial type uses. An interior analysis of industrial use operations and procedures, which could refine the distinction between industrial use types, was not conducted as part of this inventory.

Similar to light industrial development, heavy industrial uses are distributed throughout the Township along major thoroughfares. A majority of heavy industrial uses are located north of I-94 and include areas along the northern

boundary of the Township, on Ecorse and Belleville Roads, at the Rawsonville Road interchange, and along the I-275 Corridor.

Heavy industrial development south of I-94 is concentrated near the Haggerty Road interchange along Huron River Drive and the South Service Drive. The distribution of heavy industrial development throughout the Township is located to take advantage of the good transportation system, including vehicular, rail, and air transportation and so as not to encroach on and conflict with residential and other land uses.

#### Landfill

Presently there is one active sanitary landfill site located in the Township. The landfill is operated by Wayne Disposal, Inc., and is also utilized by Michigan Disposal Systems for the disposal of non-hazardous and hazardous solid waste. The landfill is located south of Willow Run Airport along the I-94 North Service Drive and comprises 328 acres or 1.46 percent of the total Township area. According to landfill operation officials, the landfill currently has an estimated life expectancy of 1 to 3 years. The abandoned 137 acre landfill site adjacent to this site on the west that is closed, was previously classified as industrial by the 1978 Land Use Survey but is identified as vacant land by the 1988 Inventory.

#### Water

The areas covered by water within the Township comprise an estimated 1,347 acres or 6 percent of the total Township area. This use includes Belleville Lake and its channels, the abandoned gravel pit in Section 12 now filled with water, a small pond in Section 36, and the major parts of the Huron River within the Township. Belleville Lake affords the largest water area in the Township covering approximately 1,260.8 acres, and is the largest inland body of water in Wayne County.

#### Road Rights-of-Way

Road rights-of-way account for approximately 1,786 acres or 7.94 percent of all Township land. The two freeways, I-94 and I-275, comprise a large portion of the total street system and provide easy access for Van Buren Township residents and businesses to other parts of the Township and the southeast Michigan region. The remaining thoroughfares consist of major thoroughfares such as Belleville Road, Haggerty Road, Rawsonville Road, Ecorse Road, and a small portion of a state trunkline, Michigan Avenue. Other designated major thoroughfares include both improved and unimproved mile roads. There has been no change in land area devoted to road rights-of-way since the 1978 Land Use Survey.

#### Railroad Rights-of-Way

Railroad rights-of-way are present in both the north and south halves of the Township and account for 142 acres or 0.63 percent of the total Township area. These lines include the Michigan Central Railroad across the northern portions of the Township and the Norfolk and Western Railroad which bisects the Township through Section 31 northeast to the east Township limits at the I-94 freeway. The Michigan Central Railroad is part of the Consolidated Rail Corporation

### Airport

This use consists of Willow Run Airport and its associated facilities. It comprises approximately 2,077 acres or 9.23 percent of the total Township land area making it the fourth largest total Township land use and the largest single, developed land use in Van Buren Township. The airport is located in Sections 7, 8, 17 and 18 and provides a transportation facility not found in most other communities in the region. The 12.76 percent increase in land area developed as airport indicated by the 1978 and 1988 existing land use comparisons is due to 235 acres of land previously classified as public, semi-public and utilities in 1978 now classified as airport.

### Agriculture

Agricultural land uses account for approximately 3,749 acres or 16.67 percent of the total Township area. Active and inactive agricultural land and farms are distributed throughout the Township and represent the second largest total land use. Agricultural land uses within the Township include crop land, pasture land, horse farms, sod farms, tree farms and orchards.

### Vacant

Vacant land comprises the largest total land use within the Township accounting for 8,268.2 acres or 36.76 percent of the total Township area. Vacant land includes all open and other land not used for any of the uses discussed above. The comparison of open and other undeveloped land between the 1978 and 1988 land use surveys includes all vacant land, water, and agricultural uses and indicates an 8.89 percent decrease in open and other land over the last ten years representing 1,304.8 acres. This decrease can most likely be attributed to the development of vacant and agricultural land since 1978 and to annexations of Van Buren Township land by the City of Belleville. Vacant land, water, and agricultural land currently account for 13,364.2 acres or 59.41 percent of the total township area.

The large amount of vacant land within the Township consists of a variety of parcel sizes and locations with many of the larger tracts located in the less developed areas of the Township. Every section in Van Buren Township, with the exception of Section 7 which consists almost entirely of Willow Run Airport, contains vacant land suitable for development.

## Population Analysis and Projections

### HISTORIC OVERVIEW

Van Buren Township has experienced substantial growth in population over the past four decades from 1940 to 1980. Early population growth was associated with an increase in regional economic activity and regional growth patterns during the 1950's, which initiated a increase in housing construction and subsequent population growth that continued through the 1970's. The population increased almost 14,000 between 1950 and 1980 (see Table 3 and Figure 1). The greatest percentage increase in population was recorded between 1950 and 1960, with the addition of 4,404 residents, an increase of over 86 percent for the decade. The population increased by almost 6,000 people from 1970 to 1980 resulting in a total of 18,940 residents, according to the 1980 U.S. Census. Population estimates for 1986 reported by the Bureau of the Census indicate almost no population growth over the past six years with an increase of only 150 residents.

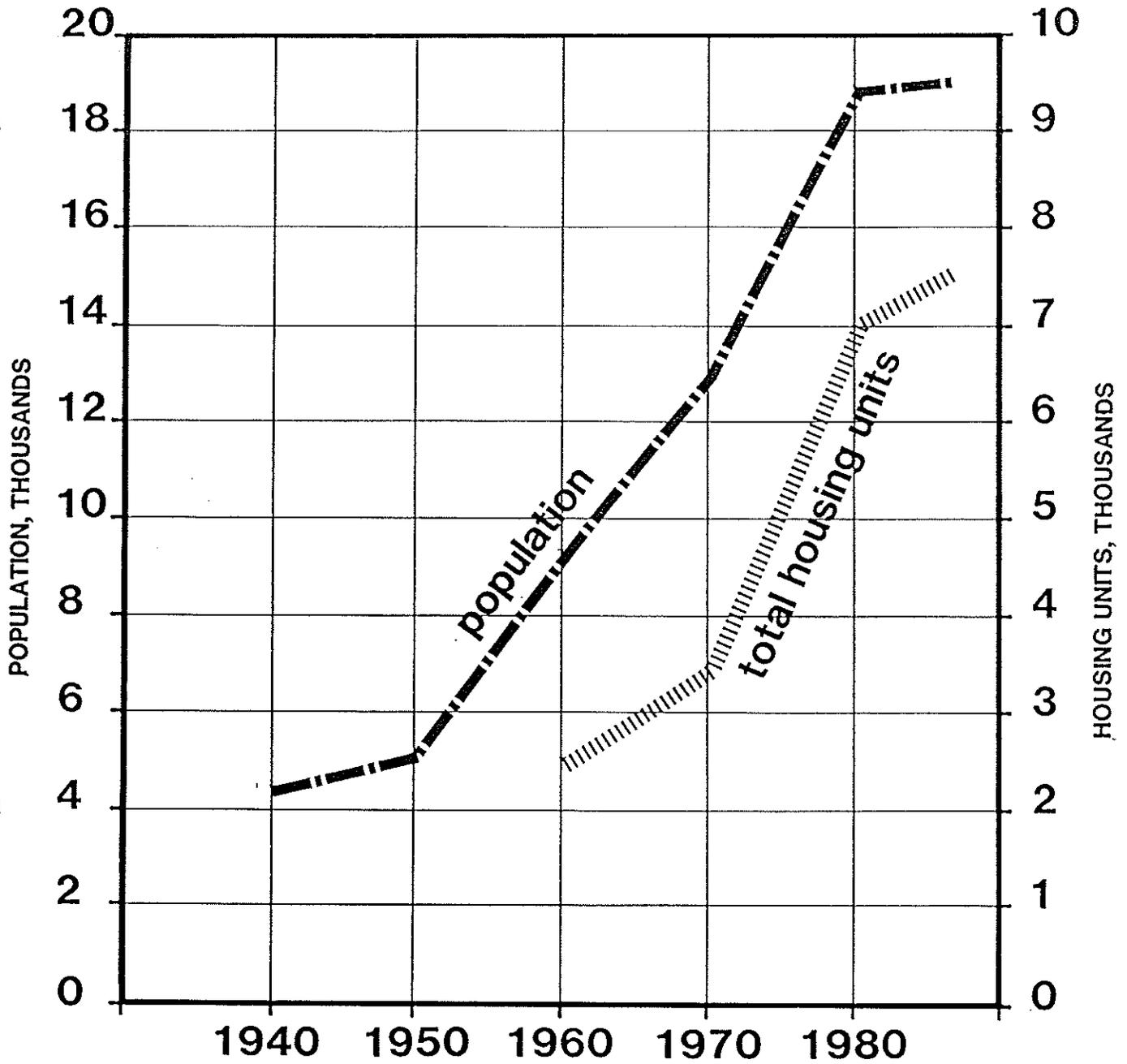
**TABLE 3**  
**TOTAL POPULATION**  
**VAN BUREN TOWNSHIP**  
**1940 - 1986**

<u>Year</u>	<u>Population</u>	<u>Numerical Change</u>	<u>Percent Change</u>
1940	4,525	--	--
1950	5,105	580	1.3%
1960	9,509	4,404	86.3%
1970	13,162	3,653	38.4%
1980	18,940	5,778	43.9%
1986*	19,090	150	0.8%

Source: Bureau of the Census, U.S. Department of Commerce.

\* 1986 Estimate Reported in East North Central 1986 Population and 1985 Per Capita Income Estimates for Counties and Incorporated Places, Bureau of the Census, 1988.

The regional pattern of growth is one of several key factors that has affected the rate of increase of Van Buren Township's population during the past 40 years. Most growth in the decades preceding World War II was concentrated in the City of Detroit and Wayne County. By 1940, the population of Detroit and Wayne County had already begun to level off, although an actual decline in population was delayed by the post-war baby boom.



**FIGURE 1  
POPULATION AND HOUSING UNIT TRENDS**

SOURCE: BUREAU OF THE CENSUS, U.S. DEPARTMENT OF COMMERCE

**VAN BUREN CHARTER TOWNSHIP  
WAYNE COUNTY, MICHIGAN**

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Farmington Hills, Michigan

The communities in western Wayne County experienced a marked increase in population during the years 1940-1980, as the population in the City of Detroit and other Wayne County communities declined. Only recently, since 1980, has post-war growth begun to slacken in these communities. This is probably due to a shift in regional growth patterns and economic activity. Table 4 clearly illustrates these patterns of regional population growth.

Residents of Van Buren Township find the Township appealing because it offers rural features plus amenities of urban living. Historical accounts indicate that new residents were attracted by the availability of new housing, growing economic opportunities, the proximity to both the Detroit and Ann Arbor urbanized areas, the convenience of economic, cultural and other opportunities in the region, and the desirability of the natural environment. The Belleville Lake area of the Township has long been recognized as a choice residential area that accommodates people's desire for the natural environment within a continually urbanizing area.

Improvements in public services have also contributed to the continued growth in Van Buren Township. The I-94 expressway and completion of I-275 have provided access from Van Buren Township to opportunities and amenities in other parts of the region. Previous improvements and expansion of the sewer and water systems, school system, parks and recreation system and governmental system along with an adequate amount of developable vacant land have allowed the Township to be capable of supporting a larger population.

In-migration in the 1950's, 1960's and 1970's produced a population consisting primarily of families with children. Young families were attracted to work opportunities in and around the Township and to the availability of new single family housing.

According to the 1970 Census, almost 90 percent of all households were families. Of the total 3,306 families in Van Buren Township, 92 percent were married couple families and 63 percent had children under the age of 18. One-person households occupied only 7.7 percent of all housing units and female-headed households with children accounted for only 5.2 percent of all families.

In the late 1970's and 1980's the patterns of population growth began to change in Van Buren Township. The 1980 Census revealed that only about 70 percent of all households were occupied by families. The number of families increased to 4,963, 85 percent of which were married couple families, of which 54 percent had children under the age of 18. The census also revealed that by 1980 a substantial increase in the number of one-person households had taken place, occupying 19.3 percent of all housing units. Female-headed households with children accounted for 11.6 percent of all families.

These changes were probably associated with the increase in multiple family housing units and mobile home construction. Between 1970 and 1986, 2,031 multiple family housing units were constructed, accounting for 63 percent of all units constructed during that time period. The 1980 Census reported that mobile homes represent almost 12 percent of all occupied housing units in the Township. Multiple family and mobile home type housing units typically house a greater proportion of one and two-person households and fewer families with children.

TABLE 4

POPULATION GROWTH TRENDS  
VAN BUREN TOWNSHIP SURROUNDING COMMUNITIES  
1940 - 1986

	1940 - 1950		1950 - 1960		1960 - 1970		1970 - 1980		1980 - 1986 *	
	Numerical Change	Percent Change								
Van Buren Township	625	12.8	4,359	86.3	3,653	38.4	5,778	43.9	150	0.8
City of Romulus	5,431	78.9	2,922	23.7	7,646	50.2	1,978	8.6	-757	-3.0
Canton Township	1,650	78.2	1,552	41.3	5,713	107.5	37,590	340.9	11,904	24.4
Ypsilanti Township	10,477	252.3	11,320	77.4	7,244	27.9	11,317	34.1	99	0.2
Sumpter Township	1,135	50.9	2,609	77.6	2,119	35.5	3,021	37.3	228	2.0

Source: Bureau of the Census, U.S. Department of Commerce, U.S. Census of Population and Housing, 1940, 1950, 1960, 1970 and 1980 Reports.

\* 1986 Estimate Reported in East North Central 1986 Population and 1985 Per Capita Income Estimates for Counties and Incorporated Places, Bureau of the Census, 1988.

Census estimates for 1986 indicate that the population of Van Buren Township increased by only 150 people or 0.8 percent since 1980. Although population growth has slowed, it is expected that population growth will continue and that the rate of population growth will increase. Changes in population will most likely be affected by regional growth patterns, expansion of Township public facilities and services, and the regional economy. These trends and other population characteristics are described in greater detail in the following pages.

### Population Characteristics

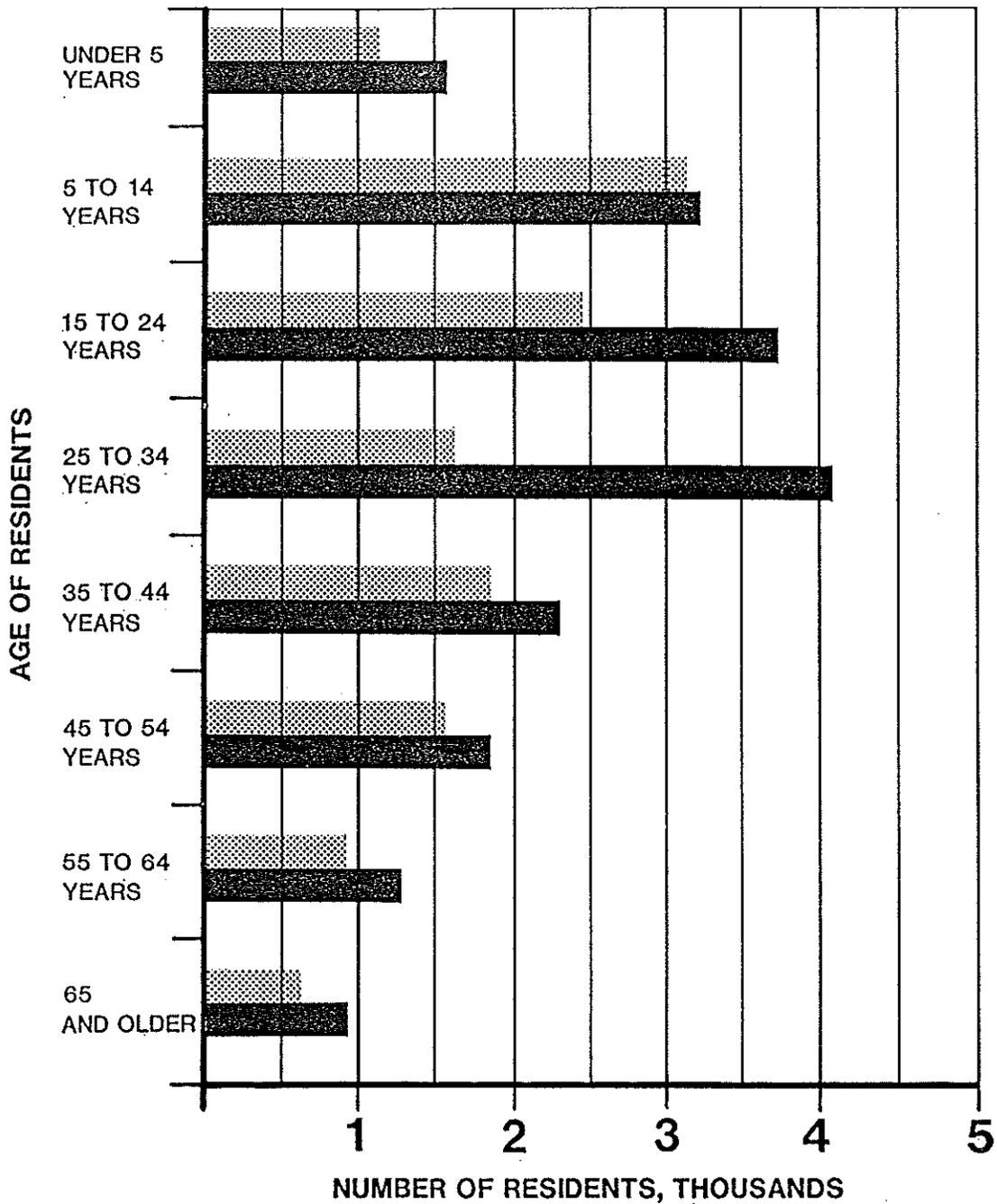
The growth pattern of the Township, as described above, has brought a steady influx of young families and young single residents into the community. Consequently, the median age of Township residents has been, and is still rather low. The median age of Van Buren Township's population in 1980 was 27.6 years. In comparison, the median age for all county residents was 30.5 and the median age for the state was 28.8 years. The median age is in the mid to upper 20's for other surrounding communities, including the nearby Townships of Canton, Ypsilanti and Sumpter, and the City of Romulus. The median age is over 30 for the City of Belleville.

Between 1970 and 1980, the largest numerical increases in population were recorded in the 15 to 24 years and 25 to 34 years age groups (see Table 5 and Figure 2). Increases in these age categories indicates an influx of young families and young individuals into the community.

**TABLE 5**  
**POPULATION AGE STRUCTURE**  
**VAN BUREN TOWNSHIP**  
**1970 AND 1980**

<u>Age Category</u>	<u>1970</u>		<u>1980</u>		<u>1970-1980 Change</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Under 5 years	1,134	8.6%	1,525	8.1%	+391	34.4%
5 to 14 years	3,159	24.0	3,184	16.8	+25	0.8
15 to 24 years	2,432	18.5	3,765	19.9	+1,333	54.8
25 to 34 years	1,604	12.2	4,034	21.2	+2,430	151.5
35 to 44 years	1,798	13.7	2,320	12.2	+522	29.0
45 to 54 years	1,555	11.8	1,819	9.6	+264	16.9
55 to 64 years	869	6.6	1,335	7.1	+466	53.6
65 and older	<u>611</u>	<u>4.6</u>	<u>958</u>	<u>5.1</u>	<u>+347</u>	<u>56.7</u>
<b>TOTAL</b>	<b>13,162</b>	<b>100.0%</b>	<b>18,940</b>	<b>100.0%</b>	<b>+5,778</b>	<b>43.8%</b>

Source: Bureau of the Census, U.S. Department of Commerce.



1970   
 1980 

## FIGURE 2 POPULATION AGE STRUCTURE

SOURCE: BUREAU OF THE CENSUS, U.S. DEPARTMENT OF COMMERCE

**VAN BUREN CHARTER TOWNSHIP  
 WAYNE COUNTY, MICHIGAN**

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 Community Planning • Urban Design  
 Farmington Hills, Michigan

The number of residents in all other age brackets also increased between 1970 and 1980. The number of residents under the age of five increased by over a third, resulting in an increase of 391 residents. This reflects the growth in the number of young families with children during the past decade and a half.

The 35 to 44 years and 45 to 54 years age groups continued to experience steady population growth between 1970 and 1980. The numerical increases in these age categories can be attributed to both a maturing population and in-migration. As residents advance in years, the age distribution shifts, resulting in an increase in the number of residents in the older age brackets. Continued growth in these age groups in the future is expected, due to aging of the population and movement up from the younger age brackets as well as in-migration of new residents.

An increase in the number of residents between the ages of 55 to 64 and 65 and older was also recorded between 1970 and 1980. The increase in the number of elderly residents is expected to continue, due to natural aging of the population and longer life expectancies. The movement of families into the Township in previous years produced a large number of residents clustered in the younger age brackets. As these residents advance in years, the age distribution will balance out, resulting in an increase in the number of residents in the older age categories.

Normally, expansion of the older age groups are balanced by a tendency for older Michigan residents to retire to warmer climates out-of-state. However, recent experience indicates that this migration pattern among the elderly has tempered somewhat as more elderly continue to remain in communities that are providing additional housing and opportunities for senior citizens. Van Buren Township recently participated in a consortium of surrounding communities including the cities of Belleville and Romulus and Sumpter and Huron Townships in development of a senior citizen housing complex in Belleville.

Analysis of the age distribution by sex reveals that during the past decade there has been little shift in the ratio of males to females within each age bracket in Van Buren Township (see Table 6). The percentage of males to females in the Township continues to remain even at approximately 50 percent each. There are just slightly a few more males within each age category. Only the 65 and older age bracket has more females than males, with 546 females compared to 412 males according to the 1980 Census. It is likely that this ratio of males to females in Van Buren Township will continue.

Future Age Structure. The SEMCOG Small Area Forecast Version 84 indicates that the number of young families with children will increase over the next two decades, following a projected nationwide trend which is often referred to as the "mini baby boom". The SEMCOG Forecast indicates that population increase among children will level off in the 1980's and then increase gradually through the year 2005 (see Table 7). By the year 2005, SEMCOG forecasts a 68 percent increase in Township residents under 5 years of age, a 66 percent increase in

**TABLE 6**  
**POPULATION BY AGE AND SEX**  
**VAN BUREN TOWNSHIP**  
**1970 AND 1980**

<u>Age Category</u>	<u>1970</u>		<u>1980</u>		<u>1970-1980 Change</u>	
	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>	<u>Male</u>	<u>Female</u>
Under 5 Years	595	539	812	713	36.4%	32.2%
5 to 14 Years	1,651	1,508	1,643	1,541	-0.4	2.1
15 to 24 Years	1,147	1,285	1,906	1,859	66.1	44.6
25 to 34 Years	815	789	2,098	1,936	157.4	145.3
35 to 44 Years	869	929	1,199	1,121	37.9	20.6
45 to 54 Years	828	727	922	897	11.3	23.3
55 to 64 Years	469	400	671	664	43.0	66.0
65 and Older	<u>281</u>	<u>330</u>	<u>412</u>	<u>546</u>	<u>46.6</u>	<u>65.4</u>
TOTAL	6,655	6,507	9,663	9,277	45.1%	42.5%

Source: Bureau of the Census, U.S. Department of Commerce.

**TABLE 7**  
**FUTURE AGE STRUCTURE**  
**VAN BUREN TOWNSHIP**  
**1980 and 2005**

<u>Age Category</u>	<u>1980</u>		<u>2005</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Under 5 Years	1,525	8.1%	2,562	7.4%
5 to 14 Years	3,184	16.8%	5,284	15.3%
15 to 19 Years	1,617	8.5%	2,726	7.9%
20 to 34 Years	6,182	32.6%	7,424	21.5%
35 to 44 Years	2,320	12.2%	4,949	14.3%
45 to 64 Years	3,154	16.7%	8,908	25.7%
65 and Older	958	5.1%	2,750	7.9%

Source: SEMCOG Small Area Forecast Version 84.

residents 5 to 14 years of age, and a 68.6 percent increase in residents 15 to 19 years of age. It should be noted that some demographers believe that the projected Mini-Boom is unlikely to occur, and instead project a "birth dearth" characterized by a birth rate that falls below the population replacement rate. The birth dearth is caused in part by professionals and other working couples who delay having children.

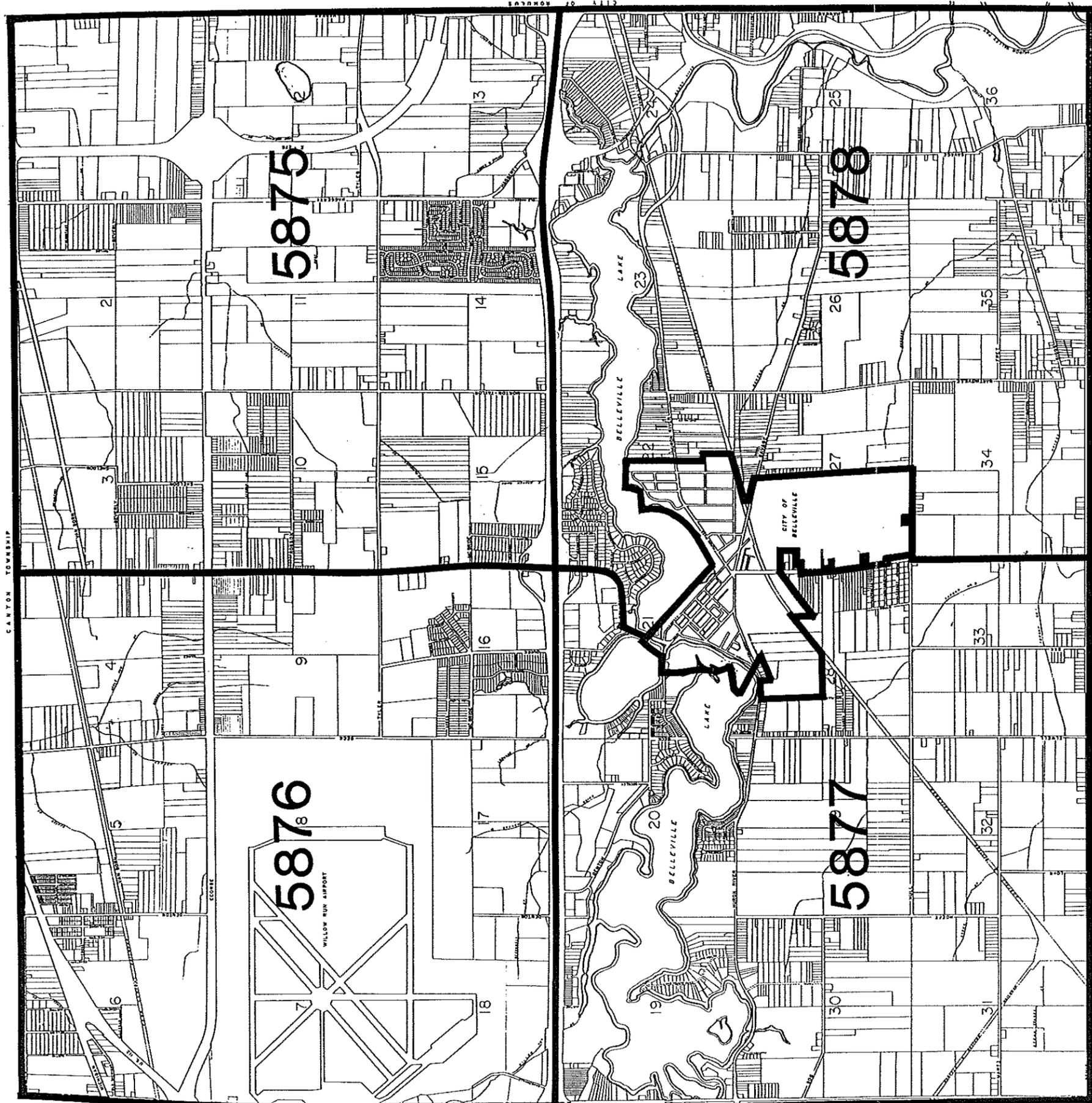
The SEMCOG forecast further indicates that the largest numerical increase in population by the year 2005 will be in the 45 to 64 age category, with a predicted increase of 5,754 residents. A 113.3 percent increase is forecast for the 35 to 44 age category and a 187.1 percent increase is forecast for the 65 and older age category. The median age forecast by SEMCOG is expected to reach 33.6 by 2005, an increase of 5.97 years from the figure reported in the 1980 Census.

The SEMCOG Small Area Forecast, Version 84 indicates that, in general, Van Buren Township will continue to experience population growth over the next two decades (see Map 2 and 3). According to the SEMCOG projections, the northwest portion of the Township will continue to grow in population, but at more than double the rate recorded in the 1970's. The most substantial increase, exceeding 100 percent, is forecast for the southeast portion of the Township in Census Tract 5878. Substantial population growth of over 65 percent is forecast for the southwest portion of the Township and almost 90 percent for the northeast in Census Tract 5875. The SEMCOG forecasts are predicated on the eventual use of all land in accordance with the Township's development plan and zoning policies in existence at the time the forecast was prepared, as well as the construction of adequate water mains, sewers and other infrastructure to support such development.

Household Size and Composition. Broad changes in household composition have been observed in Van Buren Township in recent years. Of greatest significance is the change in household size, from an average of 3.59 persons in 1970 to 2.83 persons in 1980. According to the SEMCOG Small Area Forecast, average household size is expected to decrease to 2.32 persons by 2005.

The decrease in household size is attributed in part to the trend among married couples to avoid or delay having children. Fertility statistics from the census provide evidence of this trend in Van Buren Township. In 1970, the census reported 3,434 births per 1,000 women between the ages of 35 and 44 in the Township. By 1980 the fertility rate had decreased to 2,608 births per 1,000 women, for the ten year period.

The aging of the population will also affect household size. As residents become older, some will occupy housing units once occupied by younger families with children or their own children will be grown and move from their parents home, thus reducing household size. In 1980, Census statistics indicated that only 1.9 percent of all households in the Township were composed of residents 65 years or older without children. The SEMCOG forecast indicates that this will increase to 5.6 percent by 2005.



SOURCE: BUREAU OF THE CENSUS,  
U.S. DEPARTMENT OF COMMERCE

1234.56 CENSUS TRACT NUMBER

— CENSUS TRACT BOUNDARY

1980 CENSUS TRACT MAP

MAP 2

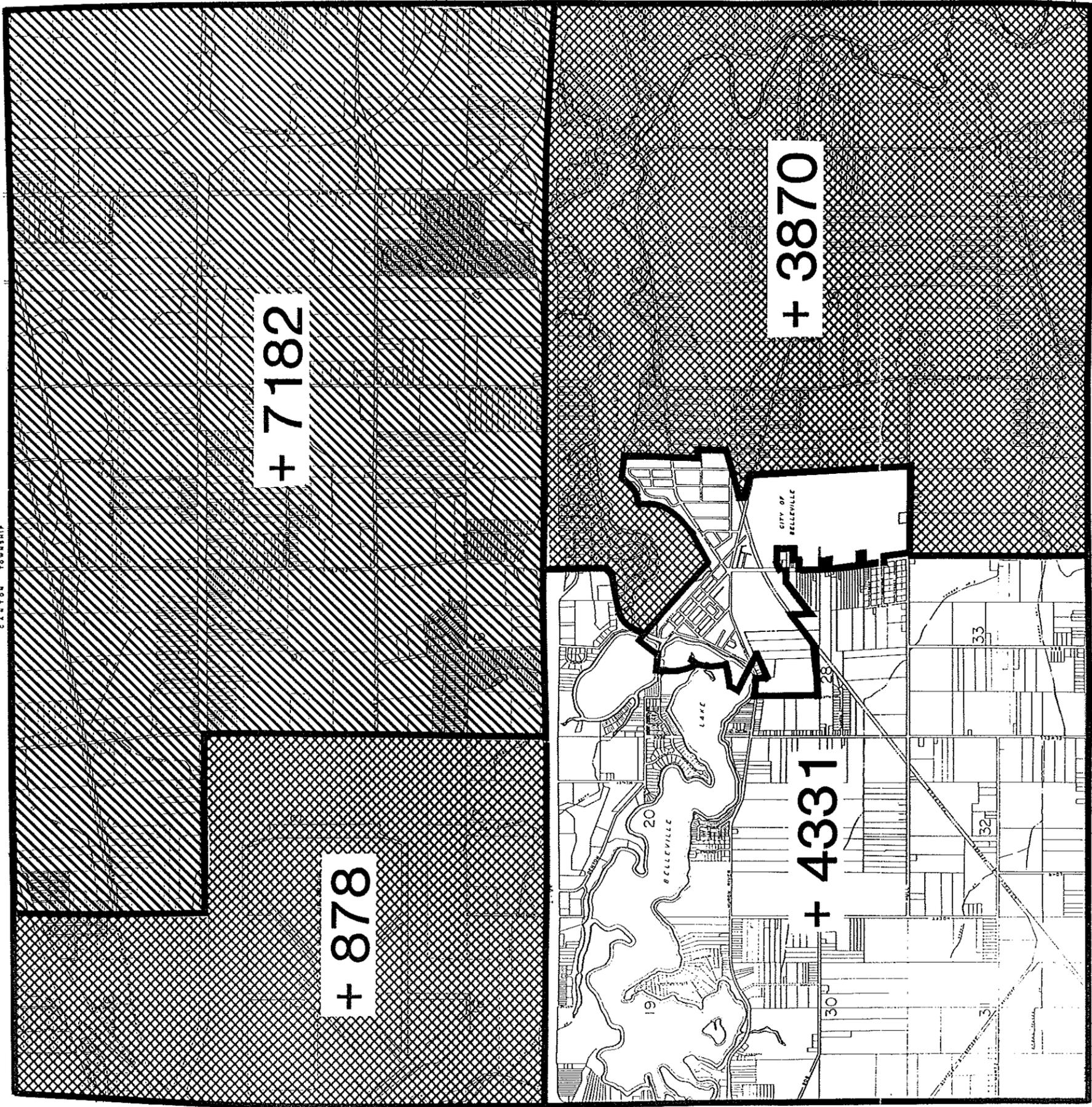
VAN BUREN CHARTER TOWNSHIP

scale  
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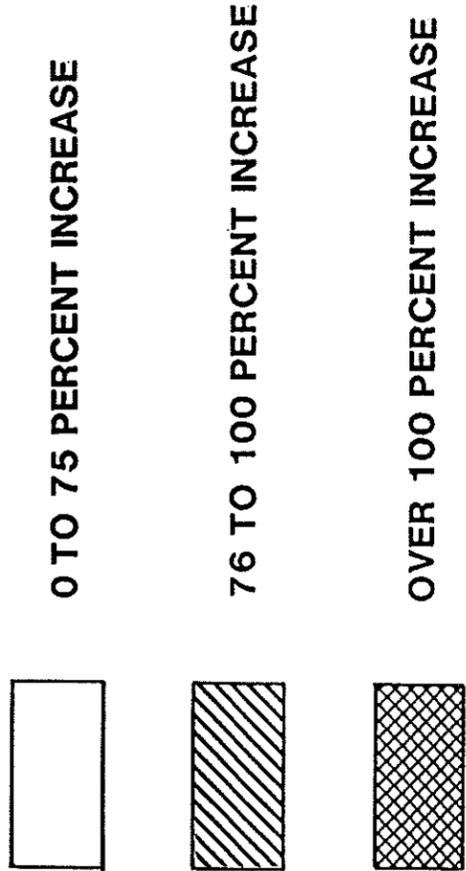
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1980-2005 projected percentage change

SOURCE: SEMCOG SMALL AREA FORECAST, VERSION 84

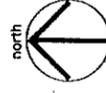


1234 NUMERIC CHANGE

PROJECTED CHANGE IN DISTRIBUTION OF POPULATION

MAP 3

VAN BUREN CHARTER TOWNSHIP



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March 1988

The type of housing constructed in Van Buren Township over the past two decades is another major determinant of household size. Almost 70 percent of the 3,165 housing units constructed since 1970 have been multiple family units according to SEMCOG residential construction data (see Table 8). Multiple family households traditionally have a smaller total household size than single family households. According to 1980 census statistics for the east north central United States, single family households have an average household size of 3.43 persons per unit. In comparison, the average size is 1.78 persons per unit for apartments and 2.38 persons per unit for townhouses.

**TABLE 8**  
**NEW RESIDENTIAL CONSTRUCTION**  
**VAN BUREN TOWNSHIP**

	<u>Single Family Dwelling Units</u>		<u>Multiple Family Dwelling Units</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
1961 - 1965	292	98.6%	4	1.4%
1966 - 1970	763	79.3%	199	20.7%
1971 - 1975	500	29.4%	1,203	70.6%
1976 - 1980	257	30.8%	577	69.2%
1981 - 1985	126	33.4%	251	66.6%
1986 - 1987	73	29.1%	178	70.9%

Source: Residential Construction in Southeast Michigan 1961-1987, Southeast Michigan Council of Governments. All data based on building permits issued.

Mobile homes also affect the overall household size of a community. Census statistics in 1980 indicate that mobile homes within the east north central region have an average household size of 2.65 persons per unit. According to the 1980 Census, Van Buren Township has 785 mobile home units. This represents an additional 387 mobile home units or a 97 percent increase in the number of mobile homes since 1970. The 785 mobile homes reported in 1980 account for 11.7 percent of all occupied housing units in the Township.

The combination of lower birth rates, an aging population, and decrease in the percentage of single family homes produced a 22 percent decrease in household size between 1970 and 1980. If not for the influx of residents due to new construction and economic opportunities, the decrease in household size might have resulted in a population loss for Van Buren Township.

## Geographic Distribution of Residents

The geographic distribution of Van Buren Township's population reveals that the majority of residents are concentrated in two general areas: in residential areas surrounding Belleville Lake, and in the newer subdivisions and areas in the northeast quarter of the Township. A lesser concentration of residents are located around Willow Run Airport and along the I-94 corridor that bisects the Township.

In geographic terms, all Census Tracts in the Township experienced an increase in residents between 1970 and 1980 (see Map 4). The Belleville Lake area and subdivisions within the Township made the greatest gains in population during this period. A slower rate of population growth occurred in the unplatted parts of the Township where there are scattered residences on individual parcels of land. Community sewer and water services have not been extended to these areas. The general pattern, therefore, has been toward a greater concentration of residents in a smaller area of the Township that is more developed.

The greatest concentration of younger residents under the age of twenty are in the areas that experienced the largest increases in population between 1970 and 1980 (see Table 9). These census tracts (5875, 5876 and 5877) experienced an increase of approximately 15 to 25 percent in the number of residents under the age of twenty. The fourth census tract (5878) experienced almost a 20 percent reduction in the number of residents under the age of twenty in the 1970's.

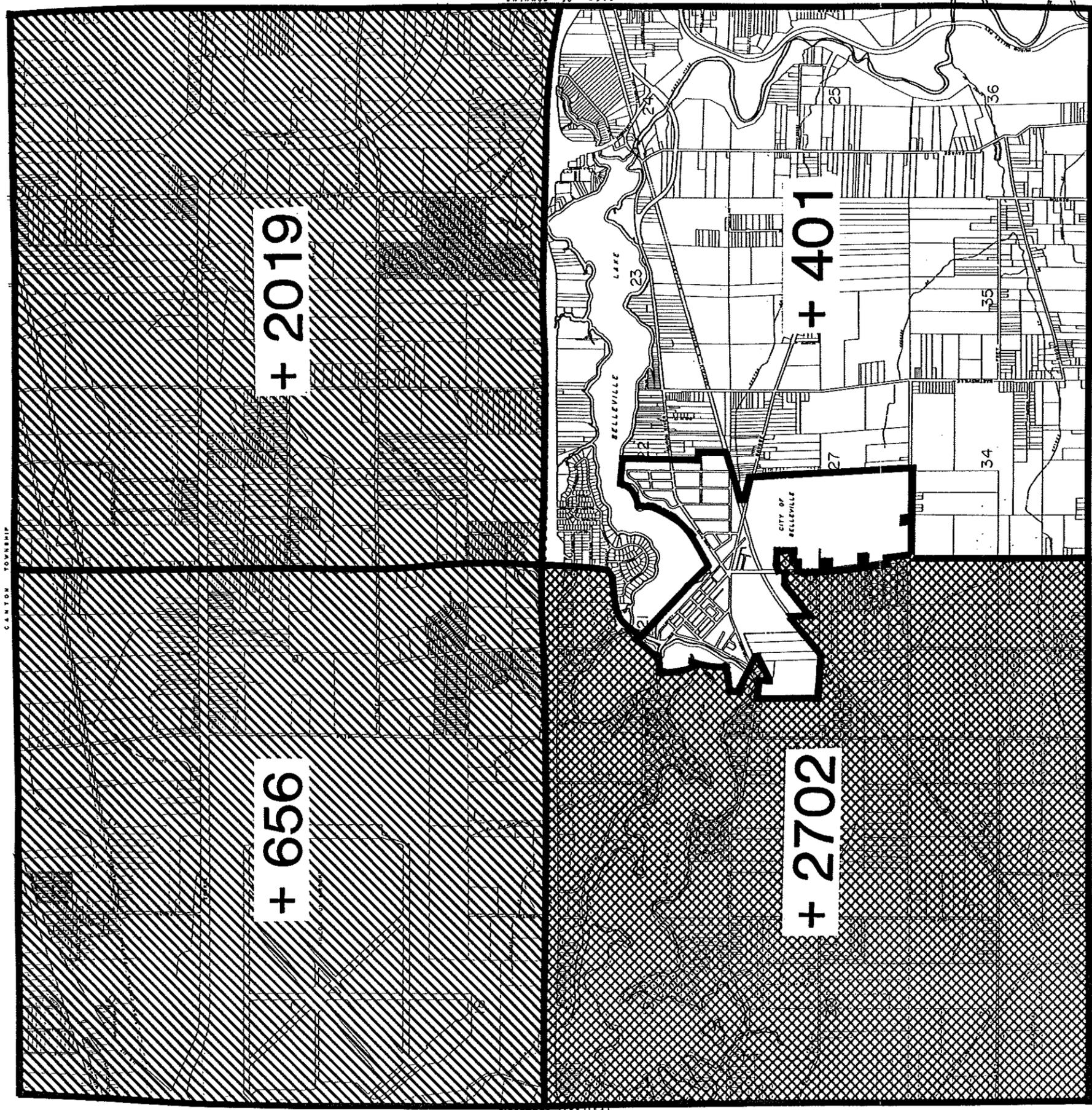
**TABLE 9**

**DISTRIBUTION OF RESIDENTS  
UNDER 20 YEARS OF AGE  
VAN BUREN TOWNSHIP**

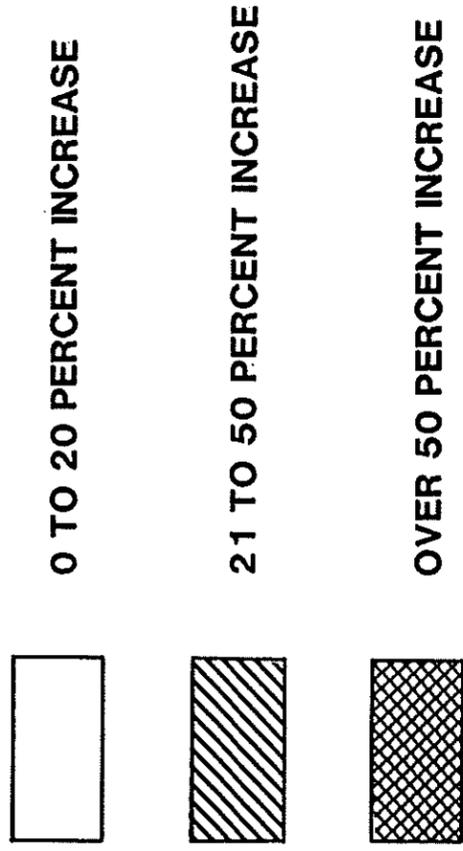
<u>Census Tract</u>	<u>1970 Population</u>	<u>1980 Population</u>	<u>1970-1980 Percent Change</u>
5875, 5876	2,769*	3,438	24.2%*
5877	1,484	1,680	13.2%
5878	1,496	1,208	-19.3%

Source: Bureau of the Census, U.S. Department of Commerce.

\* 1980 Census Tracts 5875 and 5876 were combined as one Census Tract for the 1970 Census. The percent change comparison reflects a comparison between the 1970 Census Tract and the combined two 1980 Census Tracts.



**percent change 1970-1980**



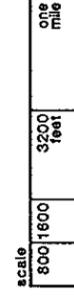
**1234 NUMERIC CHANGE IN EACH CENSUS TRACT, 1970-1980**

**SOURCE: BUREAU OF THE CENSUS,  
U.S. DEPARTMENT OF COMMERCE**

**DISTRIBUTION OF TOTAL POPULATION**

**MAP 4**

**VAN BUREN CHARTER TOWNSHIP**



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March 1988

In contrast to the distribution and increase of younger residents, the 1980 Census revealed that all Census Tracts in the Township experienced a substantial increase in residents 60 years of age or older (see Table 10). The two Census Tracts in the north part of the Township recorded an increase of almost 150 percent resulting in 572 additional residents 60 years of age or older (tracts 5875 and 5876). The two Census Tracts in the south part of the Township experienced the largest percentage increase in residents 60 years of age or older with an increase of over 200 percent. These figures indicate that Van Buren Township appears to be retaining its elderly population and attracting additional retired persons seeking retirement in the Township.

**TABLE 10**

**DISTRIBUTION OF RESIDENTS  
60 YEARS OF AGE AND OLDER  
VAN BUREN TOWNSHIP**

<u>Census Tract</u>	<u>1970 Population</u>	<u>1980 Population</u>	<u>1970-1980 Percent Change</u>
5875, 5876	385	957	148.6%
5877	260	827	218.1%
5878	306	979	219.9%

Source: Bureau of the Census, U.S. Department of Commerce.

Summary of Major Trends

This analysis has shown that the rapid growth in the 1950's through the 1970's produced traditional single family neighborhoods which housed a diversified population consisting mainly of families with children. Patterns of development changed in the late 1970's and 1980's producing older single family neighborhoods, one and two person multiple family households, new single family neighborhoods, and additional multiple family and mobile home residential development.

Along with the changing residential environment, the following major population trends have been observed in Van Buren Township in recent years:

1. The analysis reveals six distinct population groups within the Township. These groups include:
  - Conventional families, the primary residents of the Township's single-family neighborhoods.

- One and two-person households, the primary occupants of multiple family housing.
  - Residents of mobile home parks.
  - The elderly population group.
  - Lake-oriented residents.
  - Residents of the Township's rural areas.
2. The population changes over the past 40 years have produced a greater variety of age composition compared to the previous resident population.
  3. Non-traditional households are becoming more prevalent. A majority of households in 1970 consisted of parents with children. The 1980 Census revealed the presence of a large portion of other types of households such as one-person households, single parent families, and young families with no children.
  4. During the past 6 years new home construction has begun to level off. Subsequently, population growth has also begun to level off.

#### Potential Population Growth

The level of growth of Van Buren Township's population will be determined chiefly by the following variables:

1. Physical Parameters: Several physical variables will affect future population growth in Van Buren Township, including the amount of vacant land left for residential development, the zoning restrictions placed on developable land, development of additional sewer and water facilities, and the type of housing that is constructed in the future.
2. Regional Economy: The economic health of the region is the most significant external variable that affects population growth in all Detroit Metropolitan communities.
3. Characteristics of the Existing Population: Characteristics of the existing population, such as age structure and patterns of movement will affect population growth in Van Buren Township.
4. Resident's Preferences and Perceptions: Population growth will be affected by the availability of public facilities and services and prospective residents preferences in terms of a living environment.

Each of these sets of variables are discussed in detail below:

Physical Parameters. The key variable that determines the absolute maximum population of a community is the vacant land area on which new housing units can be constructed. Van Buren Township has a substantial amount of vacant land zoned for residential use that could be developed. Calculations reveal that the increase of 15,665 residents projected by SEMCOG could be easily accommodated within the Township.

Assuming that the existing ratio of single and multiple-family housing units remains unchanged, then 10,496 of the additional residents will occupy single family housing units, and 5,169 of the additional residents will occupy multiple family units. Based on existing density standards set forth in the Zoning Ordinance, 1,131 additional acres will be required for new single family development and 185 acres will be required for new multiple family development. This level of residential construction could be easily accommodated on vacant residentially zoned land in the Township.

These estimates of land area required for residential development do not account for recommended changes in the density of development that may be set forth in the Future Land Use component of this plan. Upon completion of the existing land use survey, a more accurate estimate of holding capacity and land required for development will be made. Such estimates require analysis of additional important variables, such as the availability and capacity of the sanitary sewer and water systems.

Regional Economy. Changes in the economy are cited as having a major impact on population growth. The regional economy is largely beyond the control of the Township and its individual residents, but is one of the key determinants of population change in Michigan, because of the effect of the economy on migration patterns. The general state of the economy and regional patterns of growth and development are related external variables that work in conjunction to affect population growth.

In general, a lackluster economy coupled with high interest rates results in a reduction in the number of families that purchase new homes or relocate. Thus, a poor economy tends to preserve the status quo or, in certain communities, results in a reduction in population. The slackened demand for new housing in Van Buren Township in the early 1980's and the increase in demand in recent years can be attributed partly to the general state of the Michigan economy.

During times when the economy is strong, regional patterns of growth determine the population growth of individual communities. The expansion of Willow Run Airport, continued development of the I-94 corridor, anticipated development of the I-275 and Haggerty Road corridors, desirability of a semi-rural environment and lake oriented living might be expected to establish Van Buren Township as a leader in regional population growth.

Characteristics of the Population. Analysis of SEMCOG forecasts reveals that the number of children, number of residents between the ages of 35 and 44, and the number of elderly residents and mature households are projected to increase. These data suggest that there will be an in-migration of young families with children into the Township which will help to stabilize the decrease in household size. However, the increase in younger families will be offset by an increase in the number of residents in older age categories. The increase in residents over the age of 45 and aging of the population contributes to smaller household size.

Household size is an important issue with regard to future population growth. A fractional increase or decrease in household size can make a difference of thousands in total population. SEMCOG projections for the year 2005 call for an average household size of 2.32 persons in Van Buren Township compared to an average size of 2.83 in 1980. This could have a significant effect on population growth and future characteristics of the population if the SEMCOG projections prove accurate. The effect of household size alone on total population could range as high as 7,600 persons by the year 2005.

Residents' Preferences and Perceptions. Variables related to peoples preference in terms of housing and the environment in which they live will affect population growth. Residents have been drawn to Van Buren Township by the quality of housing, desirability of a lake oriented and rural-like residential environment, good educational and public services, expanding economic opportunities, and proximity to cultural and other opportunities in the region. These characteristics are highly valued and still sought after by existing and prospective residents.

People's preferences deal largely with physical aspects of the community. Public facility improvements will affect the desirability of Van Buren Township's living environment and subsequently affect development of new housing and population stability. A lack of public facilities such as adequate sewer and water will affect the ability of the Township to provide for and approve new residential development. An unmet demand for public services will affect the stability of the existing population, since residents who find their demands for public services unmet are more likely to move out of the community. Planning and development of public facilities and services over the next two decades will determine whether or not Van Buren Township will experience population growth in relation to SEMCOG population forecasts.

### Population Projections

Even though population growth has been steady and even slow in recent years, the total population of Van Buren Township is expected to increase throughout the 1980's and 1990's. However, it is unlikely the population will approach the Township's holding capacity within the next twenty years. The evidence presented in the previous pages reveals that population growth will depend on a number of events. These events include new housing construction, public facility and

services improvements, in-migration of new residents and young families, and regional growth patterns.

Population projections for Van Buren Township and other communities in the region have been prepared by SEMCOG as a part of its version 84 Small Area Forecast. The Small Area Forecast is based on local land use plans and policies, modified to account for sewer service, protection of environmentally sensitive lands, planned transportation improvements, and similar considerations.

The SEMCOG projections indicate an 82.7 percent increase, resulting in a total population of 34,605 for Van Buren Township by the Year 2005 (see Table 11). This increase is projected even though the number of persons per household is expected to decline from 2.83 to 2.32. Thus, the net increase of 15,665 persons must be attributed to the projected increase of 8,198 households.

**TABLE 11**  
**POPULATION AND HOUSEHOLD PROJECTIONS**  
**VAN BUREN TOWNSHIP**

	<u>1980</u>	<u>1990</u>	<u>2005</u>	<u>1980-2005</u>
Population	18,940	23,575	34,605	82.7%
Households	6,701	8,728	14,899	122.3%
Persons Per Household	2.83	2.70	2.32	-17.8%

Source: Southeast Michigan Council of Governments, Small Area Forecast, Version 84.

In summary, future population growth is expected as vacant residential land in Van Buren Township is developed, continued change in the composition of the population occurs, and regional expansion continues. The projections presented in Table 11 indicate a population increase of over 80 percent by the year 2005. However, SEMCOG projections are based on current sanitary sewer capacity and other considerations. In as much as the development of the sanitary sewer system is still under study, the population projections set forth in Table 11 could change substantially depending on future action being considered.

## Housing Review and Analysis

The quality and characteristics of Van Buren Township's housing stock should be considered when planning for the future of the community. This housing review and analysis examines the characteristics of existing housing in Van Buren Township, including location, age, structural quality, size, and value of all single family, multiple family and mobile home housing units. The housing data presented in this section and the projections set forth in the population analysis of the previous section were used to develop the projected 2005 Township housing demand discussed at the end of this section.

### Housing Types and Location

Even though only 13.1 percent of the total Township land area is developed as residential, a broad variety of housing types are included:

- Older, wood-frame housing is dispersed throughout the Township along section line roads and the older major thoroughfares.
- Newer, conventional single family neighborhoods are located around the lake and near the I-94 freeway and major thoroughfares such as Belleville Road, Ecorse Road, and Huron River Drive.
- Large lot single family development in rural settings is located throughout the Township along most of the section line roads and on agricultural lands. Large lot single family development also exists in some residential areas around the lake.
- Smaller lot single family development is located in the larger subdivisions around the lake, in the newer subdivisions north of I-94, and on local roads and cul-de-sacs that extend off section line roads.
- Higher density multiple family housing is located in various places, generally in proximity to the lake and I-94, and along major thoroughfares such as Ecorse and Haggerty Roads.
- Mobile home development is located in six (6) existing parks dispersed throughout the Township, both north and south of I-94 close to major thoroughfares.

Information regarding the percentage of various types of housing units for Van Buren Township and selected neighboring communities is shown on Table 12. According to the 1980 Census, residential dwelling units in Van Buren Township were 56 percent single family structures. This percentage was less than the Township's immediate neighbors, the City of Romulus and Canton and Sumpter Townships, which each had percentages of single family homes in the mid to upper 60's. Ypsilanti Township had a slightly lower percentage than Van Buren, with

52 percent of its housing classified as single family dwellings. Approximately 65 percent of all housing in Wayne County was classified as single family units in 1980.

**TABLE 12**  
**PERCENTAGE OF HOUSING UNITS BY TYPE**  
**1980**  
**VAN BUREN TOWNSHIP AND NEIGHBORING COMMUNITIES**

	<u>Van Buren Township</u>	<u>City of Romulus</u>	<u>Canton Township</u>	<u>Ypsilanti Township</u>	<u>Sumpter Township</u>	<u>Wayne County</u>
Single Family Home	56	69	63	52	64	65
2-4 Unit Structure	7	10	7	8	4	18
5 or More Unit Structure	26	16	19	35	1	16
Mobile Home	11	5	10	5	35	1

Source: SEMCOG, Southeast Michigan Community Profiles, 1980 Census, Volume 1, 1983.

Both Van Buren and Canton Townships had 7 percent of their housing units developed in 2-4 unit structures in 1980. This compared with 10 percent for the City of Romulus, 8 percent for Ypsilanti Township, and 4 percent for Sumpter Township. Van Buren Township had the second largest percentage of 5 or more unit structures at 26 percent of the housing stock, compared to 35 percent for Ypsilanti Township, 19 percent for Canton Township, 16 percent for the City of Romulus, and 1 percent for Sumpter Township. In comparison, Wayne County had 18 percent of all housing units developed in 2-4 unit structures and 16 percent developed in 5 or more unit structures in 1980. Most of the 5 or more unit structures in Van Buren Township are contained in the apartment complexes located along I-94, Ecorse Road, Tyler Road, Savage Road, and Huron River Drive.

The 1980 Census also indicated that Van Buren Township had 11 percent of its housing stock developed as mobile home units. This compared with 35 percent for Sumpter Township, 10 percent for Canton Township, 5 percent each for Ypsilanti Township and the City of Romulus, and 1 percent for Wayne County as a whole. At that time, Van Buren Township ranked approximately fourth of the 43 communities in Wayne County in the percentage of mobile home units to total dwelling units, ranking behind Sumpter Township, the City of Belleville, and Huron Township.

Table 13 shows changes in the number and status of the Township's housing between 1970 and 1980. During the ten year period, there was a 92.11 percent increase in the number of total housing units within the Township from 3,665 to 7,041 total units. This growth included the addition of 3,380 new year-round/occupied housing units bringing that total to 7,037 units, 64 percent of which were owner occupied, and approximately 31 percent were renter occupied. In comparison, about 33.5 percent of all occupied housing units in Wayne County are rental units. Van Buren's 2,192 renter occupied units identified by the 1980 Census represent a 261.71 percent increase from the number of renter occupied units in 1970.

The number of vacant units in the Township also increased between 1970 and 1980. In 1980, there were 336 vacant units accounting for 4.77 percent of all Township housing units. This represented over a 400 percent increase from the number of vacant housing units identified in 1970 when the Township had only 67 vacant units comprising 1.84 percent of all housing. However, even with the large percentage increase over the past ten years this remains a relatively low vacancy rate. According to Census statistics, over 6 percent of all Wayne County housing units were vacant in 1980. Vacant seasonal and migratory housing units decreased during the ten year period from 8 to 4 units or 0.06 of the total housing units within the Township, becoming an even more insignificant component of the housing stock.

**TABLE 13**  
**NUMBER OF HOUSING UNITS AND OCCUPANCY STATUS**  
**1970 - 1980**  
**VAN BUREN TOWNSHIP, MICHIGAN**

	<u>1970</u>	<u>Percent of Total</u>	<u>1980</u>	<u>Percent of Total</u>	<u>Percent Change</u>
Total Housing Units	3,665	100.00	7,041	100.00	+92.11
Year Round Housing Units	3,657	99.78	7,037	99.94	+92.42
Owner Occupied	2,984	81.59	4,509	64.08	+51.10
Renter Occupied	606	16.57	2,192	31.15	+261.71
Vacant	67	1.84	336	4.77	+401.49
Vacant Seasonal and Migratory	8	0.22	4	0.06	-50.00

Source: U.S. Census of Housing, 1970-1980.

According to the 1980 Census and more recent SEMCOG and Van Buren Township building permit statistics, there were approximately 7,777 housing units in Van Buren Township as of January 1, 1988. Table 14 summarizes the residential building permits issued in the Township from 1980 through 1987.

Housing construction in the Township during the 1970's not only increased the number of housing units within the Township by over 92 percent, from 3,665 to 7,041 total units, it also substantially increased the proportion of multiple family housing units to single family units. Approximately 31 percent of the 7,041 total housing units in the Township are multiple family units according to 1980 Census statistics. This compared with multiple family units comprising about 17 percent of all housing units in the Township in 1970. High interest rates and the economic recession in the early 1980's caused a slowdown of the housing industry which was felt not only in Van Buren Township but also throughout southeast Michigan.

**TABLE 14**  
**DWELLING UNITS BASED ON**  
**RESIDENTIAL BUILDING PERMITS ISSUED**  
**1980 - 1987**

	<u>Detached 1-Family Units</u>	<u>Two Family Units</u>	<u>Multiple Family Units</u>	<u>Gross Total</u>	<u>Less Demolitions</u>	<u>Net Total</u>
1980	47	0	100	147	5	142
1981	20	0	0	20	4	16
1982	24	0	0	24	6	18
1983	44	0	0	44	2	42
1984	16	0	0	16	13	3
1985	22	0	251	273	4	269
1986	30	6	0	36	2	34
1987	<u>35</u>	<u>2</u>	<u>178</u>	<u>215</u>	<u>3</u>	<u>212</u>
TOTAL	238	8	529	775	39	736

Source: SEMCOG, Annual Reports: "Residential Construction in Southeast Michigan", for 1970-1987.

Although housing development within the Township in the 1980's has not kept pace with that experienced during the 1970's, the trend towards increased development of multiple family housing has continued. Table 14 indicates that of the 775 building permits issued in the Township between 1980 and 1987, 529 have been for multiple family housing units. This represents approximately 68 percent of all building permits issued since 1980 and is a 5 percent increase over the previous decade in the ratio of multiple family to single family housing units. However, single family housing development has grown steadily during the last eight years with 238 building permits issued since 1980. Eight building permits were also issued for two-family housing between 1980 and 1987.

As illustrated in Table 15, almost 95 percent of the 2,192 rental units in Van Buren Township are apartments, representing 2,082 units. When compared to neighboring communities, the percentage of apartments occupied as rental units in Van Buren Township is substantially greater. Canton Township has 89 percent of their rental units identified as apartments with 84 percent for Ypsilanti Township, approximately 61 percent for City of Romulus, 38.5 percent for Sumpter Township, and 62 percent for Wayne County as a whole.

**TABLE 15**  
**RENTAL HOUSING UNITS BY TYPE**  
**1980**  
**VAN BUREN TOWNSHIP AND NEIGHBORING COMMUNITIES**

<u>Community</u>	<u>Single Family</u>		<u>Apartments</u>		<u>Total Rental Units</u> <u>Number</u>
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	
Van Buren Township	110	5.0	2,082	95.0	2,192
City of Romulus	978	39.0	1,527	61.0	2,505
Canton Township	449	10.9	3,686	89.1	4,135
Ypsilanti Township	1,076	15.9	5,696	84.1	6,772
Sumpter Township	231	61.4	145	38.6	376
Wayne County	103,641	37.6	172,595	62.4	276,236

Source: U.S. Census of Housing, 1980.

However, renter occupied single family structures comprise only 5 percent of the total number of rental units in Van Buren Township and 2.4 percent of all single family dwellings. This compares with approximately 11 percent single family structures of the total rental units for Canton Township, 16 percent for

Ypsilanti Township, 39 percent for the City of Romulus, 61 percent for Sumpter Township, and 38 percent for all of Wayne County.

Table 16 lists the multiple family residential complexes in Van Buren Township as of June, 1988, their general location, and the number of dwelling units associated with each complex. There are currently 9 apartment complexes, 3 condominium developments, and 1 convalescent home located in the Township totalling 3,032 dwelling units. The multiple family residential complex with the largest total number of dwelling units is the Harbor Club Apartments, located at the I-94 South Service Drive and Denton Road, with 1,150 units. The Oak Landings Apartment complex, located at the I-94 North Service Drive and Morton-Taylor Road, is currently under construction and is planned for 768 dwelling units. Upon completion, it will bring the total number of multiple family residential dwelling units in the Township to 3,800 units.

**TABLE 16**  
**MULTIPLE FAMILY RESIDENTIAL COMPLEXES**  
**1988**  
**VAN BUREN TOWNSHIP, MICHIGAN**

<u>Complex</u>	<u>Location</u>	<u>Number of Units</u>
Kirkridge Park Apartments	Ecorse Road, Section 11	230
Parkwood Apartments	Tyler Road, Section 11	297
Lighthouse Pointe Apartments	I-94 and Haggerty Road	168
Belleridge Apartments	I-94 and Haggerty Road	251
Archwood Apartments	I-94 and Haggerty Road	178
Van Buren Convalescent Center	I-94, Section 22	56
Village Green Apartments	I-94 and Quirk Road	168
Lake Villa Apartments	I-94 and Quirk Road	120
Waters Edge Apartments	I-94, Section 21	80
Harbor Club Apartments	I-94 and Denton Road	1,150
Bayview Condominiums	Denton Road, Section 20	96
Cape Condominiums	Huron River Drive and Rawsonville Road	94
Woodbury Green Condominiums	Haggerty Road, Section 25	144
Oak Landings Apartments*	I-94 and Morton-Taylor Road	<u>768</u>
<b>TOTAL</b>		<b>3,800</b>

Source: Van Buren Township Building Department Records.

\* Planned complex under construction.

Mobile home parks within the Township, their general location, and the number of mobile home sites associated with each park is shown in Table 17. There are 6 existing mobile home parks in Van Buren Township with a total of 1,089 mobile home sites. The Belleville Manor mobile home park, located on Belleville Road south of Ecorse Road, has the largest number of mobile home sites of the 6 existing mobile home parks with 358. However, the Presidential Estates mobile home park, currently under construction, will soon be the largest with 472 mobile home sites planned. The Park Estates mobile home park, located on Michigan Avenue at Rawsonville Road has received site plan approval of the Planning Commission and is planned for 127 mobile home sites. Upon completion of these two planned mobile home parks, there will be a total of 1,689 mobile home sites within 8 mobile home parks in Van Buren Township.

**TABLE 17**  
**MOBILE HOME PARKS**  
**1988**  
**VAN BUREN TOWNSHIP, MICHIGAN**

<u>Mobile Home Park</u>	<u>Location</u>	<u>Number of Units</u>
Belleville Manor	Belleville Road, Section 10	358
Pike's	Ecorse Road, Section 9	147
Wagon Wheel South	Michigan Avenue, Section 6	128
Park Estates**	Michigan Avenue, Section 6	137
Town and Country	Rawsonville Road, Section 6	97
Mobile Home Manor	Sumpter Road, Section 30	742
Presidential Estates*	Rawsonville Road, Section 30	472
Van Buren Estates	Lohr Road, Section 32	<u>323</u>
<b>TOTAL</b>		<b>1,689</b>

Source: Van Buren Township Building Department Records.

\* Planned park under construction.

\*\* Received site plan approval of Planning Commission.

### Age and Condition of Housing

Housing age statistics reveal that the period of greatest residential growth in Van Buren Township was during the early 1970's. Table 18 shows that more homes were constructed between 1970 and 1974 than any period in Van Buren Township's history. Furthermore, over 73 percent of all housing units were constructed after 1960. Housing construction peaked during the twenty year period from 1960 to 1980. The units constructed during these two decades account for about 63 percent of all housing units in the Township.

A combination of factors, including the recessionary economy and limited availability of sewer lines, dampened the pace of housing construction in the 1980's. Building permits for only 775 housing units have been issued in the Township during the past eight years. These 775 units represent under 10 percent of all housing units in the Township. In spite of the slowdown, the pace of housing construction in the 1980's has been stronger in Van Buren Township than in Wayne County as a whole. Units built during the past eight years account for only 2.1 percent of all housing units in Wayne County.

TABLE 18

#### YEAR RESIDENTIAL STRUCTURE BUILT VAN BUREN TOWNSHIP, MICHIGAN

<u>Construction Period</u>	<u>Number of Units</u>	<u>Percent of Total</u>
1980 - 1987*	775	9.92
1975 - 1979	1,254	16.04
1970 - 1974	2,301	29.44
1960 - 1969	1,386	17.73
1950 - 1959	807	10.32
1940 - 1949	715	9.15
1939 or Earlier	<u>578</u>	<u>7.40</u>
TOTAL	7,816	100.00

Source: U.S. Census of Housing, 1980.

\* Data for 1980 - 1987 obtained from SEMCOG, Annual Reports: Residential Construction in Southeast Michigan, 1980 - 1987.

Although Van Buren Township has a significant number of older housing units, with 26.5 percent constructed prior to 1960, the Township's housing stock is much younger than Wayne County's as a whole. Over 76 percent of all housing units in Wayne County were built prior to 1960.

Because of its relative youth, most of the housing in Van Buren Township is in good condition. The need for repair and rehabilitation is only evident in some of the older homes and older residential areas of the Township. Conditions which contribute to the deterioration of housing include the age of the housing, the impact from encroaching non-residential uses, and the conversion of some homes originally designed for single family use into multiple family dwellings or commercial uses.

Housing deterioration is also evident along some of the roads where large lot single family development has occurred in a somewhat discontinuous pattern. Development in these areas consists of a variety of housing designs and styles, constructed at different periods of time in accordance with different construction standards. Homes, outbuildings and yards on some of the parcels in these areas have not been consistently well-maintained.

Generally, housing in most of the neighborhoods in Van Buren Township is in good condition. The majority of the housing stock is less than thirty years of age. Typically, as housing continues to age, thirty is the age at which the need for major repairs and replacement become apparent. Thus, maintenance of Township housing stock will become increasingly important in future years.

#### Housing Size and Density

Housing size in Van Buren Township is about average for Wayne County. The median size of owner-occupied housing is 5.6 rooms in Van Buren Township, compared to 5.7 rooms county-wide. The median size of renter-occupied housing is 4.5 rooms in Van Buren Township and 4.3 rooms in Wayne County.

As indicated in Table 19, approximately 45 percent of the housing units in Van Buren Township have five or six rooms. In comparison, about 54 percent of the housing units in Wayne County as a whole have five or six rooms.

Although Van Buren Township compares favorably with the rest of the county in terms of housing size, homes are somewhat larger in the developing northern portion of southeast Michigan. In Oakland County, for example, the median size of owner-occupied housing is 6.2 rooms. Almost a third of all housing units in Oakland County have seven or more rooms.

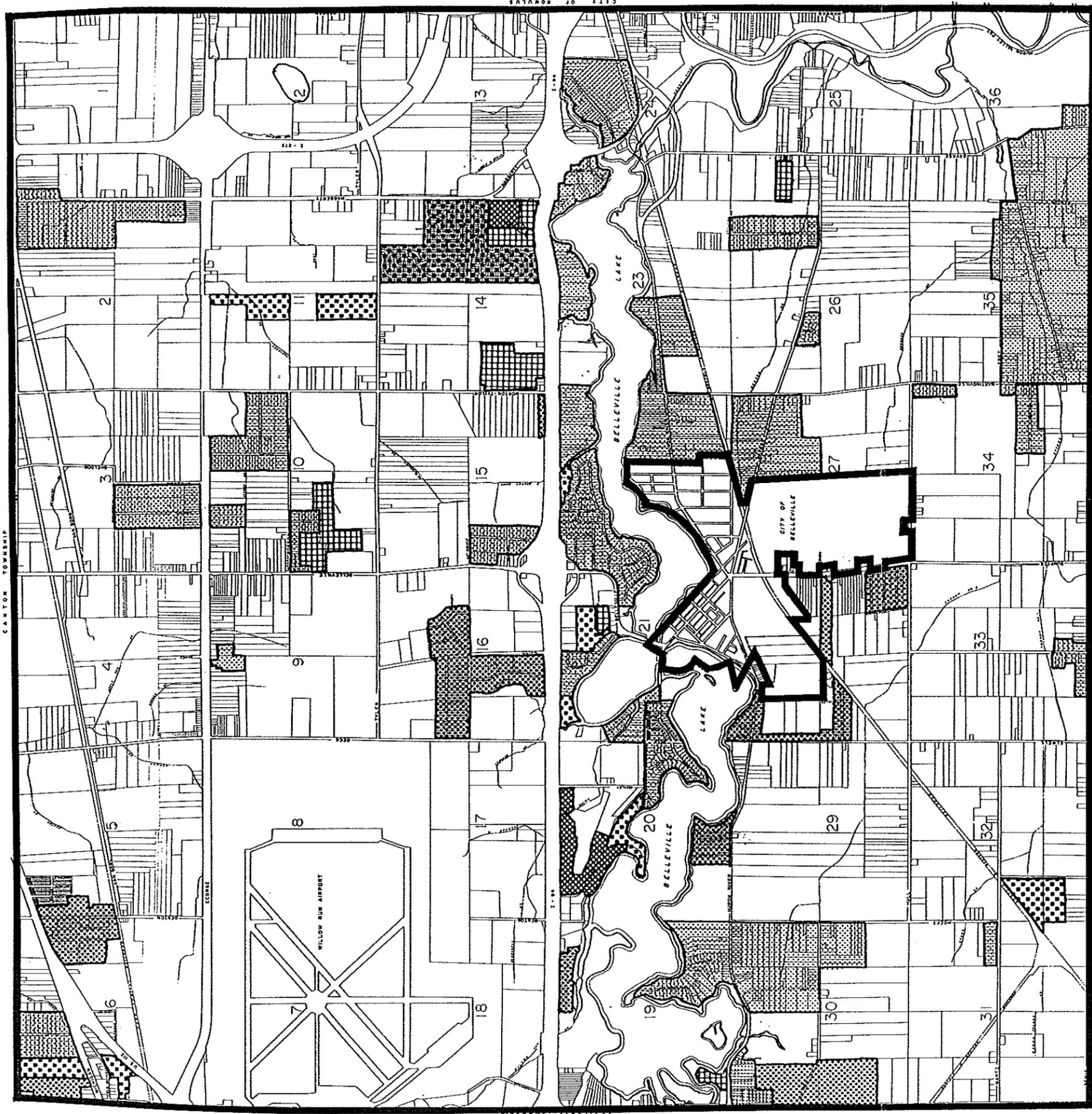
TABLE 19  
 SIZE OF HOUSING UNITS  
 1980  
 VAN BUREN TOWNSHIP, MICHIGAN

<u>Number of Rooms</u>	<u>Number of Units</u>	<u>Percent of Total</u>
1	20	0.28
2	163	2.32
3	695	9.88
4	1,619	23.01
5	1,759	24.97
6	1,393	19.80
7	815	11.59
8 or more	<u>573</u>	<u>8.15</u>
<b>TOTAL</b>	<b>7,037</b>	<b>100.00</b>

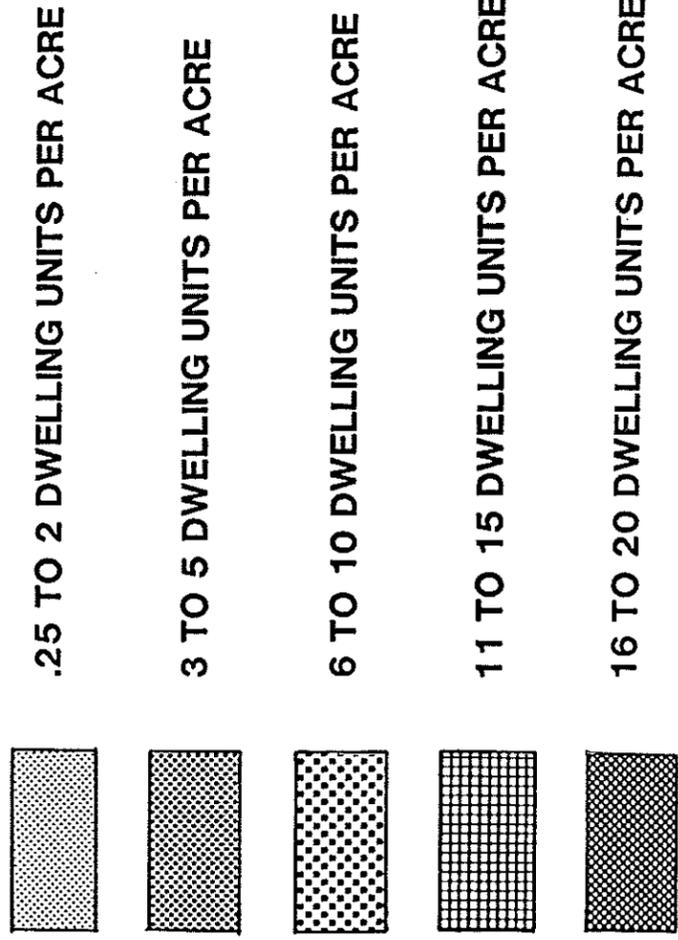
Source: U.S. Census of Housing, 1980.

Map 5 illustrates areas with existing concentrations of residential development within Van Buren Township, including single family, multiple family, and mobile home park complexes and subdivisions. This subarea housing analysis includes the location of single family subdivisions and the major concentrations of single family housing throughout the Township, along with the associated density of dwelling units per acre. It also identifies multiple family and mobile home park complexes within the Township and indicates the dwelling unit density of each. The map is not intended to identify each individual housing unit in the Township but rather to show the platted subdivisions and other areas within Van Buren Township which are most intensely developed for residential uses.

Single family residential neighborhoods are distributed throughout the Township. Densities of single family dwelling units per acre within subdivisions range in size from 0.25 to 6 dwelling units per acre. The highest density of single family residential development in Van Buren Township is the Van Buren Estates subdivision in Section 14 west of Haggerty Road between Tyler Road and the I-94 North Service Drive. The gross density of this subdivision is about 6 units per acre. The subdivision with the lowest density of single family development appears to be the Denton Farms subdivision located in the northwest corner of the Township in Section 6 with approximately 0.5 units per acre. The majority of the single family subdivisions are located around Belleville Lake and along the I-94 freeway corridor. However, the southern sections of the Township appear to be experiencing increased single family residential development especially



SOURCE: BASED ON LAND USE SURVEY AND ANALYSIS BY MCKENNA ASSOCIATES, INC., JUNE 1988



**AVERAGE HOUSING DENSITY IN AREAS OF RESIDENTIAL CONCENTRATION**

**MAP 5**

**VAN BUREN CHARTER TOWNSHIP**



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 Farmington Hills, Michigan

March 1988

along Bemis Road and in Sections 34 and 35 according to Township building department records. Bemis Road has recently been paved and there is good access to major thoroughfares and commercial facilities from these areas. This southern part of the Township seems to appeal to those people seeking a more rural living environment and has potential as a single family residential growth area.

Aside from the scattered residential development on agricultural and open lands, lower density single family residential development is located along section line and unimproved roads throughout the Township. Lots in some linear subdivisions along these roads typically range between one-half and one acre in size. Most parcels along these roads are not platted, and range in size from less than an acre to five or more acres in size.

Higher density multiple family development has occurred in a number of locations along major roads in Van Buren Township. The multiple family complexes with the highest density ratio of dwelling units per acre are found along the I-94 freeway corridor. The Harbor Club apartment complex, built in the late 1960's, has the highest density of multiple family development with approximately 19 units per acre. However, most multiple family development in the Township consists primarily of two and three-story apartments and condominiums constructed at an average density of 12 units or less per acre.

Mobile home parks in Van Buren Township also contain higher density residential development. Of the six existing and two planned mobile home parks in the Township, the Town and Country mobile home park south of Old Michigan Avenue and east of Rawsonville Road has the highest density with approximately 9 mobile home sites per acre. Pike's mobile home park on Ecorse Road east of Beck Road has the lowest density with 2 mobile home sites per acre.

### Value of Housing

Table 20 presents the value of owner-occupied housing units in Van Buren Township and neighboring communities as indicated by the 1980 Census. Over 65 percent of the Township's owner-occupied housing is valued between \$35,000 and \$80,000. Average home value according to the 1980 Census was \$58,230.

In comparison, almost 59 percent of Canton Township's owner-occupied housing is worth between \$35,000 and \$80,000 with about 55 percent worth between \$50,000 and \$80,000. Approximately 58 percent of Sumpter Township and 61 percent of the City of Romulus owner-occupied housing is worth between \$35,000 and \$80,000. The average home value in Canton Township according to the 1980 Census was \$75,910, \$47,808 for Sumpter Township and \$40,187 for the City of Romulus. The average home value for all housing units in Wayne County in 1980 was \$39,754.

**TABLE 20**  
**VALUE OF OWNER-OCCUPIED UNITS**  
**1980**  
**VAN BUREN TOWNSHIP AND NEIGHBORING COMMUNITIES**  
**(PERCENT OF TOTAL UNITS)**

<u>Values in Dollars</u>	<u>Van Buren Township</u>	<u>City of Romulus</u>	<u>Canton Township</u>	<u>Sumpter Township</u>	<u>Wayne County</u>
Less than 25,000	5.64	16.68	1.35	14.85	35.86
25,000 to 34,999	11.66	20.72	1.23	18.25	18.11
35,000 to 49,999	34.52	42.65	3.95	27.41	19.58
50,000 to 79,999	32.00	18.09	54.95	31.25	19.13
80,000 to 99,999	7.38	1.13	32.95	5.58	4.03
100,000 to 149,999	6.86	0.56	5.05	2.54	2.43
150,000 or more	1.94	0.17	0.52	0.12	0.86
Mean Value*	\$58,230	\$40,187	\$75,910	\$47,808	\$39,754

Source: U.S. Census of Housing, 1980.

\* SEMCOG, Southeast Michigan Community Profiles, 1980 Census, Volume 1, 1983.

**Projected Housing Demand**

The projections set forth in the population analysis indicate that the population of Van Buren Township is expected to increase to 34,605 residents by the year 2005. At the same time, the average household size is expected to decrease to 2.32 persons. To accommodate a net population increase of 15,665 residents, an additional 6,752 housing units would have to be constructed by the year 2005.

If the existing proportion of renter to owner-occupied housing is maintained in the future, then 2,228 of the projected 6,752 housing units will be rental units and 4,524 housing units will be owner-occupied units. Required residential land area can be computed using average densities of 12 units per gross acre for rental units and 3.0 units per gross acre for owner-occupied housing. Accordingly, a total land area of 1,694 acres is needed to accommodate the projected demand for housing by the year 2005.

Sufficient land area exists in various locations throughout the Township to accommodate this need for residential housing. According to the 1988 existing land use inventory, there are currently 8,268 acres of vacant land distributed throughout almost every section of the Township, in a variety of parcel and lot sizes.

Much of this vacant land is suitable for residential development. However, land designated to accommodate future residential development will need to be appropriately zoned for residential use, provided adequate sewer and water facilities, and supported with sufficient transportation facilities.

## Economic Analysis

The growth and development of Van Buren Township's economic base is influenced by a number of factors. One principal element among these is the Township's regional location and the extent to which this setting has either promoted or hindered economic development opportunities. Other factors influencing commercial and industrial development patterns include transportation systems, the availability of land, and the characteristics of the Township's population, including the number of households and their income levels.

This economic analysis considers the commercial and industrial aspects of Van Buren's economy and the economic characteristics of the Township's labor force. By offering a composite picture of the Township's economy, this analysis will help identify opportunities and constraints relative to future commercial and industrial development opportunities and as such, can help provide the foundation upon which a comprehensive economic development strategy can be based.

### Labor Force Characteristics

As illustrated in Table 21, the average family income for Van Buren Township in 1980 was \$25,827, which represented over an 82 percent increase since 1970. In 1980, the Township had an average family income higher than the average for all neighboring communities except Canton Township and higher than the average for all of Wayne County which was \$22,335. Van Buren Township ranked 25 out of 44 Wayne County communities in average family income in 1980.

TABLE 21

**AVERAGE FAMILY INCOME  
1970 AND 1980  
VAN BUREN TOWNSHIP AND NEIGHBORING COMMUNITIES**

<u>Community</u>	<u>1970</u>	<u>1980</u>	<u>1970 - 1980 Percent Change</u>
Van Buren	\$14,144	\$25,827	+82.60
City of Romulus	\$13,075	\$22,887	+75.04
Canton	\$13,274	\$29,097	+119.20
Sumpter	\$10,748	\$22,527	+109.59
Wayne County	\$12,443	\$22,335	+79.50

Source: U.S. Bureau of the Census, Census of Population, 1970 and 1980.

The percentage of residents employed in various occupations during 1980 is presented in Table 22. The 1980 Census reported that Van Buren Township had a resident civilian labor force of 8,682 persons. This represented almost 10 percent of the 880,690 persons employed in Wayne County in 1980.

In terms of areas of occupation, Table 22 shows that Van Buren Township and Wayne County share similar resident occupational characteristics. In 1980, 21 percent of the Township's work force was employed as managers and professionals. This percentage compared to 19 percent for all of Wayne County. The Township also had 53 percent employed in service, skilled or labor type occupations compared to 49 percent for Wayne County in 1980. In the class of technicians, salespersons and administrators, Van Buren showed the greatest difference from Wayne County, at 25 percent compared to the county-wide 31 percent.

**TABLE 22**  
**OCCUPATIONAL PERCENTAGES OF RESIDENTS**  
**1980**  
**VAN BUREN TOWNSHIP AND WAYNE COUNTY**

<u>Occupations</u>	<u>Van Buren</u>		<u>Wayne County</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Managers and Professionals	1,823	21.00	167,331	19.00
Technicians, Salespersons or Administrators	2,171	25.00	273,014	31.00
Service	1,042	12.00	132,104	15.00
Farming, Forestry or Fishing	87	1.00	0	0.00*
Skilled	1,302	15.00	105,683	12.00
Operators and Laborers	<u>2,257</u>	<u>26.00</u>	<u>193,752</u>	<u>22.00</u>
Total Employed	8,682	100.00	880,690	100.00

Source: SEMCOG, Southeast Michigan Community Profiles, 1980 Census, Volume 1, 1983.

\* Reported by the Census as 0 percent but actual numbers are less than 1 percent.

The resident labor force for Van Buren Township, Wayne County and neighboring communities also share similar industry of employment characteristics. The dominance of the manufacturing industry in the regional economy of Southeast Michigan is reflected in Table 23 which indicates that more workers in the Township, neighboring communities and County as a whole are employed in manufacturing related industries than in any other single industry category. Van Buren's population is somewhat higher than the County average in manufacturing industry employment, with approximately 38 percent of the Township

**TABLE 23**  
**LABOR FORCE CHARACTERISTICS**  
**1980**  
**VAN BUREN TOWNSHIP AND NEIGHBORING COMMUNITIES**

<u>Industry</u>	<u>PERCENT EMPLOYED BY INDUSTRY</u>					
	<u>Van Buren Township</u>	<u>City of Romulus</u>	<u>Canton Township</u>	<u>Ypsilanti Township</u>	<u>Sumpter Township</u>	<u>Wayne County</u>
Manufacturing	38	42	36	39	42	32
Transportation, Communications and Utilities	9	10	8	5	8	8
Wholesale and Retail Trade	19	17	21	16	18	19
Finance, Insurance and Real Estate	4	3	5	3	3	5
Business, Personal and Entertainment Services	6	7	6	7	6	8
Professional Services	17	14	17	23	17	20
Public Administration	3	3	3	3	2	5
Other	5	5	4	4	5	3

Source: SEMCOG, Southeast Michigan Community Profiles, 1980 Census, Volume 1, 1983.

workers employed in manufacturing industries compared to 32 percent for the County as a whole. However, all of the neighboring communities examined are also higher than County average in persons employed in manufacturing. The only other employment category where there is a substantial difference between the Township, the County and neighboring communities is the professional services segment of the economy. Approximately 17 percent of the Township's resident labor force are employed in this industry segment compared to 23 percent for Ypsilanti Township, 17 percent for Canton and Sumpter Townships, 14 percent for the City of Romulus, and 20 percent for all of Wayne County.

### Employment Projections

As the population of Van Buren Township and surrounding communities increases, the size of the labor force employed in the Township will continue to grow. In setting industrial and commercial development goals, the Township should strive to meet the employment needs of the resident labor force, even though it is recognized that people will commute in and out of the Township for employment.

SEMCOG projections anticipate that employment opportunities in the Township will continue to expand into the next century. By the year 2005, total employment in Van Buren Township is expected to reach nearly 6,000 workers, for an increase of 17.4 percent from the 5,074 estimated by SEMCOG to have been employed in the Township in 1985. This increase exceeds the anticipated rate of new job creation of 13.3 percent for Wayne County as a whole over the next twenty year period according to SEMCOG projections.

As indicated by Table 24, anticipated employment growth in the Township is not shared equally by each industry category. Manufacturing industries are expected to remain the dominant source of employment. However, the greatest percentage growth in employment is expected in the finance, insurance and real estate (F.I.R.E.) segment and the services segment of the economy. Approximately 37 new jobs, representing an 82 percent increase, are anticipated in the F.I.R.E. category and 239 new jobs, representing a 71 percent increase, are anticipated in the services industry. The largest numerical increase is noted in the non-automobile manufacturing industry with a projected increase of 267 new jobs by the year 2005.

Of the nine categories listed in Table 24, no industries indicate a loss of jobs between 1985 and 2005. Only the transportation, communication, and utilities category fails to show an increase in jobs by the year 2005. The number of jobs in this category are expected to remain at present levels over the next twenty years.

TABLE 24

**PROJECTED EMPLOYMENT BY INDUSTRIAL CATEGORY  
IN VAN BUREN TOWNSHIP  
1985 - 2005**

	<u>1985</u>		<u>1995</u>		<u>2005</u>		<u>Change 1985 - 2005</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
Natural Resources	337	6.7	340	6.5	363	6.1	26	7.7
Auto Manufacturing	2,223	43.8	2,272	43.2	2,389	40.1	166	7.5
Other Manufacturing	1,515	29.8	1,533	29.2	1,782	29.9	267	17.6
Transportation, Communication and Utilities	33	0.7	32	0.6	33	0.6	0	0.0
Wholesale	28	0.6	28	0.5	31	0.5	3	10.7
Retail	491	9.6	527	10.0	628	10.5	137	27.9
Finance, Insurance and Real Estate	45	0.9	57	1.1	82	1.4	37	82.2
Services	338	6.7	401	7.6	577	9.7	239	70.7
Public Administration	<u>63</u>	<u>1.2</u>	<u>67</u>	<u>1.3</u>	<u>73</u>	<u>1.2</u>	<u>10</u>	15.9
<b>TOTAL</b>	<b>5,074</b>	<b>100.0</b>	<b>5,257</b>	<b>100.0</b>	<b>5,958</b>	<b>100.0</b>	<b>884</b>	<b>17.4</b>

Source: SEMCOG, Small Area Forecast, Version 84.

Economic Characteristics

Table 25 compares the total State Equalized Valuations (SEV) on personal and real property for Van Buren Township and neighboring communities between 1984 and 1988. Over the period, Van Buren experienced a 17.1 percent increase in total SEV. This compared with a 29.1 percent increase for Canton Township, a 19.7 percent increase for the City of Romulus, a 9.9 percent increase for Sumpter Township, and a 12.9 percent increase for Wayne County. The average annual increase in SEV for the Township over the five year period was approximately 3.4 percent.

TABLE 25

TOTAL SEV - REAL AND PERSONAL PROPERTY  
1984 - 1988

VAN BUREN TOWNSHIP AND NEIGHBORING COMMUNITIES

Community	1984	1985	1986	1987	1988	% Change 1984-1988
Van Buren Township	\$ 205,775,830	\$ 206,591,370	\$ 218,016,370	\$ 226,412,080	\$ 240,861,340	17.5
City of Romulus	\$ 309,107,220	\$ 314,966,140	\$ 322,788,590	\$ 341,461,490	\$ 369,683,290	19.7
Canton Township	\$ 510,196,850	\$ 520,353,030	\$ 537,470,860	\$ 585,387,320	\$ 658,843,550	29.1
Sumpter Township	\$ 69,839,380	\$ 69,896,370	\$ 71,902,120	\$ 74,253,130	\$ 76,764,370	9.9
Wayne County	\$18,068,646,529	\$18,050,955,396	\$18,453,944,093	\$19,206,262,812	\$20,406,841,673	12.9

Table 26 shows to what extent the various land use categories contribute to real property SEV within Van Buren Township. Between 1984 and 1988, shifts in the structure of the Township's tax base occurred including a dramatic 43 percent increase in commercial SEV and a 6 percent decrease in developmental SEV. Both agricultural and industrial SEV had small increases, remaining approximately the same as 1984 levels. A steady increase in residential SEV was experienced. Residential SEV increased approximately 11 percent during the period and continued to account for almost 60 percent of the Township's total tax base.

The percentage of general fund receipts according to account type for the Township's budgets between 1979 and 1987 are shown in Table 27. For the 1979-1980 budget, taxes on real and personal property accounted for 8.1 percent of the Township's total general fund receipts. In less than ten years, this number increased to almost 23 percent. This increase reflects the fact that the percentages of other sources of revenue are shifting or declining. The percentage of miscellaneous revenue including contributions from other funds and bond proceeds has decreased from 53.3 percent in 1979-1980 to 22.3 percent in 1987. However, all other sources of revenue, except for receipts from fines and costs, have increased since the 1979-1980 budget.

Between 1979 and 1987 total Township revenues increased 17.6 percent while Township expenditures remained at approximately the same level. Since the 1979-1980 budget, Township expenditures have only increased 5 percent. If this revenue growth continues, the Township should continue to maintain and enhance its tax base.

### Commercial Base Analysis

Van Buren Township has a relatively district commercial development pattern. Unlike many suburban communities where retail and service businesses are distributed throughout the community and primarily oriented towards meeting the needs of nearby residential households, a significant portion of the Township's commercial uses are directed toward people using the I-94 freeway and the concentration of residents living close to the freeway and Belleville Lake.

Most retail and service commercial facilities in Van Buren Township are concentrated in two locations: 1) At the intersection of I-94 and Rawsonville Road; and 2) At the intersection of I-94 and Belleville Road. The commercial area at the intersection of I-94 and Belleville Road is considered the commercial center of Van Buren Township. This area serves much of the convenience and general commercial needs of residents throughout the Township as well as the highway oriented commercial needs of travelers on the I-94 freeway and some retail and service commercial needs of residents of neighboring communities. Miscellaneous general commercial uses and other commercial facilities are scattered throughout the Township and located along major thoroughfares such as Belleville, Sumpter, Rawsonville and Haggerty Roads as well as the freeway service drives.

TABLE 26  
 EQUALIZED VALUATIONS - REAL PROPERTY BY LAND USE  
 1984-1988  
 VAN BUREN TOWNSHIP

<u>Year</u>	<u>Agricultural</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Residential</u>	<u>Developmental</u>	<u>Total</u>
1984	\$4,667,230	\$32,866,510	\$29,850,520	\$115,242,550	\$3,986,750	\$186,613,560
1985	\$4,589,970	\$32,605,170	\$29,472,170	\$115,682,730	\$4,063,390	\$186,413,420
1986	\$4,627,410	\$40,620,240	\$30,013,280	\$116,598,560	\$3,948,290	\$195,807,780
1987	\$4,540,180	\$43,277,240	\$30,066,550	\$120,725,670	\$3,881,020	\$202,490,660
1988	\$4,705,160	\$47,127,700	\$29,920,210	\$128,076,390	\$3,721,750	\$213,551,210
% Change 1984-1988	+0.81	+43.39	+0.23	+11.14	-6.65	+14.43

Source: Wayne County Bureau of Taxation

TABLE 27  
 PERCENT OF GENERAL FUND RECEIPTS BY ACCOUNT TYPE  
 1979-1987  
 VAN BUREN TOWNSHIP, MICHIGAN

<u>Name of Account</u>	<u>Percent of Total General Fund Receipts</u>									
	<u>1979- 1980</u>	<u>1980- 1981</u>	<u>1981- 1982</u>	<u>1982- 1983</u>	<u>1983<sup>a</sup></u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	
Taxes	8.1	5.9	15.5	12.8	0.1	16.9	22.4	22.1	22.7	
Business Licenses and Permits	0.3	0.2	0.4	0.5	0.5	0.3				
Non-Business Licenses and Permits	4.4	1.6	1.5	1.8	4.3	2.1	5.3	3.8	6.2	
State Shared Revenue	28.9	19.9	40.9	45.4	46.2	45.2	42.1	38.5	40.7	
Charges for Services	4.3	2.7	6.1	8.2	6.2	2.1	5.7	6.9	8.1	
Fines and Costs	0.7	0.4	1.5	4.3	5.4	1.6	--	--	--	
Miscellaneous Revenue	53.3	69.3	34.1	27.0	27.4	24.6	18.7	20.1	19.8	
Contributions from Other Foods	--	--	--	--	9.9	7.2	5.8	4.8	1.8	
Bond Process	--	--	--	--	--	--	--	3.8	0.7	

Source: Van Buren Township Budget, 1979-1987.

<sup>a</sup> For the period April 1, 1983 to December 31, 1983.

Commercial uses in the Township consist largely of convenience and highway oriented commercial uses. Highway commercial uses in the Township are located along the I-94 Freeway at the intersections of Haggerty, Belleville, and Rawsonville Roads. These uses serve travelers along the freeway as well as residents of Van Buren Township and neighboring communities. Highway commercial uses in the Township include gas stations, motels, and fast food restaurants.

Most of the convenience commercial uses in the Township are located in close proximity to the I-94 freeway and serve residents throughout the entire Township as well as residents of neighboring communities. Some convenience commercial uses are also found near to single family and multiple family residential neighborhoods scattered throughout the Township and at the intersection of major thoroughfares. Convenience goods are those that are consumed or used on a daily basis such as groceries, drugs, and hardware items. Grocery stores, convenience markets, gas stations, and party shops are the most prevalent businesses in the Township. Restaurants, barber and beauty shops, auto parts stores, banks, and medical offices are also well represented in the Township's commercial areas.

A much smaller list of businesses market comparison or "shopper" goods, such as clothing, appliances, jewelry, furniture, and similar items. Comparison goods are purchased less frequently and usually only after people have compared prices and quality of competing stores. Van Buren Township contains a few businesses that market comparison goods, but usually the variety of stores and the selection of goods within each store is limited.

Aside from the clustering of commercial activity in the vicinity of the I-94 freeway, and the small number of businesses marketing comparison goods, most commercial uses in Van Buren Township are located in areas where they are easily accessible to a majority of neighborhoods and area residents. Commercial uses in the Township account for approximately 1.0 percent of all Township land area or 2.5 percent of all developed land, comprising approximately 223.5 acres. Currently, 675.47 acres of land are zoned for commercial uses in Van Buren Township, an excess of 451.97 acres over land developed as commercial.

### Market Analysis

The following retail market analysis for Van Buren outlines the future commercial needs for the Township. However, such an analysis is not capable of forecasting actual retail sales but rather attempts to predict future market needs. It is based on an examination of trade area statistics and existing commercial trends.

The market analysis describes the potential spending available in the Township based on existing trends and trade area statistics. The willingness of consumers to actually purchase goods or services at a given location becomes a question of consumer motivation and is influenced by many outside factors. This analysis provides only a numerical answer to the question of what the Township's potential is in terms of retail sales. The actual sales that the Township can expect are dependent upon the willingness of consumers to patronize commercial establishments in the Township in light of other shopping centers and commercial facilities available to them in nearby and surrounding communities.

Several factors need to be considered in determining the future commercial needs and estimated sales volumes for Van Buren Township. These factors include: trade area, income levels, and anticipated number of households for specific periods of time. For the purpose of this analysis, the trade area is limited to the

existing Township limits as it is assumed that the market for much of the retail goods and services offered by Township businesses is confined largely to Township residents. Projections of future commercial needs have been prepared for 1995 and 2005 based on the current trade area, 1985 income levels, and the estimated number of households in the Township for each projection year.

The U.S. Bureau of the Census estimated that in 1985 Van Buren had a per capita income of \$12,206. Multiplying this figure by SEMCOG's 1985 household size estimate of 2.87 persons for the Township, yields a household income figure of \$35,032. Data collected by the U.S. Census Bureau indicates that about 39 percent of all household income is spent on retail goods and about 21 percent of all household income is spent on services, including medical care, auto repair, beauty and barber services, and other personal, professional, and repair services. Multiplying this disposable income figure of 60 percent by the estimated 1985 Township household income figure of \$35,032, yields a disposable household income figure for the Township of \$21,019 in 1985. Multiplying the disposable household income figure of \$21,019 by SEMCOG's 1985 housing unit estimate for the Township of 7,263 units, yields an estimated disposable income in the Township of \$152,660,997 in 1985. Subsequent retail sales (disposable income) projections for 1995 and 2005 are in constant 1985 dollars to facilitate a comparison of anticipated changes over time. The total number of households expected to reside in the Township in 1995 and 2005 as projected by the Southeast Michigan Council of Governments are 10,376 and 14,899 respectively. Multiplying the 1985 disposable income figure of \$21,019 by the estimated number of households for each year yields an estimated disposable income in the Township of \$218,095,000 in 1995 and \$313,163,000 in 2005.

The next step in determining retail sales potential involves allocating the Township's estimated disposable income into various retail categories. Data on retail sales activity in Wayne County, as reported by Publisher and Editor Marketing Guide in 1986, is allocated to ten separate retail categories. These percentages are applied to the Township's disposable income. This procedure involves multiplying the percentage of disposable household income spent in each retail category by the estimated disposable household income figure of \$21,019 which provides us with an estimate of how disposal income is spent by the average Van Buren household. These figures are then multiplied by the total number of households in the Township resulting in an estimate of how disposable income is spent by Van Buren Township residents in each of the ten retail categories. The results of these calculations are given in Table 28.

TABLE 28  
ESTIMATED SPENDING BY RETAIL CATEGORY  
1985  
VAN BUREN TOWNSHIP AND WAYNE COUNTY

Retail Category	Wayne County <sup>a</sup>		Van Buren <sup>b</sup>	
	Sales (\$) (x 1,000)	Disposable Income	Sales (\$) (Per Household)	Sales (\$) (Per Household)
Lumber/Hardware	\$ 432,163	4.3	\$ 904	\$ 6,565,752
General Merchandise	1,196,481	12.0	2,523	18,324,549
Food	1,978,814	19.8	4,162	30,228,606
Auto	2,188,116	22.0	4,624	33,584,112
Gasoline	731,014	7.3	1,534	11,141,442
Apparel	602,696	6.0	1,261	9,158,643
Furniture	548,178	5.5	1,156	8,396,028
Eating/Drinking	1,066,467	10.7	2,249	16,334,487
Drugs	513,253	5.1	1,072	7,785,936
Other Retail	<u>733,835</u>	<u>7.3</u>	<u>1,534</u>	<u>11,141,442</u>
<b>Total</b>	<b>\$9,991,017</b>	<b>100.0</b>	<b>\$21,019</b>	<b>\$152,660,997</b>

<sup>a</sup> Publisher and Editor Marketing Guide, 1986

<sup>b</sup> U.S. Bureau of the Census, East North Central 1986 Population and 1985 Per Capita Income Estimates for Counties and Incorporated Places, 1988 and McKenna Associates, Inc. evaluation.

This procedure is then applied to the Township's estimated disposable income for 1995 and 2005 in order to determine future commercial needs. The total projected retail sales is obtained by multiplying the Township's disposable income for each year by the percentage of retail sales or disposable income spent in each retail category. The number of potential dollars spent in each category (total projected

retail sales) is then transformed into square feet of retail space by dividing each categories projected retail sales by a dollar/volume standard (sales per square foot) for each use as reported by Publisher and Editor Marketing Guide in 1986. The amount of square feet of retail area is then multiplied by a commonly used factor of 6 square feet of site area for every 1 square foot of building area to take into account needed land area for parking, service drives, loading and unloading space, landscaping and required setbacks. This figure is then converted into the equivalent commercial acreage. The resulting figures for anticipated commercial acreage can be found in Tables 29 and 30.

**TABLE 29**  
**ESTIMATED COMMERCIAL NEEDS**  
**1995**  
**VAN BUREN TOWNSHIP**

<u>Retail Group</u>	<u>% of Retail Sales</u>	<u>Total Projected Retail Sales (\$000's)</u>	<u>Sales Per Square Foot (\$)</u>	<u>Total Projected Square Footage</u>	<u>Equivalent Commercial Acreage</u>
Lumber/Hardware General Merchandise	4.3	\$ 9,380	59.29	158,205	21.8
Food	12.0	26,179	137.90	189,840	26.1
Auto	19.8	43,185	252.35	171,131	23.6
Gasoline	22.0	47,979	210.00	228,471	31.5
Apparel	7.3	15,917	95.00	167,547	23.1
Furniture	6.0	13,084	112.84	115,952	16.0
Eating/Drinking	5.5	11,995	100.11	119,818	16.5
Drugs	10.7	23,336	153.90	151,631	20.9
Other Retail	5.1	11,123	129.88	85,641	11.8
	<u>7.3</u>	<u>15,917</u>	184.15	<u>86,435</u>	<u>11.9</u>
<b>Total</b>	<b>100.0</b>	<b>\$218,095</b>		<b>1,474,671</b>	<b>203.2</b>

Based on the number of Township households anticipated for 1995 and the year 2005, it is anticipated that the Township will require approximately 203.2 acres of commercial development by 1995 and 291.5 acres by the year 2005.

As previously stated, the existing land use survey for the Township revealed that Van Buren has approximately 223.5 acres of commercial development and 675.47 acres of land zoned for commercial use. The total amount of existing commercial development in the Township is approximately 20 acres more than the amount required by 1995 based on the previously applied methodology and approximately 68 acres less than the amount required by 2005. The amount of land currently zoned for commercial use is considerably more than the amount required under this analysis, with an excess of 472.27 acres over the estimated need in the year 1995 and 383.97 acres in the year 2005.

These figures indicate that existing commercially zoned land should provide adequate area for the commercial development needs of the Township through the year 2005. The surplus of commercially zoned acreage provides adequate alternative locations to meet the specific site requirements of new development. However, the adequacy of existing commercial development in serving the commercial needs of current and projected consumers needs to be considered when evaluating future commercial needs.

**TABLE 30**  
**ESTIMATED COMMERCIAL NEEDS**  
**2005**  
**VAN BUREN TOWNSHIP**

<u>Retail Group</u>	<u>% of Retail Sales</u>	<u>Total Projected Retail Sales (\$000's)</u>	<u>Sales Per Square Foot (\$)</u>	<u>Total Projected Square Footage</u>	<u>Equivalent Commercial Acreage</u>
Lumber/Hardware	4.3	\$ 13,469	59.29	227,172	31.3
General Merchandise	12.0	37,590	137.90	272,589	37.5
Food	19.8	62,010	252.35	245,730	33.8
Auto	22.0	68,893	210.00	328,062	45.2
Gasoline	7.3	22,855	95.00	240,579	33.1
Apparel	6.0	18,788	112.84	166,501	22.9
Furniture	5.5	17,223	100.11	172,041	23.7
Eating/Drinking	10.7	33,508	153.90	217,726	30.0
Drugs	5.1	15,972	129.88	122,975	16.9
Other Retail	<u>7.3</u>	<u>22,855</u>	<u>184.15</u>	<u>124,111</u>	<u>17.1</u>
<b>Total</b>	<b>100.0</b>	<b>\$313,163</b>		<b>2,117,486</b>	<b>291.5</b>

The distribution and variety of retail and service uses in the Township should be considered when planning for future commercial development. As noted earlier, the variety and range of retail and service uses are heavily skewed in favor of convenience and highway-oriented commercial uses. Correspondingly, there is a noticeable absence of comparison shopping opportunities within Township boundaries. Consideration should also be given to reducing the amount of commercially zoned land in the future, if strong market support for commercial development does not become evident in certain locations. The amount of commercially zoned land should be brought into balance with demand for business property. Overzoning for commercial use inhibits productive use of the land and decreases its economic value, thereby encouraging the possible deterioration of the property.

## **Circulation Analysis**

Transportation and traffic circulation have significant impact on all other aspects of a community. As a component of the Master Plan, this section provides an inventory and analysis of the existing transportation system in Van Buren Township, including the street traffic flow, accident reports, pedestrian movement, public transportation, recent construction and future plans. The purpose of this analysis is to determine the adequacy of the existing road system in order to provide for the required level of service and the development of an adequate transportation system in the Township.

### **Existing Circulation System**

Much of the internal traffic in Van Buren Township is oriented toward residential development and shopping opportunities along the I-94 freeway and around Belleville Lake, and to employment opportunities along the Township's major thoroughfares. However, there is a large volume of through traffic associated with the I-94 freeway corridor. Consequently, most east-west traffic moves along three primary corridors. These three main east-west corridors are I-94 (including north and south service drives), Huron River Drive, and Ecorse Road. A small portion of Michigan Avenue, a State trunkline, is located within the Township and also carries a substantial amount of east-west traffic.

In comparison to the volume of east-west traffic, there is much less cross-Township traffic in a north-south direction. Most north-south traffic moves along three road segments that intersect with I-94. These three segments serve primarily to carry traffic to the east-west routes. The key north-west roads are Haggerty Road, Belleville/Sumpter Road, and Rawsonville Road.

### **Road Classifications**

Classification of roads is necessary as a means of communicating the purpose served by each street or highway in the transportation system. Street classifications identify the type and volume of traffic that is appropriate for each segment of the road network. The classifications establish expectations among residents, Township officials and transportation engineers concerning the operational characteristics of each road.

Most of the roads in Van Buren Township are under the jurisdiction of the Wayne County Office of Public Services. Consequently, it is beneficial to adopt a classification that is consistent with the classifications used by the County.

The Wayne County Office of Public Services maintains two separate classifications, each with different purposes. An administrative (fiscal) classification denotes those roads that are state highways, county primary roads, and local roads. This classification is useful for identifying the level of government responsible for each road and for determining financing under various funding programs. Roads identified as county primary roads under this classification include:

Van Born Road, from Belleville Road to Hannan Road  
Ecorse Road  
Tyler Road, from Beck Road to Belleville Road  
North I-94 Service Drive  
South I-94 Service Drive  
Huron River Drive  
Savage Road  
Bemis Road, from Sumpter Road to Haggerty Road  
Rawsonville Road, from Huron River Drive to the South I-94 Service Drive  
Denton Road, from Ecorse Road to Van Born Road and from Belleville Road to  
the South I-94 Service Drive  
Beck Road, from the North I-94 Service Drive to the north Township boundary  
Quirk Road, from Belleville Road to the South I-94 Service Drive  
Sumpter Road, from Bemis Road to Hull Road  
Belleville Road  
Haggerty Road  
Hannan Road

The administrative classification is not necessarily the best system for transportation planning purposes. A functional classification is more useful as a tool for planning the transportation system because it is more descriptive of the current or desired use of each road segment. Under the functional classification system now in use by the Wayne County Office of Public Services there are three principal road classes:

Statewide and regional arterial roads and super-highways serve the major centers of activity, the highest traffic volume corridors, and the longest trips. Principal arterials serve major traffic movements within the Township and region. Statewide and regional arterial roads in Van Buren Township include:

I-94 Freeway  
I-275 Freeway  
US-12 (Michigan Avenue)  
Ecorse Road, from Belleville Road to the West Township Boundary

Thoroughfare roads interconnect with the arterial system and provide trips of moderate length with a lower level of traffic mobility. Thoroughfare roads place more emphasis on land access than do arterials, yet one of their key functions is to carry traffic to the next junction with an arterial. Thoroughfare roads in Van Buren Township include:

Mott Road  
Van Born Road  
Ecorse Road, from Belleville Road to Hannan Road  
Tyler Road, from Beck Road to Haggerty Road  
Huron River Drive  
Savage Road  
Hull Road, from Hoeft Road to Martinsville Road  
Bemis Road  
Rawsonville Road, from Bemis Road to the South I-94 Service Drive  
Denton Road, from Ecorse Road to the north Township boundary  
Hoeft Road, from Martz Road to Huron River Drive

Elwell Road, from Martz Road to Huron River Drive  
Beck Road  
Sumpter Road  
Belleville Road  
Martinsville Road  
Morton-Taylor Road  
Haggerty Road  
Metropolitan Parkway  
Hannan Road

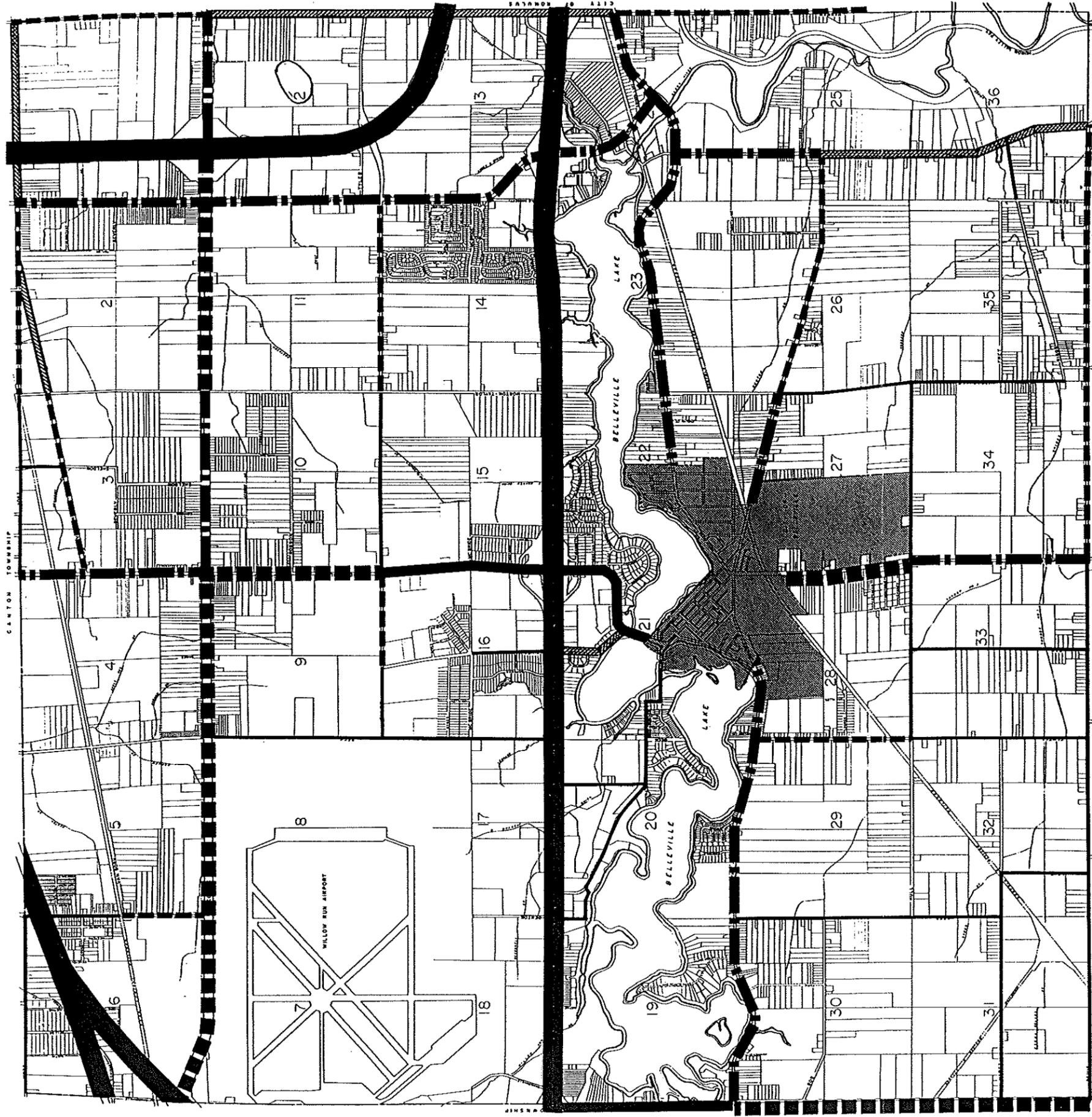
Collector roads penetrate neighborhoods distributing trips from the arterials and thoroughfares to the ultimate destination. Collector roads also collect traffic from the neighborhoods and channel it to the arterial and thoroughfare system. Collector roads in Van Buren Township include:

Yost Road  
Beverly Street, from Edwards Street to Sheldon Road and from Taylor Street to Haggerty Road  
McBride Road, from Beck Road to Endecot Street; from Rawsonville Road to Dewitt Street; and from Jackson Street to Haggerty Road  
Robson Road  
Bog Road  
Owen Street  
Martz Road  
Fret Road  
Riggs Road, from Renton Road to Haggerty Road  
Sheldon Road  
Quirk Road, from Tyler Road to the North I-94 Service Drive and from the South I-94 Service Drive to Belleville Road  
Denton Road, from the South I-94 Service Drive to Belleville Road  
Lohr Road  
Bak Road  
Renton Road

Although not a part of the Wayne County classification system, most functional road classification systems also designate local roads and streets. Local roads primarily provide direct access to abutting land and to collector and thoroughfare roads. Movement of through traffic is usually deliberately discouraged on local roads. Subdivision streets are examples of local roads.

### Traffic Volumes

The I-94 freeway is the most heavily travelled road in Van Buren Township, carrying between 59,200 and 63,300 vehicles per day (see Map 6). Up to 58,600 vehicles per day travel on I-275 through the Township between I-94 and Van Born Road. Michigan Avenue between Rawsonville Road and Denton Road, carries almost 27,000 vehicles per day and between Denton Road and the north Township limits, almost 34,000 vehicles per day according to 24 hour average daily traffic (ADT) counts taken by the the Wayne County Office of Public Services between 1986 and 1988. These high traffic counts are volumes typically associated with interstate freeways and state trunklines such as Michigan Avenue which generally serve traffic movements through the Township and within the southeast Michigan region.



**24 hour two-way traffic counts**

- 500 VEHICLES OR LESS
- 501 TO 1,500 VEHICLES
- - - 1,501 TO 3,000 VEHICLES
- ▨ 3,001 TO 5,000 VEHICLES
- · - · - 5,001 TO 10,000 VEHICLES
- 10,001 TO 15,000 VEHICLES
- ▬ 15,001 TO 25,000 VEHICLES
- ▬▬▬ MORE THAN 25,000 VEHICLES

SOURCE: WAYNE COUNTY  
OFFICE OF PUBLIC SERVICES

**TRAFFIC VOLUMES 1986-1988**

**MAP 6**

**VAN BUREN CHARTER TOWNSHIP**

scale 800|1600 3200 feet one mile

north ↑

MSKenna Associates, Incorporated  
Community Planning • Urban Design  
Farmington Hills, Michigan

March 1988

Belleville Road is the most heavily travelled thoroughfare within Van Buren and the major north-south traffic corridor in the Township. Wayne County 1986 traffic counts recorded almost 21,000 vehicles per day on Belleville Road between the Belleville city limits and Harmony Lane, and almost 19,500 between Harmony Lane and the South I-94 Service Drive. This large volume of traffic appears to be due primarily to vehicles moving between the City of Belleville, the I-94 freeway, and the Belleville Road/I-94 commercial corridor.

Belleville Road also carries a substantial amount of traffic from the North I-94 Service Drive north to Ecorse Road. About 15,500 vehicles per day travel on the segment between the North I-94 Service Drive and Tyler Road and about 14,000 vehicles per day between Tyler Road and Ecorse Road. The large volume of traffic on this part of Belleville Road is due primarily to the Belleville Road/I-94 commercial corridor and to traffic moving to and from Ecorse Road.

A segment of Rawsonville Road near I-94 is another heavily travelled north-south route. Almost 19,000 vehicles were recorded on Rawsonville Road between the Belleville Lake bridge and the South I-94 Service Drive according to a recent 24 hour count. The volume of traffic carried by Rawsonville Road is less south of the bridge and Huron River Drive. An average of about 11,000 vehicles were recorded on Rawsonville Road between Huron River Drive and Bemis Road, according to a recent count. Sumpter Road, between the Belleville city limits and Hull Road, also carries a large amount of north-south traffic with over 10,500 vehicles per day according to a 1986 count.

Ecorse Road is an important east-west connection that serves as a link between the I-275 and Belleville Road corridors as well as Willow Run Airport and the Michigan Avenue corridor west of the Township. Over 10,000 vehicles per day travel on Ecorse Road between Belleville Road and the east Township boundary according to a recent count. The volume of traffic carried by Ecorse Road to the west is also substantial. About 10,500 vehicles were recorded on Ecorse Road between Belleville Road and the west Township boundary in 1986.

### Incidence of Traffic Accidents

The incidence of traffic accidents is one indicator of the adequacy of the road system. The Van Buren Township Police Department tabulates traffic accident data for the Township and maintains an accident data file. The most recent period for which accident data has been tabulated is January through June of 1988.

Table 31 lists the number of traffic accidents reported in the Township during the recent six month recording period at various intersections throughout the Township. The Van Buren Police Department data indicates that one of the most dangerous road segments in the Township, is along Haggerty Road from Huron River Drive north to the Township boundary. Approximately 22 percent of all traffic accidents within the Township, or 33 accidents, occurred along this road segment during the six month recording period. The intersection of Haggerty Road and Ecorse Road recorded the most accidents in the Township during this period with nine (9). The number of accidents at other intersections along Haggerty Road was as follows: 6 accidents at the North I-94 Service Drive; 5 at McBride Avenue; 5 at Huron River Drive; 4 at the westbound I-94 exit; and 4 at Tyler Road.

**TABLE 31**  
**TRAFFIC ACCIDENTS**  
**JANUARY-JUNE, 1988**  
**VAN BUREN TOWNSHIP, MICHIGAN**

<u>Intersection</u>	<u>Number of Traffic Accidents</u>	<u>Percent of Total</u>
Haggerty Road/Ecorse Road	9	6.0
Haggerty Road/North I-94 Service Drive	6	4.0
Haggerty Road/McBride Avenue	5	3.5
Haggerty Road/Huron River Drive	5	3.5
Haggerty Road/westbound I-94 exit	5	3.0
Haggerty Road/Tyler Road	4	3.0
Belleville Road/eastbound I-94 exit	7	5.0
Belleville Road/Van Born Road	5	3.5
Belleville Road/eastbound Ecorse Road Service Drive	5	3.5
Belleville Road/westbound Ecorse Road Service Drive	4	3.0
Belleville Road/Harmony Lane	6	4.0
Rawsonville Road/Huron River Drive	7	5.0
Rawsonville Road/Grove Road	7	5.0
Rawsonville Road/Bemis Road	5	3.5
Rawsonville Road/westbound I-94 exit	4	3.0
Hannan Road/Huron River Drive	7	5.0
Hannan Road/Ecorse Road	6	4.0
Hannan Road/South I-94 Service Drive	6	4.0
Sumpter Road/Bemis Road	8	6.0
Sumpter Road/Hull Road	4	3.0
Sumpter Road/Spencer Road	4	3.0
Sumpter Road/Owen Street	4	3.0
Huron River Drive/High Street	6	4.0
Huron River Drive/Farm Street	5	3.5
Denton Road/westbound Michigan Avenue	6	4.0
Denton Road/eastbound Michigan Avenue	4	3.0
Denton Road/South I-94 Service Drive	4	3.0
Quirk Road/South I-94 Service Drive	<u>4</u>	<u>3.0</u>
<b>TOTAL</b>	<b>151</b>	<b>100.0%</b>

Source: Van Buren Township Police Department.

The intersection of Belleville Road and Ecorse Road is another hazardous location; 5 accidents were recorded at the intersection of the eastbound Ecorse Road Service Drive and 4 at the intersection of the westbound Ecorse Road Service Drive over the six month period. The number of accidents at other intersections along Belleville Road was as follows: 7 at the eastbound I-94 exit; 5 at Van Born Road; and 6 at Harmony Lane.

Another road segment that recorded a high incidence of traffic accidents is Rawsonville Road between I-94 and Bemis Road. A total of 23 accidents were recorded along this three-mile segment of Rawsonville Road between January and June of 1988. The distribution of accidents along Rawsonville Road during this period was as follows: 7 accidents at the intersection of Huron River Drive; 7 at Grove Road; 5 at Bemis Road; and 4 at the westbound I-94 exit.

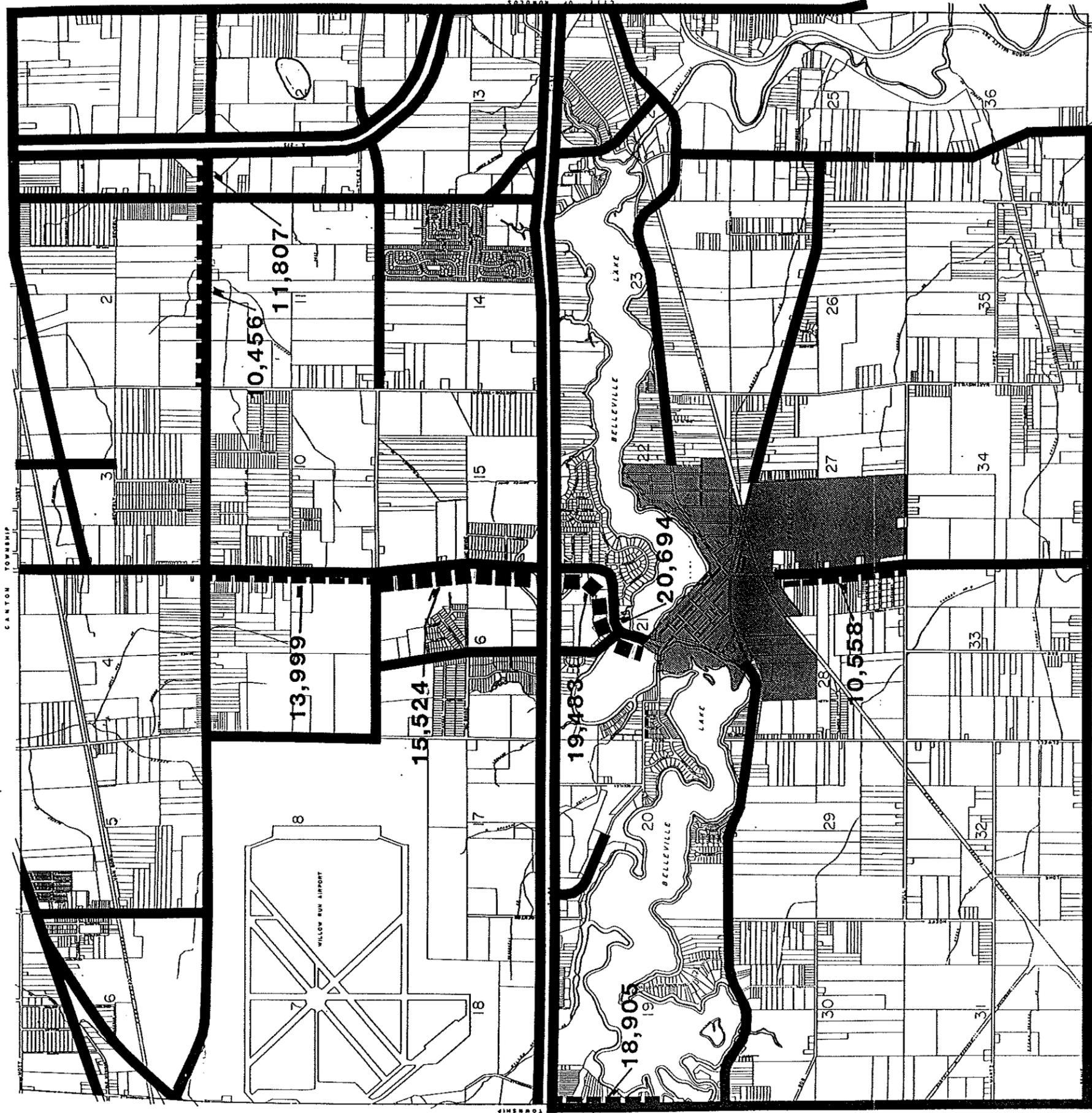
Additional road segments which recorded a substantial number of accidents during the six month period include Hannan Road and Sumpter Road. Hannan Road, between Ecorse Road and Huron River Drive, recorded 19 accidents between January and June 1988, with 7 occurring at the intersection of Hannan Road and Huron River Drive. Sumpter Road, between Bemis Road and the Belleville city limits, recorded 20 accidents, with 8 occurring at the intersection of Sumpter Road and Bemis Road.

It appears from the accident data tabulated by the Van Buren Police Department that there are certain problematic road segments within Van Buren Township. The majority of accidents in the Township tend to occur at intersections along the Township's four major north-south thoroughfares including Rawsonville Road, Belleville/Sumpter Road, Haggerty Road and Hannan Road. Potentially serious accident locations have been identified along these roads as indicated by the incidence of accidents recorded during the police departments six month study period. Most of the accidents along these north-south road segments occur at the intersection of major east-west routes including Ecorse Road, the I-94 freeway corridor, Huron River Drive, and Bemis Road.

### Congestion Areas and Road Deficiencies

Discussion with the Wayne County Office of Public Services and the Van Buren Township Police Department has revealed certain congestion areas and road deficiencies within the Township. These locations have been identified from traffic volume and accident data collected by the County and Township and from additional factors which have contributed to adverse road or traffic conditions. These factors include unpaved or poorly maintained roads, too much traffic for existing road design, poor traffic control, and inadequate signalization.

Map 7 identifies the improved and unimproved road surfaces in Van Buren Township and areas of high and moderate traffic congestion. Improved roads are roads that have a paved surface such as asphalt or concrete. Unimproved roads are roads that have an unpaved surface. Comparing traffic volumes identified on Map 6 with the improved roads identified on Map 7 indicates that improved roads in Van Buren Township carry a higher volume of traffic than that carried by unimproved roads. This is most likely due to motorists using improved roads to travel wherever possible and thus contributing to a higher volume of traffic on those roads. This results in the majority of traffic in the Township concentrating on the Township's improved roads.



SOURCE: WAYNE COUNTY  
OFFICE OF PUBLIC SERVICES

-  INTERSTATE- IMPROVED ROAD SURFACES
-  NON-INTERSTATE-IMPROVED ROAD SURFACES
-  SEGMENT WITH HIGH CONGESTION
-  SEGMENT WITH MODERATE CONGESTION
-  UNIMPROVED ROAD SURFACES
-  18,905
-  24 HOUR AVERAGE DAILY TRAFFIC COUNT

# IMPROVED MAJOR ROAD SURFACES AND CONGESTION AREAS VAN BUREN CHARTER TOWNSHIP

MAP 7

scale 800 1800 3200 one mile  
north   
MSKenna Associates, Incorporated  
Community Planning • Urban Design  
Farmington Hills, Michigan  
March, 1988

Because the Township contains a large number of unimproved roads, traffic within the Township is carried by a limited number of improved roads. Improved north-south routes within the Township include Rawsonville Road, Belleville/Sumpter Road, Haggerty Road, Hannan Road, Quirk Road from the North I-94 Service Drive to Tyler Road, Denton Road from Ecorse Road to Michigan Avenue, Beck Road from Tyler Road to Ecorse Road, and Sheldon Road from Beverly Road to Yost Road. Improved east-west routes include Van Born Road, Ecorse Road, Tyler Road from Beck Road to Belleville Road and from Morton- Taylor Road to Haggerty Road, the I-94 freeway corridor, Huron River Drive, Savage Road, and Bemis Road. Most of these roads carry the higher volumes of traffic in the Township, have been identified as the roads where the majority of accidents occur, and include road segments where there is high and moderate daily traffic congestion (see Map 7).

According to the Wayne County Office of Public Services, there are two (2) road segments in the Township with high daily traffic congestion and five (5) road segments with moderate daily traffic congestion. Belleville Road between the Belleville city limits and the south I-94 Service Drive has the highest traffic congestion in Van Buren Township. This road segment is an improved, predominantly two-lane road that serves as the main traffic carrier between the City of Belleville and the I-94 freeway corridor. The County considers a two-lane road with over 15,000 vehicles per day a highly congested road. This segment of Belleville Road recorded an average daily traffic volume of 20,694 vehicles from the Belleville city limits to Harmony Lane and 19,483 vehicles from Harmony Lane to the south I-94 Service Drive according to a 1987 Wayne County traffic count. The segment of Belleville Road from the North I-94 Service Drive to Tyler Road recorded a 1987 traffic count of 15,524 vehicles per day and is also considered a highly congested road. Both of these road segments carry the majority of Township traffic to and from the I-94 freeway and the Belleville Road/I-94 commercial corridor and are expected to increase in traffic volume by 2005.

Roads with moderate congestion are those two-lane roads that carry over 10,000 vehicles per day. Road segments within Van Buren Township identified as moderately congested include: Rawsonville Road, from the Belleville Lake bridge to the South I-94 Service Drive; Ecorse Road, from Morton-Taylor Road to Haggerty Road; Ecorse Road, from Haggerty Road to the I-275 Freeway overpass; Sumpter Road, from the Belleville city limits to Hull Road; and Belleville Road, from Tyler Road to Ecorse Road. The high traffic volumes along Rawsonville Road and the two Ecorse Road segments are due primarily to their link with I-94 and I-275 respectively. The high traffic volume associated with the Sumpter Road segment is due to north-south traffic moving to and from the City of Belleville. Traffic congestion on the Belleville Road segment is due primarily to an extension of the traffic associated with the Belleville Road segment to the south, between the South I-94 Service Drive and Tyler Road, and also to traffic moving along Ecorse Road from I-275.

Discussions with the Van Buren Township Police Department revealed additional information regarding traffic problems associated with the Townships major thoroughfares. According to the Township Police Department, the major traffic problem in the Township is the congestion and number of accidents at the intersection of Belleville Road and Ecorse Road. The reasons stated for this include traffic problems discussed above and the large amount of traffic at this

Location associated with Willow Run Airport and shift changes at the General Motors Hydromatic Plant. Additional problem areas identified by the Police Department include traffic congestion and accidents associated with traffic northbound on Belleville Road attempting to turn left at Quirk Road and the increasing volume of traffic along Belleville Road.

### Road Improvements

Upon analysis of traffic volume data, accident data, and road deficiencies identified by Wayne County and the Van Buren Township Police Department, it appears that certain road improvements may be necessary. The following are improvements to the Township road system suggested by Wayne County and the Van Buren Township Police Department:

#### 1. Belleville Road

- a. Install a no left turn sign on north bound Belleville Road at Quirk Road or a left turn lane for northbound traffic.
- b. Install a traffic light at Belleville Road and Tyler Road.
- c. Widen Belleville Road from Ecorse Road to the Belleville city limits.

#### 2. Rawsonville Road

Widen Rawsonville Road from the South I-94 Service Drive to Huron River Drive.

#### 3. Haggerty Road

- a. Widen Haggerty Road from Ecorse Road and Tyler Road.
- b. Install a traffic light at Haggerty Road and Tyler Road.

#### 4. Sumpter Road

Widen Sumpter Road from the Belleville city limits to Bemis Road.

#### 5. Ecorse Road

- a. Widen Ecorse Road to four lanes from Belleville Road to Haggerty Road.
- b. Improve traffic circulation and turn movements at the intersection of Ecorse Road and Belleville Road.

#### 6. Quirk Road

Repave Quirk Road from the North I-94 Service Drive to Tyler Road.

7. Upgrade Unpaved Roads

The Township should consider a program to upgrade unpaved roads throughout the Township, subsequent to the ongoing maintenance program periodically performed by the County. Traffic circulation could be substantially improved with an ongoing program to improve ditches and drainage along unpaved local roads.

8. Pave Certain Unpaved Roads

- a. Certain unpaved roads in the Township should be paved to improve traffic circulation. These include:

Beck Road, from Tyler Road to the North I-94 Service Drive  
Tyler Road, from Belleville Road to Morton-Taylor Road  
Denton Road, from Beckley Road to Belleville Road  
Sheldon Road, from Beverly Road to Ecorse Road

Master Right-of-Way Plan

The master right-of-way plan consists of a map which indicates the existing or desired right-of-way widths for roads in Van Buren Township. Right-of-way widths are established based on research that indicates the required road specifications to provide various levels of service. The functional road classification indicates the desired level of service, in turn, the master right-of-way plan provides an indication of the type of road that is needed to achieve that level of service.

The master right-of-way plan is an important planning document because setbacks and other development standards are measured in relation to the existing or future right-of-way width. In the past, enforcement of these standards has been problematic in certain locations where the master right-of-way plan has been deemed unrealistic. Based on the pattern and pace of road improvements in the past, it is not reasonable to expect that the right-of-way previously specified for certain road segments would be acquired within the twenty year framework of this plan.

The Master Right-of-Way Plan published by the Wayne County Office of Public Services sets forth four distinct classifications based on right-of-way width, as follows:

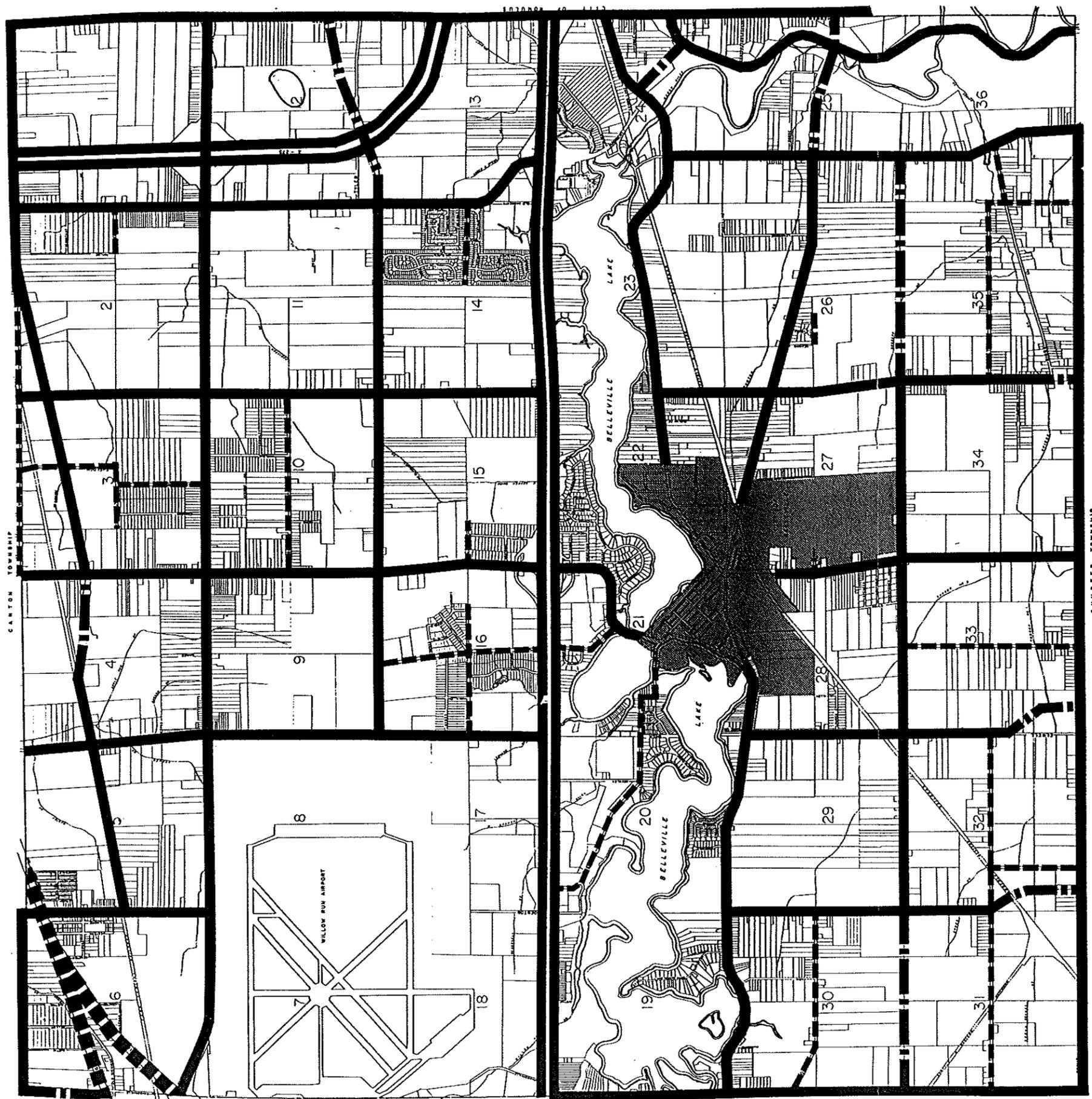
<u>Classification</u>	<u>Right-of-Way Width</u>
Super Highway	204 Feet
Thoroughfare	120 Feet
Future Thoroughfare	120 Feet
Collector	86 Feet

The Master Right-of-Way Plan for Van Buren Township established by the Wayne County Office of Public Services is shown on Map 8. The County's prime objective in establishing right-of-way requirements through a master plan is to provide a control over roadside development in the location of buildings and other facilities at appropriate setback distances. The preservation of right-of-way by establishing proper setback distances has numerous benefits. Some of these benefits include the following:

1. Reduces right-of-way acquisition costs. In many areas where sufficient right-of-way has not been preserved, needed road improvements have been delayed due to the high costs associated with acquiring developed roadside property.
2. Expedites road improvements by minimizing the time required for right-of-way acquisition, demolition, and utility and sidewalk relocation.
3. Eliminates much of the disruption and inconvenience often associated with road improvement projects.
4. Retains and increases property values by providing an aesthetic, safe, and convenient roadway.
5. Aids in locating utilities and sidewalks.
6. Improves highway safety by providing adequate sight distance at intersections and driveways.
7. Encourages the orderly development of local municipalities in accordance with local comprehensive plans.

The right-of-way requirements indicated on Map 8 are for roads under the jurisdiction of Wayne County. Right-of-way requirements for local subdivision streets are not indicated on the Map. However, the current county standard for local subdivision streets is a 60 foot right-of-way. Within Van Buren Township all roads are maintained by the Wayne County Office of Public Services including I-94, I-275, US-12 and the private interior roads at Willow Run Airport. The only exception within the Township are roads associated with the Lower Huron Metropolitan Park. These roads are maintained by the Huron-Clinton Metropolitan Park Authority.

The Wayne County Master Right-of-Way Plan for Van Buren Township is intended to be flexible to changing conditions of development and traffic movement in the Township. The County periodically updates the plan as conditions warrant. The success of the Master Right-of-Way Plan depends on its ability to preserve required rights-of-way on county roads in advance of actual acquisition. Implementation of the Wayne County Master Right-of-Way Plan for the Township can be accomplished in Van Buren by establishing and enforcing zoning, and platting regulations consistent with the right-of-way requirements promulgated by the Master Plan.



SOURCE: WAYNE COUNTY  
OFFICE OF PUBLIC SERVICES

-  SUPER HIGHWAY (204 FT. ROW)
-  STATE TRUNKLINE (204 FT. ROW)
-  EXISTING MAJOR THOROUGHFARE (120 FT. ROW)
-  PROPOSED MAJOR THOROUGHFARE (120 FT. ROW)
-  EXISTING COLLECTOR ROAD (86 FT. ROW)
-  LOCAL ROAD

**WAYNE COUNTY  
MASTER RIGHTS-OF-WAY MAP  
VAN BUREN CHARTER TOWNSHIP**

**MAP 8**

Scale: 800 1600 3200 feet 1/2 mile

MGKenna Associates, Incorporated  
Community Planning + Urban Design  
Farmington Hills, Michigan

March 1988

## Railroad

Two (2) railroad lines traverse Van Buren Township in a northeast/southwest direction. These lines include the Consolidated Rail Corporation (ConRail) line across the northern portions of the Township and the Norfolk and Western Railroad through the southern portions of the Township. The Norfolk and Western Railroad includes an additional connecting spur that runs from northwest to southeast and intersects with the main line at the junction between Martz Road and Bemis Road, west of Lohr Road. Both railroad lines remain active and include railroad crossing signals to stop vehicular traffic at the intersection of the railroad lines and Township roads. Altogether, the railroad occupies approximately 142 acres or 0.63 percent of the total Township area.

## Transit

The Southeast Michigan Transportation Authority (SEMTA) does not provide service to Van Buren Township. Mass transit is not currently available for residents of Van Buren.

## Pedestrian/Bike Pathways

Van Buren Township should consider a circulation system that will accommodate pedestrians and bicyclists, the non-motorized modes of transportation. This can be accomplished through construction of pedestrian/bike pathways in the road right-of-way, near to the property line. Typically, such pathways have been considered chiefly for their recreational benefits. However, in Van Buren Township public safety and suitable transportation for the non-motorized public are equally important considerations. An example of this type of pathway is the pedestrian/bike pathway located in the northeast corner of the Township along the west side of the I-275 right-of-way between Hannan Road and Van Born Road.

A two-fold approach could be used to develop an adequate pedestrian/bike pathway system. First, developers of multiple family or non-residential properties should be required to install pedestrian/bike pathways in conjunction with any new construction. Second, the Township should consider development of a pedestrian/bike pathway plan that would provide for the installation of pedestrian/bike pathways in locations where:

1. Pedestrian/bicyclist/vehicle conflicts are prevalent.
2. It would be beneficial to provide access to a key center of community activity, such as a park or the Township Hall.
3. It is necessary to complete missing links in an area where much of the pathway system has been installed.

## Recreation and Community Facilities Analysis

The responsibility of providing public services to residents of Van Buren Township is shared by several public entities, including the Township government itself, various Wayne County departments, various state offices, the Van Buren School District and others. This section of the Master Plan presents an analysis of existing community facilities and addresses certain community facility needs that are provided by the Township. The community facilities which are analyzed include recreation, fire and police protection, public works, solid waste disposal, cultural facilities, libraries, cemeteries, and administrative facilities.

### Recreation and Open Space

Van Buren Township maintains a variety of recreational facilities. Planning for recreational facilities in the Township is the responsibility of the Township Board, the Township Parks and Recreation Department and the Planning Commission. In 1986, the Van Buren Township Parks and Recreation Department completed a Recreation Master Plan which included an inventory of existing facilities, a set of Township recreation standards, an analysis of recreation space, current deficiencies, recreation planning recommendations and proposed improvements, and a list of recreation project priorities. The plan is organized according to the State of Michigan Department of Natural Resources Guidelines. This review of the recreation plan is undertaken in order to account for the expansion of the recreation system, evaluate its adequacy in serving the needs of Van Buren Township residents and to outline future plans. The recreation and open space element is therefore divided into the following:

- An inventory of existing Township recreational facilities;
- An evaluation of the facilities according to generally accepted recreational standards; and
- Recommendations for future Township recreation facilities.

### Inventory of Existing Recreation Facilities

Within Van Buren Township there are a number of sites that provide a variety of recreation facilities. Regional facilities within Van Buren Township include the Lower Huron/Clinton Metropolitan Park Authority. Facilities at the Lower Huron Park include several play areas, a number of picnic areas, an 18 hole golf course and many nature trails. Other regional and commercial recreation facilities within the Township include two (2) public golf courses, a miniature golf course, a bowling facility, a raquetball complex, two (2) private marinas, a DNR boat launch facility, and Belleville Lake.

A description of the existing Township maintained and public school recreation sites within Van Buren Township and their facilities is listed in Table 32. There are five (5) municipal parks in Van Buren owned and operated by the Township, ranging in size from 1.5 acres to over 100 acres. In addition to the

five (5) Township owned parks, there are both indoor and outdoor recreation facilities located at Quirk, Haggerty, Savage and Tyler Elementary schools and North Junior High School within the Township boundaries. The Van Buren public school system owns and operates these properties. These facilities are readily available to Township residents along with facilities at Edgemont Elementary School, South Junior High School and Belleville High School located in the City of Belleville.

**TABLE 32**

**PARKS AND RECREATION FACILITIES  
VAN BUREN TOWNSHIP, MICHIGAN**

<u>Park/Facility</u>	<u>Acres</u>	<u>Type</u>	<u>Facilities</u>
<b>1. Public Parks and Recreation</b>			
Van Buren Park	101.0	Township Park	(4) softball fields; play areas with equipment; horseshoe pits; picnic areas; restroom facilities; (5) pavilions.
Little League Park	20.5	Community Park	(6) baseball fields; play area.
French Landing	2.0	Historical Park	boardwalk/dock; historical park picnic area.
Township Field	5.0	Community Park	(1) softball fields; (2) soccer fields; (4) tennis courts.
Van Buren Estates Park	1.5	Neighborhood Park	picnic area; (1) pavilion.
<b>2. Public School Recreation Facilities</b>			
<b>A. <u>Elementary</u></b>			
Quirk School	9.7	Neighborhood Park	(1) softball field; playground with equipment; gymnasium.
Haggerty School	19.1	Neighborhood Park	(2) softball fields; playground with equipment; nature area; gymnasium.

TABLE 32 (Cont.)

<u>Park/Facility</u>	<u>Acres</u>	<u>Type</u>	<u>Facilities</u>
Savage School	14.1	Neighborhood Park	gymnasium
Tyler School	13.9	Neighborhood Park	(1) basketball court; playground with equipment; gymnasium.
<u>B. Middle Schools</u>			
North Jr. High School	36.8	Neighborhood Park	(1) baseball field; (1) football field; gymnasium.

Source: Van Buren Township Recreation Plan, 1986.

Outdoor recreation facilities within Van Buren Township consists of four different park types as indicated in Table 32. These park types are based on an adaptation of the classification system for local and regional open space recommended by the National Recreation and Parks Association. Township parks have been identified as a particular park type according to their recreation use, site size, and general site characteristics. Existing parks with the Township include neighborhood parks, community parks, a Township park, an historical park, and a regional/metropolitan park.

Neighborhood parks are areas for intense recreational activities such as field and court games and may include playground equipment and picnicking areas. These parks are easily accessible to neighborhood population and are geographically centered with safe walking and bike access. Outdoor play areas and recreation facilities at schools are usually classified as neighborhood parks. Neighborhood parks within the Township include Van Buren Estates Park and the playgrounds and open space areas located at Quirk, Tyler, Haggerty, and Savage Elementary schools and North Junior High School.

Community parks are usually areas of diverse environmental quality and may include natural features such as water bodies and areas suited for intense recreational facilities such as ball diamonds and athletic complexes. Community parks are easily accessible to the neighborhoods they serve and include more land area than neighborhood parks. There are two (2) parks in the Township classified as community parks. These are the Township Little League Park located on Beck Road and Township Field located on Tyler Road adjacent to the Township Hall.

There is one (1) township park located within Van Buren Township. Van Buren Park is located adjacent to the South I-94 Service Drive east of Rawsonville Road and is the largest Township owned and operated park. Township parks are usually large areas developed for one or more varying types of recreational activities such as picnicking, boating, fishing, swimming, athletic complex facilities, camping,

and trail use and may also include play areas. Township parks are both local and regionally oriented and are usually unique to each community in which they are located. Township parks are quite often located contiguous to or encompassing natural resources.

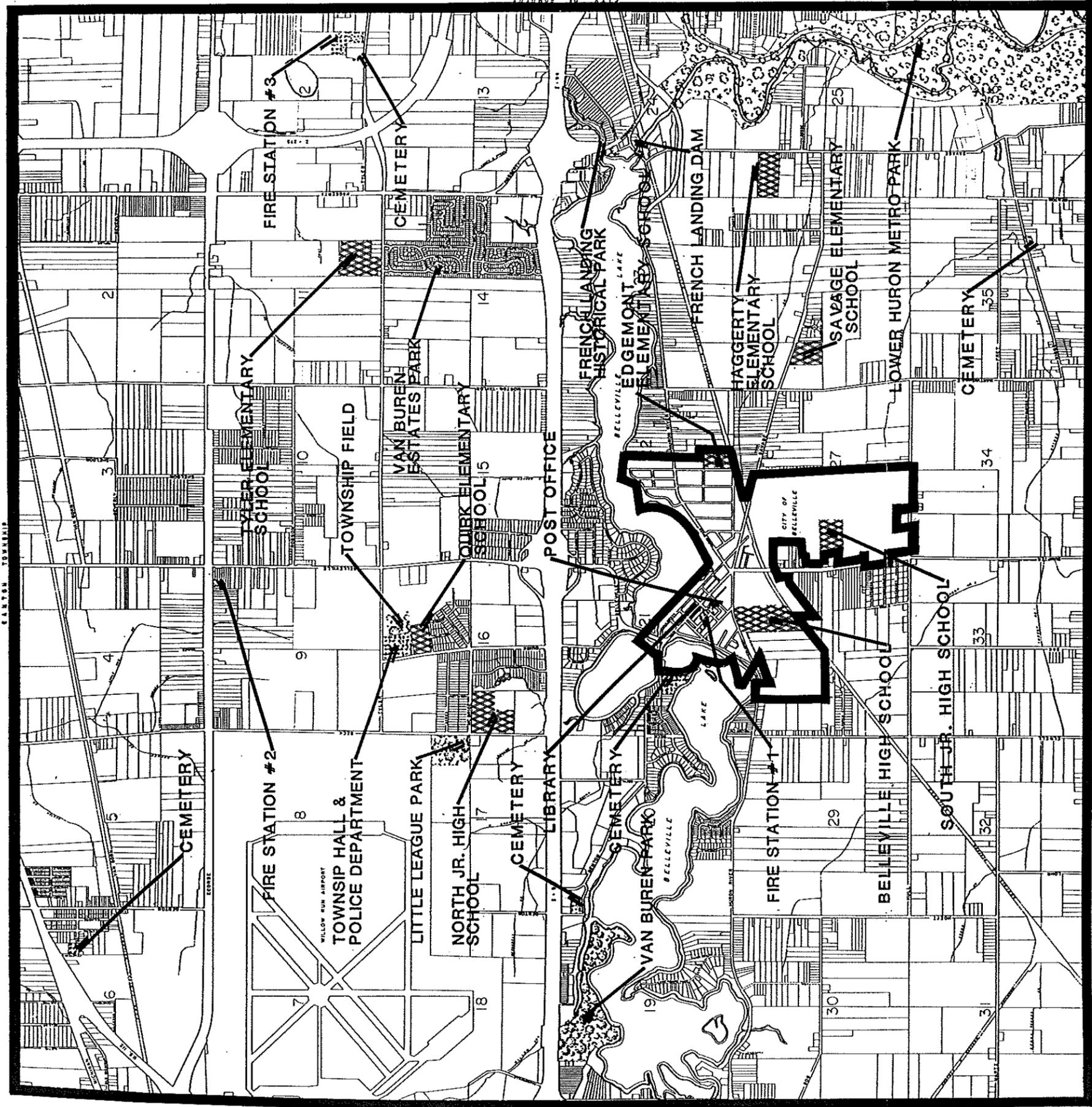
Historical parks are considered special uses that are unique to each community within which they are located. Historical parks vary in size and are usually for specialized or single purpose recreational activities or areas that preserve, maintain, and interpret buildings, sites and objects of historical significance. Historical parks include walkways, parkways, picnic areas, and other facilities depending on the resource being protected. The French Landing Historical Park located adjacent to the French Landing Dam along Belleville Lake is classified as an historical park.

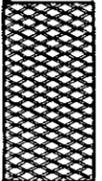
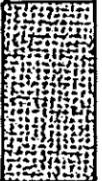
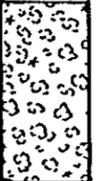
Van Buren also includes a regional/metropolitan park located in the southeast corner of the Township. The Lower Huron Metro Park contains approximately 1,200 acres of land within the Township. Regional/metropolitan parks are areas of natural or ornamental quality for outdoor recreation. These parks are usually found contiguous to or encompassing natural resources and include a variety of active and passive recreational facilities.

In addition to the indoor recreational facilities owned by the Van Buren Public School System listed in Table 32, there are two indoor public recreation facilities operated by the Township. The Neighborhood Recreation Center is located adjacent to the Township Hall on Tyler Road west of Belleville Road. This facility offers space for limited indoor recreational activities but does not include any specialized indoor recreation equipment. The Township Senior Center provides space for indoor recreational activities and offers indoor recreation programs for senior residents of Van Buren Township, Sumpter Township, and the City of Belleville. The senior center is located at Quirk Elementary school in space rented from the Van Buren Public School System.

As can be seen on Map 9, municipal and public school recreation facilities are dispersed throughout Van Buren Township. Three (3) of the Township's five (5) municipally owned parks are located north of I-94 and two (2) are located south of I-94. However, all are located less than 1 mile from I-94 with direct access to the freeway service drives. The two (2) parks south of I-94, Van Buren Park and French Landing Historical Park, are located along the Township's dominant physical resource -- Belleville Lake. Belleville Lake is a man made lake that is approximately 1,260.8 acres in area. Belleville Lake was created by the damming of the Huron River which is part of the Huron River watershed system. The Township does not maintain any water dependent recreational facilities on Belleville Lake except for seasonal boat dock spaces at Van Buren Park that provide access to the park for Township boaters. Public access to the lake is only available from the DNR Boat Launch Facility located off of Huron River Drive east of the Belleville city limits.

The five (5) Van Buren Public School System properties are located throughout the Township both north and south of I-94. Three (3) of the four (4) elementary schools (excluding Savage Elementary School) have playgrounds with equipment. Haggerty and Quirk Elementary schools have softball fields and Tyler Elementary School has a basketball court. Each of the four (4) elementary schools has a gymnasium. The other public school located in the Township, North Junior High School, has a baseball field, a football field, and a gymnasium.



-  MUNICIPAL RECREATION
-  PUBLIC SCHOOL FACILITIES
-  COMMUNITY FACILITIES
-  REGIONAL RECREATION

SOURCE: VAN BUREN TOWNSHIP  
RECREATION PLAN, 1986 AND  
MCKENNA ASSOCIATES, INC.  
SURVEY, 1988

## EXISTING COMMUNITY FACILITIES

# VAN BUREN CHARTER TOWNSHIP

## MAP 9



scale  
800|1600  
3200  
feet  
one  
mile

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Community Planning • Urban Design  
Farmington Hills, Michigan

March 1988

## Evaluation of Existing Recreation Space and Facility Needs

One determination of recreation and open space adequacy is based on nationally accepted standards of acreage per 1,000 persons. The Van Buren Township 1986 Recreation Plan utilized the Recreation, Park and Open Space Standards published by the National Recreation and Park Association. This analysis of recreational facilities also applies an adaptation of those standards. Once the general space requirements are identified, it is necessary to determine if there are any specific recreational deficiencies based on existing facilities, proposed development, and the desires and needs of Township residents.

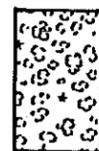
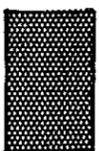
In terms of overall recreation standards for land, Van Buren Township exceeds national standards. The National Recreation and Park Association standards adapted by McKenna Associates, Inc., recommends a minimum of 6.25 acres of developed open space per 1,000 people. With an estimated 19,090 residents, Van Buren Township currently meets this standard, having approximately 130 acres devoted to municipal recreation, plus 93.8 acres in the five (5) neighborhood parks and recreation facilities at Quirk, Haggerty, Tyler, and Savage Elementary schools and North Junior High School. Including all recreational facilities within the Township, both municipal and public school, there is approximately 11.72 acres of developed recreational land per 1,000 residents.

Although Van Buren Township meets minimum recommended park land area requirements, this standard does not address community needs in terms of the service areas of existing facilities. Map 10 identifies each municipal park and public school facility in the Township, as well as each public school facility in the City of Belleville, along with the park type recommended service area. The National Recreation and Park Association and the Township Recreation Plan identifies four (4) categories of parks associated with Township and public school recreation facilities: neighborhood parks, community parks, township parks, and historical parks. The service area for each one of these types of parks is based on the type of equipment at the park and its use. The recommended service area for each park type is as follows: 1/2 mile radius for neighborhood parks, 2 mile radius for community parks, 6 mile radius for Township parks and no applicable standards for historical parks.

After a review of these parks and their recommended service area it appears that there may be deficiencies in the ability of existing recreational facilities to serve the needs of all Van Buren Township residents. An examination of Map 10 indicates four (4) areas within the Township for which there are no community parks to serve area residents. There are also only eight (8) neighborhood parks, including the facilities located at public schools within the City of Belleville, to serve the needs of the entire Township resulting in a substantial portion of the Township for which there are no neighborhood parks to serve area residents. The Township wide park, Van Buren Park, adequately serves the needs of Van Buren Township residents as it currently exceeds recommended standards for its type of recreational facility. As indicated by the Recreation Master Plan and this evaluation, the Township is in need of additional neighborhood parks with playgrounds to serve residents throughout the Township. However, it may be difficult to develop new neighborhood parks throughout the Township as land is expensive and lots suitable for development as neighborhood parks may not be available in all areas of the Township.



**Type Service Area**

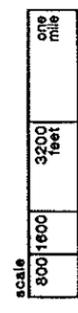
	NEIGHBORHOOD PARK	1/2 MILE RADIUS		AREAS DEFICIENT OF NEIGHBORHOOD PARK & COMMUNITY PARK
	COMMUNITY PARK	2 MILE RADIUS		AREAS DEFICIENT OF NEIGHBORHOOD PARK
	TOWNSHIP PARK	6 MILE RADIUS		
	REGIONAL PARK	SEVERAL COMMUNITIES 1 HOUR DRIVING TIME		
	HISTORICAL PARK	NO APPLICABLE STANDARD		

SOURCE: VAN BUREN TOWNSHIP RECREATION PLAN, 1986

**PARKS AND SERVICE AREAS**

**VAN BUREN CHARTER TOWNSHIP**

**MAP 10**



MEKema Associates, Incorporated  
Community Planning - Urban Design  
Farmington Hills, Michigan

March 1986

## Township Administration and Services

Township government provides essential services. These include: fire and police protection; public services such as monitoring of public water facilities and maintenance of Township facilities; and the administration of these various functions. The Township Hall is centrally located in the Township and contains Township administrative offices, the Township Police Department, the Department of Public Services offices, the Recreation Department, and the Environmental Department. These government services are centrally located and easily accessible to the entire community. The Township also contains three (3) fire stations located in various sections of the Township. Map 9 identifies the location of existing Township facilities.

### Township Hall

The Township Hall is the center for administrative and legislative functions in Van Buren Township. The Township Hall facility, located on Tyler Road west of Belleville Road, was built in 1968 to house the Township Water Department and eventually replaced the original Township Hall located in the City of Belleville. In 1978 an addition was added to the Township Hall building to provide more garage space for the Department of Public Services. It currently has 7,365 square feet of floor space and houses the Township administrative offices, various Township departments, and the Township Police Department. The Township Hall should continue to be the central focus for government uses in the future. However, some departments are currently operating with a deficiency of space and are in need of additional floor area for offices and related purposes. As the Township continues to grow and the need for services increases, the existing Township Hall facilities will have to be expanded or a new facility constructed to meet the needs of Township residents and Township administrative services.

### Police Department

The Police Department functions from the Township Hall. The department is located in the Township Hall adjacent to the Township administrative offices. The department maintains 24 hour coverage and currently includes 21 sworn police officers, 22 reserve officers, 3 clerical staff, and 6 dispatchers. All officers work on a full-time rotation basis. The Township Police Department has a mutual aid agreement with the City of Belleville and is provided supplemental service by the Wayne County Sheriff's Department as well as the Michigan State Police, particularly for the I-94 and I-275 expressways. The Police Department presently has no overnight retention cells but does operate a temporary lock-up facility and currently contracts with the City of Belleville for the use of their retention facilities.

### Fire Department

There are three (3) fire stations which currently serve Van Buren Township. Two (2) of the stations actively serve the Township. Station #1 is located in the City of Belleville and was constructed in 1925. Station #2 is located on Ecorse Road west of Belleville Road and was constructed in 1948 with an addition built in 1972. A third station was constructed in 1978 and is located on Tyler Road east of I-275. This station is presently inactive, with no plans to provide

equipment and staff for this station in the near future. However, the Township Fire Department does use station #3 to conduct training exercises. According to the Township Fire Chief, the use of this station for active service is currently not practical because the demand for operation of this station does not exist and there is a limited amount of Fire Department staff to operate the stations that are presently active.

The Township Fire Department provides fire fighting capability to Van Buren Township and the City of Belleville. The Fire Department currently includes a full time Fire Chief and 34 paid call fire fighters. All Fire Department staff except for the chief are volunteers. The department is currently authorized by the Township to include up to 40 fire fighters. The Fire Department is a member of the Western Wayne County Mutual Aid Association.

### Department of Public Services

The physical environment of the Township is often the most immediately apparent gauge in assessing the quality and effectiveness of its government. Responsibility for the maintenance of Township property, facilities, and equipment is charged to the Department of Public Services (DPS).

The Department of Public Services currently includes a full time director, 5 full time maintenance staff, 6 water division staff, and 2 clerical staff. The department occupies offices in the Township Hall and stores maintenance vehicles and equipment in the garage addition to the Township Hall.

The DPS Public Works Division currently maintains all Township parks, ballfields, recreation facilities, and Township properties including the Township Hall and French Landing Dam site. They also maintain the public library facility located in Belleville, five cemeteries located in various sections of the Township, and service Township vehicles and equipment. The DPS Water Division currently monitors the Township's public water system, which is provided and maintained by the City of Detroit Water System.

All public road maintenance, road construction, and snow removal in the Township is currently under the jurisdiction of the Wayne County Office of Public Services.

### Recreation Department

The Township Recreation Department is located in the Township Hall. The department includes a full time director and two part time staff. A recreation review committee is also currently being formed. The committee is intended to serve as an advisory body to the Township and the Recreation Department regarding the planning, development and maintenance of existing and future recreation facilities and programs.

The Recreation Department is currently responsible for the administration and implementation of Township indoor and outdoor recreation facilities and programs. They also help to coordinate local competitive recreation activities including a mens softball program and three little league programs in the area. A more complete review of existing Township recreation facilities and activities is presented in the Recreation Analysis Section of this plan.

### Environmental Department

The Environmental Department was established by the Township in June, 1988. The department is located in the Township Hall and currently includes one full time environmental analyst. It is currently funded entirely by the Township, however, the Township is in the process of applying for State grant funding for operation of the department.

The Environmental Department is responsible for the review and evaluation of pertinent Township waste issues including solid waste and hazardous waste concerns. The department is currently involved in the development of waste management and recycling programs for the Township.

### Library

The Wayne County Library System currently operates a branch library within the Township area. The library is located in downtown Belleville and is the primary library facility in Wayne County available to Township residents. The library building was constructed in 1953 and is currently maintained by the Township. The Township also provides funding to the County for support of the library.

### Post Office

The local post office serving Township residents is located in downtown Belleville. The post office has been in its current location for almost fifteen years since the mid-70's. According to postal officials, the current post office facility is not adequate in size to accommodate the present and anticipated future postal service demand of area residents. There has been discussion between U.S. Postal and Township Officials regarding a new post office facility that may be constructed in the Township in the near future.

### Cemeteries

There are five cemeteries presently located throughout the Township. Three cemeteries are located south of the I-94 freeway in Sections 19, 21, and 35 and two are located north of the I-94 freeway in Sections 6 and 12. These cemeteries are currently maintained by the Township.

### French Landing Dam

The French Landing Dam creates the impoundment of the Huron River known as Belleville Lake. The dam and powerhouse were built in 1924 by the Detroit Edison Company to provide hydro-electric power to the residents and businesses of the lower Huron valley. The hydro-electric power station continued to be a major provider of power to the region until it was decommissioned in 1967. Since that time, its only purpose has been to regulate the water levels in Belleville Lake. The dam and dormant powerhouse were donated to the Township in 1973.

In 1987, repairs began on the dam from financing obtained through special assessments and a Michigan Department of Natural Resources grant. Repairs were completed on the dam in April of 1988. The powerhouse was also restored through a Michigan Department of Commerce Equity Grant. Work on that project was completed in early 1989.

In February of 1989, STS consultants began producing electrical power at the French Landing Dam site. The power is sold to Detroit Edison by STS with the Township proposed to receive a percentage and guaranteed amount of those sales. The Township is currently responsible for maintenance of the French Landing Dam site.

## Utilities

### Water

Approximately 90 percent of the Township is presently served by public water. The Township is currently contracted with the City of Detroit Water System for water service. Responsibility for monitoring the distribution of public water within the Township is under the jurisdiction of the Department of Public Services. The Township does not provide treatment of water or maintenance of the water system.

The existing water system is currently extended along all major thoroughfares and local roads within the Township with the exception of the following: the North and South I-94 Service Drives between Morton-Taylor Road and Haggerty Road, the North I-94 Service Drive between Haggerty Road and Hannan Road, Rawsonville Road between Bog Road and Martz Road, Bemis Road between Lohr Road and the Railroad, Hannan Road between Tyler Road and Ecorse Road, and along most of the northern boundary of the Township. The interior of many sections in the Township are also currently not provided public water. However, water lines currently exist along the thoroughfares adjacent to these parcels and could be extended to these areas. Meter pits currently link the system on the north Township boundary with lines in Canton Township.

According to Township officials, the capacity of the system is adequate to meet the needs of future development, including and much of the remaining vacant land in the Township. However, lack of system looping and low water pressure resulting from variations in topography constrain water flow in the northwest corner of the Township. Alternative methods of relief for the inadequate water system in this area are being considered. These include extending a loop that would tie in with a meter pit and into the adjacent Ypsilanti (YCUA) system or linking with an existing 42 inch water main interceptor that extends from east to west across the Township through an agreement with the City of Detroit system. However, both of these alternatives may be expensive and may not allow the Township to tie into the systems wherever they desire.

## Sanitary Sewers

The existing sanitary sewer service in Van Buren Township covers approximately 60 percent of the Township area. Currently, the Township is served by two sewer systems. The sewer service area north of Tyler and Robson roads is part of the Rouge System and the sewer service area south of Tyler Road is part of the Downriver System (see Map 11).

The Rouge System is linked with the City of Detroit sewage treatment facility. Most of the Township area north of Tyler Road is served by this system with the exception of the following: Beck Road between Ecorse and Tyler Roads, Hannan Road between Tyler Road and the north Township boundary, part of Haggerty Road between Ecorse and Tyler roads, and the interior parcels of some sections. The Township's sewage treatment capacity for this area within the Rouge System has been 3.2 cfs. However, the Township recently purchased an additional 1.8 cfs in the system bringing the current Township capacity to 5.0 cfs. This should satisfy sewer capacity needs in this area for the near future.

The sewer service area south of Tyler Road is in the Downriver System operated by Wayne County. The sewage treatment plant for this system is located in Wyandotte. The Township currently has 5.2 cfs capacity in the Downriver System. However, the amount of capacity that the Township has within this system is the maximum that the Township has been able to secure and is only adequate to serve the existing lines and areas of the Township that are currently part of the Downriver System. The lack of additional capacity has been an on-going problem for the Township and communities supported by the Downriver System for a number of years.

The Township has been a participant with the other members of the Downriver System in expansion of the system to provide additional capacity. However, Phase I and II of the planned three phase expansion have been completed but have not provided additional capacity or benefits to the Township for which it has contracted for. Phase III of the expansion project has not been initiated and is questionable due to funding difficulties.

The Township has been considering different options in attempting to find a solution to the sewer needs of the community including construction of a new treatment facility or linking with the Ypsilanti System. However, both of these alternatives would be very expensive. Until the sewer problem is resolved by the Township, the current lack of additional capacity will inhibit the construction of additional sewer lines and development of areas in the Township currently without sanitary sewer, especially with regard to single family development.

## Storm Sewers

Van Buren Township contains both enclosed storm drains and open ditches located throughout the Township. Most of the storm water and surface runoff, however, is collected by open ditch drains. Storm water in the area north of Tyler Road is collected and discharged into a series of drains that extended beyond the north and east Township boundaries. Storm water associated with the property around Belleville Lake and the area south of Tyler Road ultimately drains into the lake and the Huron River.

CANTON TOWNSHIP



AREAS SERVED



AREAS NOT SERVED

SOURCE: VAN BUREN TOWNSHIP  
DEPARTMENT OF PUBLIC SERVICES

# GENERALIZED SANITARY SEWER SERVICE AREA

## MAP 11

# VAN BUREN CHARTER TOWNSHIP



scale  
800/1800  
3200  
feet  
one  
mile

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Farmington Hills, Michigan

March 1988

The Wayne County Office of Public Services is responsible for maintaining the storm sewer system within the Township. Maintenance is performed on a case by case basis and is provided by the County through special assessment to adjacent property owners. Problems with storm drains and ditches referred to the Township are directed to the Wayne County Drain Commission for problem identification and response.

Currently, storm water problems exist where ditch drains have overgrown or have not been maintained. These problems are apparent within the drainage ditches along the North I-94 Service Drive between Haggerty Road and Hannan Road. The Township has suggested to the County that these ditches be cleared and re-established.

The existing storm drainage system appears adequate to serve the future needs and demands of the Township. However, because of the potential environmental hazards of discharging untreated storm water into lakes and streams, future expansion of the Township's storm drainage system should strongly consider water quality at the site when being developed. Water quality tends to decrease during periods of heavy rain when road salts, fecal material, and oil and gas are carried along the drains and emptied into the lake. Thus, future development and redevelopment may require alternative methods of discharging storm water, such as retention ponds. The Stormwater Master Plan for the Township completed in 1985 provides a complete analysis of existing drainage facilities and suggests standards for development of future stormwater facilities and stormwater management.

#### Solid Waste

Solid waste disposal in the Township is provided through an annual contract with private services for collection and disposal of Township waste. This service is provided for all property in the Township except for commercial, industrial, apartment and mobile home park developments. Solid waste collected in the Township is disposed of at the Wayne Disposal landfill site.

# GOALS AND OBJECTIVES

## Goals and Objectives

The preceding analysis of existing conditions, circulation, trends and forecasted changes in population, housing and land use, accentuates a number of current and emerging issues in Van Buren Township. Through the statement of general goals and objectives, the Township may gain guidance to address these issues and others that will arise in the future.

Goals are general in nature and, as related to community planning, are statements of ideals toward which the Township wishes to strive. They represent the ultimate purpose of an effort stated in a way that is both broad and immeasurable. Goals also express a consensus of community direction to public and private agencies, groups and individuals.

Objectives are more specific and are intended to present a means to attain the stated goals. Objectives take the form of more measurable standards, or the general way in which the goals can be attained. In some instances, they are specific statements which can be readily translated into detailed design proposals or action recommendations.

Together, the following goals and objectives provide the foundation of the Master Plan and a framework for future implementation strategies.

### Residential

#### Goal

Reinforce the single family residential character and integrity of neighborhoods in the Township, and provide suitable areas for development of an adequate supply of safe, sanitary, efficient, and aesthetically pleasing housing consistent with the economic and social requirements of all segments of the population.

#### Objectives

1. Maintain and improve the environmental quality of all residential areas.
2. Strengthen and protect the viability of neighborhoods by controlling the expansion of existing and proposed businesses which are adjacent to residential areas, and separate necessary commercial expansion from residential areas by open space and other buffers.
3. Encourage the maintenance of and/or improvements to Township roads to ensure safe access to the Township's residential neighborhoods.
4. Continually monitor and encourage reinvestment in single family housing areas.

5. Consider programs and techniques to help maintain and improve neighborhoods and the condition of housing stock within the Township, which may include improvements to the Township's building inspection practices, and assisted housing rehabilitation.
6. Encourage the maintenance and upgrading of existing homes and neighborhoods through the installation of needed non-existing public improvements such as paved streets, sewers, street trees, and parks, and through the removal of such blighting conditions as nonconforming nonresidential uses.
7. Improve living amenities in all residential neighborhoods through high standards of housing design and construction, and access to usable, convenient open space.
8. Create opportunities for single family redevelopment, providing alternative housing choices such as cluster housing and condominium options, while maintaining current single family residential densities.
9. Develop and maintain residential density patterns which relate to the lake's natural and manmade environmental features.
10. Encourage and guide the development of a diversity of housing types, at densities and in locations meeting the housing needs of persons of all economic levels.
11. Encourage innovative development techniques such as planned unit development as a means of insuring lasting identity and stability of residential areas.
12. Restrict multiple family housing and mobile home parks to sites with good access, designed and at densities compatible to adjacent single family areas.
13. Maintain firm controls and design standards for mobile home parks.
14. Locate multiple family developments adjacent to freeways or major arterial highways.
15. Provide new residential developments with utilities and improved streets appropriate for the density of development. Future residential development should be permitted only in accordance with the ability to provide necessary public services including public water and sewer services, road construction and maintenance, police and fire services, and governmental administrative services.
16. Arrange neighborhood residential patterns in relation to schools, parks, churches and shopping areas to maximize their physical image and social importance.
17. Preserve natural environmental features such as natural drainage courses, flood plains, wooded areas and lands having critical soil conditions in the

design and development of residential areas and, where possible, incorporate recreation sites of sizes which are practical to use and maintain.

18. Seek design solutions for the orderly utilization of underdeveloped land in residential sections of the Township.
19. Encourage initiative, leadership and involvement in programs designed to improve the living environment of each neighborhood.

### Commercial/Office

#### Goal

Promote and maintain a well-planned system of commercial and office areas to efficiently service the needs and desires of Township residents while at the same time strengthening the Township's tax and employment base.

#### Objectives

1. Provide sufficient land for commercial uses based upon contemporary standards and a rational plan for commercial development.
2. Enforce strict land use and zoning policies which control the expansion of strip commercial and the unplanned location of isolated commercial activities.
3. Continue to maintain and improve enforcement of building codes and ordinances for existing and future commercial development.
4. Consolidate development in existing commercial areas.
5. Promote commercial development and redevelopment on sites with adequate depth and area for expansion, off-street parking and landscaping.
6. Maintain high standards of site design and encourage controlled access, frontage beautification, buffering devices such as walks and landscaping, and attractive, controlled signage to promote long-term commercial stability.
7. Develop comprehensive urban design criteria to guide future commercial development.
8. Establish a compatible relationship between commercial centers and adjacent residential properties through the use of such buffer devices as walls, berms, landscaping and transitional uses.
9. Maintain strict enforcement of the Township Sign Ordinance.
10. Concentrate general commercial areas along the Township's major thoroughfares in proximity to I-94 and the Rawsonville, Belleville, and Haggerty Road interchanges for maximum access to the trade area population.

11. Neighborhood shopping centers should be provided for the Township's residential areas along major thoroughfares, but should be limited to intersections which are near already developed neighborhoods and which have significant traffic from both roads.
12. Enhance the appearance of the Belleville Road commercial corridor as the Township's central business area through development of unified streetscape improvements.
13. Provide adequate off-street parking for commercial uses, including joint-use parking.
14. Allocate land areas of sufficient size and quantity to accommodate those office functions that can realistically be attracted to the Township.
15. Locate small office buildings accommodating professional services along major thoroughfare frontages where they can provide convenient services.
16. Integrate office buildings on large sites designed as part of major commercial developments.
17. Provide for site planned office property, developed with such protective devices as walls, greenbelts, landscaping and other site amenities, so as to create an environment that will enhance the attractiveness and long-term stability of the building and surrounding area.
18. Acceleration, deceleration and passing or left turn lanes should be required where traffic patterns require such lanes to safely and conveniently handle traffic.
19. The development of marginal access roads should be encouraged to minimize the number of curb cuts.
20. Landscaping should continue to be required in parking lots to screen vehicles from the street and as a means of regulating traffic within lots and providing pedestrian walkways.

## Industrial

### Goal

Maintain and enhance the Township's industrial uses in a way that is consistent with community values and compatible with surrounding land uses, and encourage the development of new industrial areas to provide attractive sites to a variety of industrial enterprises which will strengthen the Township's tax base and provide employment for area residents.

### Objectives

1. Preserve areas of the Township which by virtue of their accessibility to major transportation routes, relatively large land parcels, and utility service-ability, are best suited to industrial development.

2. Provide locations for industry which can be readily serviced by adequate public utilities and are easily accessible to the major transportation network serving the Township.
3. Locate industrial areas where they have reasonable boundaries and are not subject to encroachment by noncompatible uses.
4. Discourage random industrial development within the Township.
5. Encourage the development of a range of industrial facilities, including light industries, manufacturing plants, research institutes, and warehousing, to provide both increased employment and a firm tax base.
6. Encourage well planned and adequately developed industrial areas which provide sites meeting long-term functional needs of industry in an attractive industrial setting.
7. Encourage the development of industrial parks in those areas defined for industrial development.
8. Encourage existing industry located in industrially designated areas to remain and expand.
9. Reduce the negative visual impacts of industrial developments and continue to require appropriate buffers between industrial areas and adjacent uses.

### Circulation

#### Goal

Provide and maintain a safe, efficient transportation system which promotes accessibility throughout the community and accommodates the vehicular and pedestrian circulation needs of Township residents.

#### Objectives

1. Encourage circulation improvements and plans which are compatible with the areas they impact.
2. Consider alternatives which accommodate future improvements, such as right-of-way expansion, based on documented circulation needs.
3. Promote an adequate system of streets and roads to permit access to Township lands, in order to avoid strip development and encourage the adherence to a plan for orderly development.
4. Encourage an adequate street system which classifies streets and roads by function and utilizes their differences as an essential part of planning.
5. Design and control land development patterns, use, intensity and access so that the efficiency and safety of traffic on the abutting thoroughfare will

not be adversely affected and thus require more extensive traffic regulations.

6. Design local and collector residential streets to discourage through traffic.
7. Provide collector streets for convenient movement between the local streets within the neighborhood and the bordering arterial street system.
8. Improve the function and appearance of local streets and streetscape.
9. Encourage reduction of the number of site access drives for commercial and industrial development along the Township's major thoroughfares through the use of common entrances and shared parking facilities.
10. Ensure recognition of Township plans by County and State highway planners.
11. Recognize the circulation relationships with surrounding communities, employment and commercial centers.
12. Recognize the need for alternative forms of circulation, including bicycle and pedestrian facilities.
13. Develop and improve pedestrian walks, where possible, to link uses such as shopping centers, offices, and residential areas to parks, open spaces and activity centers.

### Parks and Recreation

#### Goal

Provide adequate park and open space opportunities for all residents of the Township.

#### Objectives

1. Maintain and improve the quality of existing public parks.
2. Maximize the use of existing park land and facilities.
3. Encourage the development of new parks and open spaces as opportunities arise consistent with the needs of Township residents.
4. Update the Township's Recreation Plan as required by the Michigan DNR to maintain eligibility for grant funds.
5. Continue to coordinate recreation program development and encourage cooperative use of parks and recreational facilities between the Township, City of Belleville, and Van Buren Public Schools System.
6. Continue to encourage better development and maintenance of school facilities as a recreational resource.

7. Encourage private developers to provide convenient and ample recreation areas in conjunction with residential development throughout the Township.

## Environmental

### Goal

Provide for the protection, maintenance, and balanced use of the Township's natural resources and environment for the economic support of local property values, natural beauty and character, ecological needs and historic significance.

### Objectives

1. Promote protection and maintenance of the natural landscape and balanced use of the Township's natural resources including soils, lakes and streams, and groundwater supplies and recognize that natural resources must be maintained for their ecological value as well as their commercial benefits to property owners.
2. Promote the protection, preservation and proper maintenance of woodlands (including trees and other forms of vegetation) for their economic support of local property values, for their natural beauty and wild character and geological, ecological and historical significance.
3. Promote the protection of the vital Township potable fresh water supplies from the dangers of pollution and mismanagement.
4. Preserve and maintain watercourses, the lakefront, wildlife and other natural resources and features which constitute important physical, aesthetic, recreational and economic assets to the Township.
5. Maintain and enhance the scenic value of the Township's lakefront.
6. Promote the protection of lake water quality by continuing to work with local community groups, and through review of site development for control of runoff and minimization of erosion.
7. Coordinate planning efforts with the City of Belleville to minimize negative environmental impacts of development on the lake and other sites which may influence environmental quality in the Township.
8. Consider the visual impact of residential, commercial, industrial, transportation and public utility construction upon the environmental quality of the Township.
9. Promote the safe management and disposal of all wastes, both hazardous and non-hazardous, generated within and/or shipped into the Township.
10. Encourage the reduction of the Township's generation of waste and dependence on landfills.

11. Promote the protection of sensitive wetland areas in accordance with adopted laws and regulations.
12. Encourage the development of environmentally safe and cost-effective waste water management systems.
13. Promote water, sewer and waste disposal systems where necessary to enhance the public health and safety.
14. Encourage the preservation of existing vegetation and trees, and promote street tree planting to help preserve the residential character of the Township.
15. Require comprehensive landscaping of all development and redevelopment proposals prior to Township approval.
16. Encourage property owners to upgrade and maintain the environmental quality of their property.
17. Reduce noise and air pollution levels so as to minimize their impact on residential areas.
18. Maintain and enhance the historical character of the Township's older residential, commercial and historical structures, and encourage the designation of historic buildings and sites.

### Agriculture

#### Goal

Retain, wherever possible, prime agricultural lands in the Township by protecting them from urban development and concentrating urban growth.

#### Objectives

1. Recognize farming as an essential economic activity and career option.
2. Provide for agricultural land uses which do not require expensive public services such as sewers, water, multi-laned paved roads and intensive trash collection, fire protection and police security.
3. Avoid rural-urban land use conflicts by encouraging only very low density, dispersed residential uses in areas of existing agricultural use.
4. Include P.A. 116 farmlands as agricultural land.
5. Agricultural land should be maintained in less intensely developed areas away from major thoroughfares as much as possible.

6. Identify areas to be retained permanently as productive agricultural lands and not as a holding bank for urbanization.

### Community Facilities

#### Goal

Provide all segments of the population with high quality and affordable community services and facilities.

#### Objectives

1. Maximize the efficient use of existing community facilities and encourage the addition to or reuse of community facilities which are consistent with the Township's plan.
2. Encourage regularly scheduled maintenance and development of adequate utility systems throughout the Township including replacement of existing substandard utility lines.
3. Prepare and annually update a comprehensive capital improvements plan for Township facilities and major equipment expenditures.
4. Continue to work to resolve the Township sanitary sewer capacity, quality and service problems.
5. Monitor the drainage system for problem areas, and encourage maintenance of existing systems.
6. Encourage underground utilities with new development in the Township.
7. Encourage extension of utilities to undeveloped areas, unserved at present, only after existing development is fully serviced.
8. Explore plans and costs for expanding the Township Hall to create a facility of sufficient size to provide for operational efficiency, better communication and more convenient service to the public.

### Planning

#### Goal

Ensure adequate, on-going planning and the implementation of policies in this plan.

#### Objectives

1. Update the master plan on a regular basis.

2. Provide for strict zoning administration and compliance with site plan review standards.
3. Encourage community participation in the planning process.
4. Adopt a revised and up-to-date zoning ordinance and zoning map consistent with the plan.
5. Inform the public and citizen groups of master plan policies.
6. Cooperate with adjacent communities through exchange of information on development and redevelopment issues including community facilities and services, annexation and expansion, and other shared interests.
7. Continue and strengthen the current planning process, update community planning practices and educate the public in conformance with community goals and objectives.

# PLAN ELEMENTS

## Comprehensive Development Plan

The Comprehensive Development Plan for Van Buren Township is based upon the foregoing analysis of existing conditions, goals and objectives, and assessment of development resources and constraints. The scope of the plan is comprehensive, as it deals with each element of a feasible development pattern for the Township. At the same time, the plan should be viewed as a general framework for development in which a suggested arrangement of land uses and circulation is identified, leaving flexibility to accommodate changing needs and conditions. In other words, it must be recognized that the plan represents an overall policy document, and that all elements and concepts cannot be achieved in the near term but only through continued effort and follow through.

Economic, political, environmental, and social climates are constantly changing the built environment. Therefore, to be most effective, a Master Plan must be based on sound planning principles which encourage a workable and implementable plan. The Comprehensive Development Plan Maps (Maps 12 and 13) and supporting text which follow are based on the fundamental planning principles summarized below:

Long-Range: The Plan identifies and responds to existing and anticipated issues affecting land development through 2005.

Comprehensive: Prior to finalization of the Plan, all major types of land use appropriate to the Township are considered.

Generalized: To avoid detailed or site-specific issues of minor consequence in the context of the Township Master Plan, the Plan incorporates broad principles of land development inter-relationship.

Regional: Conditions beyond Township boundaries which may have impact on the Township are considered.

Identified on the Land Use Plan (Map 12) are generalized areas for development which are consistent with patterns of existing land use, future population projections, and the community goals and objectives. The Circulation and Community Facilities Plan (Map 8) identifies the locations and types of community facilities as well as the transportation network. These categories of land use, community facilities, and circulation are summarized below:

### Land Use

#### Agricultural/Estate Residential

The plan attempts to maintain the primary existing agricultural areas of the Township. This does not preclude some residential development associated with agriculture. However, the plan proposes that consideration be given to

permanently maintain and protect these agricultural lands as areas for food production without infringement by non-agricultural uses which may generate conflicts with this non-renewable resource.

This land use classification limits estate residential development to one acre or more per dwelling unit and is the proposed dominant land use in the southwest portion of the Township. Development within this category will accomplish two major Township objectives: (1) keeping the density low so as not to generate a need for urban type services, (2) maintaining the natural environment's existing character of low density areas. The agricultural/estate residential area includes large lot areas, predominant natural features and in some cases, the large rural lots act as a buffer to existing and proposed agricultural land.

### Single Family Residential

The most important and positive attribute of Van Buren Township is its single family residential character. As the plan indicates, the Township is to retain that predominant character by encouraging programs and techniques to help maintain and improve neighborhood and housing conditions. New development on vacant lots or redevelopment within the single family districts should only occur if the character and scale of that development is consistent with the surrounding neighborhood respecting the predominant lot size, housing density and natural amenities.

Two single family residential land use categories, in addition to estate residential, are delineated on the land use map. These areas are located according to the predominate characteristics of existing single family residential development in the areas, access to circulation, and inherent natural development constraints or resources. As discussed in the existing land use section of the plan, much of the existing single family residential development has occurred in two distinct patterns: (1) small lot residential development is found near the Township's main thoroughfares and adjacent to Belleville Lake; and (2) larger parcel single family residential development has occurred throughout the Township on parcels located in the more rural areas.

The following categories serve as guidelines for future zoning requests, land subdivisions and lot splits. The two single family residential categories provided in the Land Use Plan, Low Density/Single Family Residential and Medium Density/Single Family Residential, are further described as follows:

### Low Density/Single Family Residential

Low density/single family residential is perceived as areas accommodating development at a density of approximately two to three dwelling units per acre. Areas shown on the plan include the area around Belleville Lake, the southeast 1/4 of the Township, and parts of Sections 3, 10, 11 and 14, north of I-94. Continued residential development in these areas, particularly in the southern half of the Township, will largely depend on the availability of public utilities.

### Medium Density/Single Family Residential

Medium density/single family residential is defined as areas with density ranging from three to six dwelling units per acre. Areas identified are generally located in proximity to major thoroughfares including the freeways and where medium density single family development patterns have been established. These areas include the Haggerty, Denton and Quirk subdivisions, most of Section 28 adjacent to the City of Belleville, and parts of Sections 1 and 12 in the northeast corner of the Township, adjacent to I-275.

### High Density/Multiple Family Residential

This land use would occur at a density of six to fifteen dwelling units per acre. Location of multiple family residential development in a community is determined by a number of factors including availability of necessary utilities, access, surrounding uses, and availability of services and community facilities. Generally, multiple family land uses are "transitional" uses located between single family residential and commercial uses. On the Land Use Map, a number of multiple family areas are shown. Multiple family residential development is planned in these areas for a number of reasons, including:

1. The existing areas of multiple family housing are well established within the neighborhoods in which they are located.
2. The areas planned for multiple family housing are located on or close to the freeways and major thoroughfares within the Township.
3. The multiple family development serves as a transition between adjacent single family uses and commercial or other uses.

### Central Business Area Commercial

This land use category is designed to satisfy the need for retail, service and office uses in the central business area of the Township along Belleville Road both north and south of I-94. Generally, this type of development will include comparison shopping facilities, specialty shops, personal services, entertainment uses and business offices which serve the needs of Township residents and some adjacent areas. The central business area is a primary focal point in the Township and to a large extent contributes to the community identity. Emphasis should be placed on strengthening existing commercial uses, developing existing vacant land in the central business commercial area, and assuring adequate parking, while encouraging linkage between the Township civic center and central business area. Highway-oriented and convenience commercial use including uses which require high accessibility and visibility would be incompatible and should be discouraged.

### Highway Commercial

The highway commercial land use category includes those retail and service facilities which serve the day-to-day needs of Van Buren residents as well as those traveling through the Township. The highway commercial district includes those commercial uses located along the I-94 and I-275 freeways which are

commonly dependent on high accessibility and visibility. Because these uses often generate high traffic volumes, noise, and undesirable visual impacts, proximity to single family residential land uses without proper site design requirements is discouraged. Potential negative impacts on residential districts can be further minimized by providing transitional land uses and buffering between residential and highway commercial uses.

The Land Use Plan limits the highway commercial district to the interchanges along I-94 at both Rawsonville and Haggerty roads, and at the interchange of I-275 and Ecorse Road. The development and redevelopment of these areas for highway commercial uses should satisfy community needs for these types of businesses for the foreseeable future.

### General Commercial

A third land use category for commercial establishments distinguishes between the central business area and highway commercial districts, and the smaller-scale general commercial district. The general commercial district is most often limited to smaller lots, which cater to adjacent neighborhood residents. The limited scale of the general commercial district results in minimal negative impacts and maximum convenience to nearby neighborhood residents. When such uses abut single-family residential parcels, treatment of that interface must ensure effective visual and noise separation to allow proper coexistence.

The plan identifies several districts specifically for general commercial development, although those same types of facilities might also locate in the aforementioned highway commercial district. These areas are planned along the Township's north-south major thoroughfares including Rawsonville, Belleville, Sumpter, and Haggerty roads as well as along Michigan Avenue. The proposed locations for general commercial uses are distributed throughout the Township both north and south of I-94, in close proximity to the existing and planned neighborhoods which they are intended to serve.

### Commercial/Office

The commercial/office district is intended to be a mixed use district that would include retail and service commercial uses as well as general and professional offices. This district will serve as a transition and buffer between residential uses and the more intensive commercial areas. Uses in this category are intended to be developed in landscaped settings with good accessibility, generating a minimum of traffic congestion and parking problems.

Three commercial/office areas are indicated on the plan: (1) along Belleville Road between Tyler and Ecorse roads, (2) between the I-94 North Service Drive and Tyler Road west of Morton-Taylor Road, and (3) in Section 13 between I-94 and I-275.

### Office/Research

Office and research facility development, in the form of well-planned office parks and sites containing low-intensity uses, are proposed in the northern section of the Township along Ecorse, Beck, and Van Born roads. These areas are

planned adjacent to proposed industrial and airport development along the Township's major thoroughfares to provide for good access, proximity to industrial and other uses which they may support, and to serve as a transition between industrial, residential and commercial uses.

The development of high-intensity office uses such as medical offices and outpatient clinics, real estate offices, insurance offices, banks and other financial institutions should be discouraged. Research, corporate office uses, and certain institutional uses and cultural facilities would be compatible with the surrounding area and should be encouraged as part of planned office parks.

### Light Industrial

As indicated in the existing land use inventory and economic analysis, Van Buren Township has a strong industrial base, and given its location, freeway access, and vacant land areas, it should continue to attract industrial development of both a light and heavy nature. Light industrial areas shown on the plan map reflect existing light industrial development, freeway access, and provide ample area for expansion opportunities. Light industrial uses which do not produce large amounts of noise, glare, waste or other environmental adversities are encouraged including such uses as research and testing facilities, light manufacturing, warehousing, and storage facilities.

The I-275 "Golden Corridor" is the principal area of the Township planned for light industrial activities. This area includes land on both the east and west sides of I-275, and on both sides of Haggerty Road between Tyler Road and the north Township boundary. Two (2) additional areas are also proposed for light industrial use including the southwest corner of Hannon Road and the South I-94 Service Drive, and the east side of Rawsonville Road between Bemis Road and Bog Road.

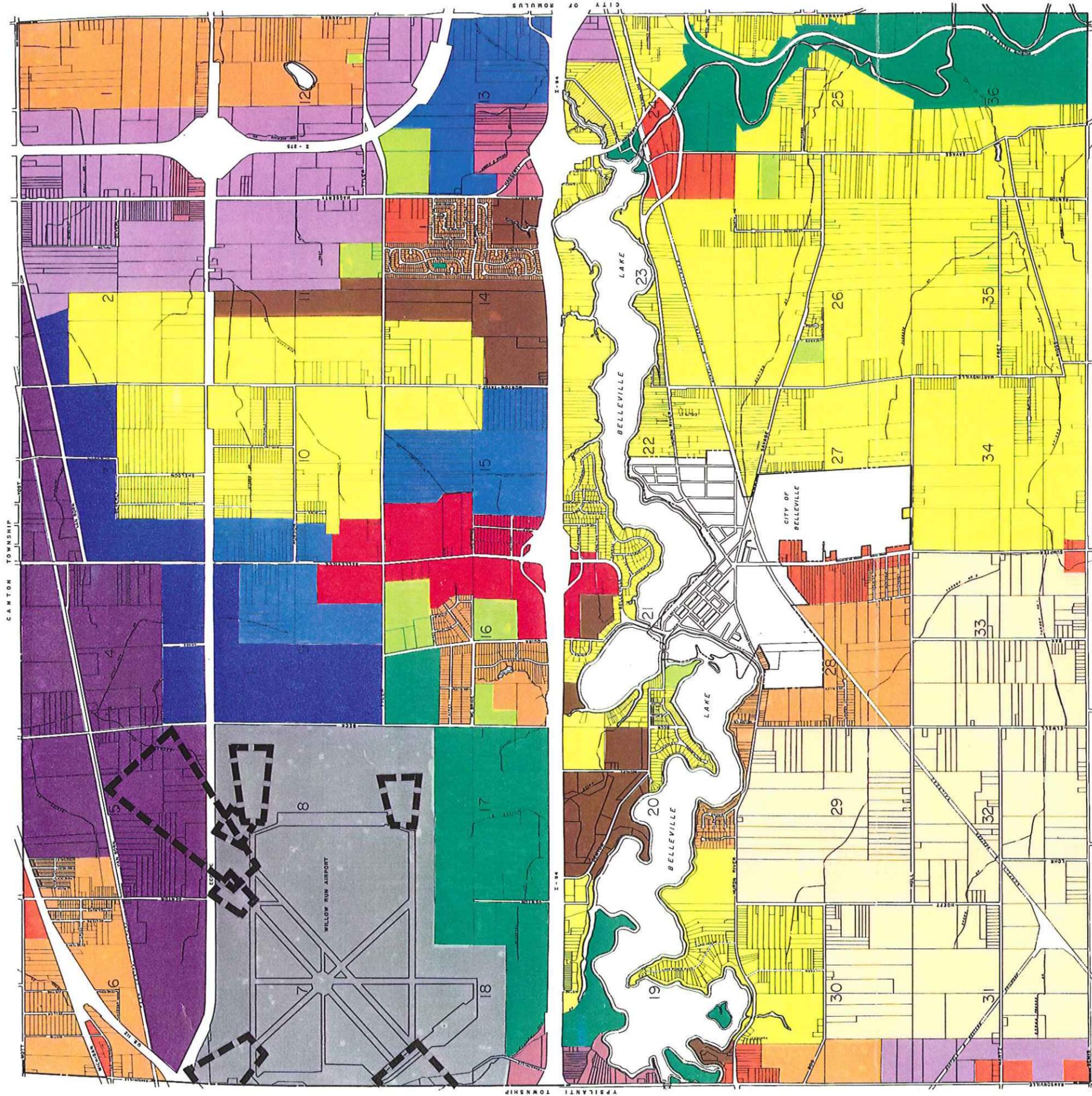
### Heavy Industrial

Heavy industrial uses shown on the Land Use Plan Map also take advantage of existing industrial development patterns, railroad and freeway access. A single, contiguous heavy industrial area is planned, concentrating along the Consolidated Railroad line, between Ecorse Road and the north Township boundary. This area is particularly suited for heavy industrial development because of its close proximity to Willow Run Airport, existing transportation facilities and because much of the area is not located adjacent to existing or planned residential development.

### Public/Semi Public

Included in this land use category are the Township Hall, fire stations, public schools, cemeteries, and the County Fairground. As most of these uses are located in or adjacent to single family residential districts, the potential reuse of these sites is therefore limited to a similar public or semi-public use or a single family residential use of compatible density with surrounding neighborhoods.

The fundamental premise for including these land uses near or within single family residential districts in the plan is that these uses will not be reduced by the sale or temporary disposition for other compatible public uses.



- AGRICULTURAL/ESTATE RESIDENTIAL
- LOW DENSITY/SINGLE FAMILY RESIDENTIAL
- MEDIUM DENSITY/SINGLE FAMILY RESIDENTIAL
- HIGH DENSITY/MULTIPLE FAMILY RESIDENTIAL
- CENTRAL BUSINESS AREA COMMERCIAL
- HIGHWAY COMMERCIAL
- GENERAL COMMERCIAL
- COMMERCIAL/OFFICE

- OFFICE/RESEARCH
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC/SEMI-PUBLIC
- PARKS/OPEN SPACE
- AIRPORT
- AIRPORT CLEAR ZONE

- OFFICE/RESEARCH
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC/SEMI-PUBLIC
- PARKS/OPEN SPACE
- AIRPORT
- AIRPORT CLEAR ZONE

**COMPREHENSIVE DEVELOPMENT PLAN:  
LAND USE**

**VAN BUREN CHARTER TOWNSHIP**

**MAP 12**



scale  
800 1600 3200  
feet  
one  
mile

March 1988  
MKenna Associates, Incorporated  
Community Planning • Urban Design  
Farmington Hills, Michigan

### Parks/Open Space

This category includes a variety of public recreation land, facilities, and open space. These lands are located so as not to conflict with adjacent residential uses, yet provide for needed community-oriented recreation areas and facilities. The maintenance of these properties is expected to provide the local recreation needs and services as required by Township residents.

A key element to maintaining the existing character of the Township will be preservation and enhancement of all existing municipal open space, especially along the lake, and the development of planned areas for recreational use.

### Airport

Located in Sections 7, 8, 17, and 18, Willow Run Airport comprises approximately 10 percent of the total Township land area. Although the Land Use Plan proposes no additional airport acreage, preliminary plans have been prepared by Wayne County officials for the potential future expansion of the airport. The proposed future expansion is planned for land north of the existing airport facilities on part of the area indicated on the Land Use Plan for heavy industrial development.

### Circulation Plan

The principal objective of the Circulation Plan is to develop and maintain a system of all types of traffic-ways that is integrated with all other elements of the Master Plan. Although much of the Township's traffic is associated with the freeway corridors and major thoroughfares, and the majority of the circulation system is established, emphasis is placed on developing solutions for existing traffic problems. The most significant circulation problems that were identified in the analysis phase are: The traffic volume on the Township's three (3) north-south major thoroughfares in proximity to I-94, particularly Belleville Road, caused by heavy regional through-traffic; incomplete streets and circulation patterns in some residential areas; pedestrian/vehicular conflicts due to lack of sidewalk or traffic signals along certain roads within the Township; and the number of unpaved roads.

Another problem identified in the analysis phase is the inadequate width of some Township roads, particularly Belleville Road and Rawsonville Road in proximity to I-94, Haggerty Road from Ecorse Road to Tyler Road, and Ecorse Road from Belleville Road to Haggerty Road. Although these roads are classified as major thoroughfares, the current and projected traffic volumes on these roads exceeds existing road design. The plan recommends widening of these roads when opportunity arises.

The thoroughfares and streets within the Township provide for through traffic, access for abutting uses and to collect and dispense traffic from residential neighborhoods. Thoroughfares and streets are classified in a hierarchical system which recognizes capacities and functions in a progressive fashion.

The Circulation Plan for Van Buren Township functionally classifies roadway as super highway, state trunkline, major thoroughfare, collector street, or local

The thoroughfares and streets within the Township provide for through traffic, access for abutting uses and to collect and dispense traffic from residential neighborhoods. Thoroughfares and streets are classified in a hierarchical system which recognizes capacities and functions in a progressive fashion.

The Circulation Plan for Van Buren Township functionally classifies roadway as super highway, state trunkline, major thoroughfare, collector street, or local street. Recommend rights-of-way for each road category are included in the Circulation Analysis Section of this plan. The purpose of the right-of-way is to provide for adequate improvements such as traffic lanes, shoulders, utilities, intersections, medians, turning lanes, drainage, and landscaping and to accommodate traffic volumes. Existing conditions may limit the practicality of implementing a design right-of-way under specific circumstances, therefore, the recommended widths should be used as a guide, not an automatic designation.

The following functional classifications are proposed for existing streets and thoroughfares within Van Buren Township and are illustrated on Map 13:

#### Super Highway

Super highway is proposed as the functional classification for the I-94 and I-275 freeways. The primary function of super highways is to serve major traffic movements within the Township and the region.

#### State Trunkline

State trunkline is proposed as the functional classification for Michigan Avenue (US-12). The primary function of this thoroughfare is to serve major traffic movements and to feed the freeways.

#### Major Thoroughfare

Major Thoroughfare is proposed as the functional classification for:

- Mott Road
- Van Born Road
- Ecorse Road, from Belleville Road to Hannon Road
- Tyler Road, from Beck Road to Haggerty Road
- Huron River Drive
- Savage Road
- Hull Road, from Hoeft Road to Martinsville Road
- Bemis Road
- Rawsonville Road, from Bemis Road to the South I-94 Service Drive
- Denton Road, from Ecorse Road to the north Township boundary
- Hoeft Road, from Martz Road to Huron River Drive
- Elwell Road, from Martz Road to Huron River Drive
- Beck Road
- Sumpter Road
- Belleville Road
- Martinsville Road
- Morton-Taylor Road
- Haggerty Road
- Metropolitan Parkway
- Hannon Road

Major thoroughfares provide intra-county continuity and feed regional major thoroughfares, state trunklines and freeways.

### Collector Streets

Collector Street is proposed as the functional classification for:

Yost Road  
Beverly Street, from Edwards Street to Sheldon Road and from  
Taylor Street to Haggerty Road  
Robson Road  
McBride Road, from Beck Road to Endecot Street; from Rawsonville  
Road to Dewitt Street; and from Jackson Street to Haggerty Road  
Bog Road  
Owen Street  
Martz Road  
Fret Road  
Riggs Road, from Renton Road to Haggerty Road  
Sheldon Road  
Quirk Road, from Tyler Road to the North I-94 Service Drive and  
from the South I-94 Service Drive to Belleville Road  
Denton Road, from the South I-94 Service Drive to Belleville Road  
Lohr Road  
Bak Road  
Renton Road

Collector streets provide for adequate traffic movement between thoroughfares and local streets to provide direct access to abutting property.

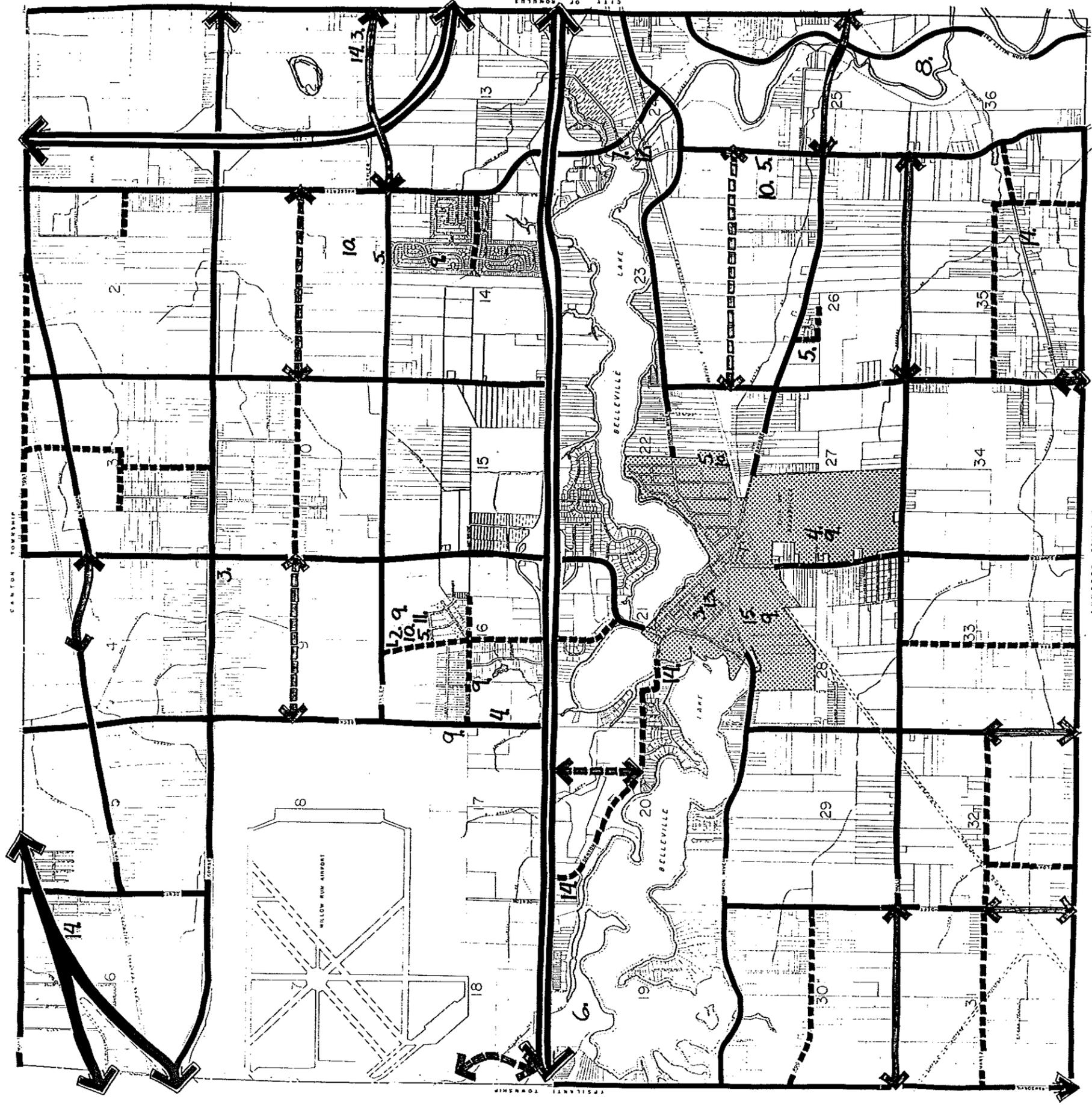
### Local Streets

All remaining streets within Van Buren Township are local streets. These streets provide access from abutting properties to collector streets and thoroughfares.

To improve the function of local streets and the circulation system within Van Buren, the Township should consider the completion of incomplete streets and linkage with the existing circulation system. Circulation improvements and plans which are compatible with the areas they impact should be encouraged. To improve local traffic circulation within the Township, the plan proposes the following improvements. Prior to implementation, each of these general improvements should be studied in more detail and specific alignments and design alternatives examined.

#### 1. Future Major Thoroughfares

- a. Van Born Road Realignment (from Belleville Road to east of Beck Road)
- b. Tyler Road (from Haggerty Road to Hannan Road)
- c. Hull Road (from Rawsonville Road to Hoeft Road and from Martinsville Road to Haggerty Road)



**CIRCULATION**

- SUPER HIGHWAY
- STATE TRUNKLINE
- MAJOR THROUGHFARE
- COLLECTOR STREET
- LOCAL STREET
- FUTURE MAJOR THROUGHFARE
- FUTURE COLLECTOR STREET

**COMMUNITY FACILITIES**

- 1. TOWNSHIP HALL
- 2. POLICE DEPARTMENT
- 3. FIRE STATION
- 4. JR. HIGH SCHOOL
- 5. ELEMENTARY SCHOOL
- 6. TOWNSHIP PARK
- 7. HISTORICAL PARK
- 8. REGIONAL PARK
- 9. PLAYFIELD
- 10. PLAYGROUND
- 11. SENIOR CENTER
- 12. FRENCH LAANDING DAM
- 13. LIBRARY
- 14. CEMETERY
- 15. HIGH SCHOOL



Scale

800/1600

3200

feet

one

mile

- d. Savage Road (from Haggerty Road to Hannan Road)
- e. Hoeft Road (from Martz Road to Bemis Road)
- f. Elwell Road (from Martz Road to Bemis Road)
- g. Martinsville Road (from Riggs Road to Bemis Road)

2. Future Collector Street

- a. Robson Road (from Beck Road to Belleville Road and from Morton-Taylor Road to Haggerty Road)
  - b. Rawsonville Road (north of the North I-94 Service Drive)
3. Beckley Road (from Denton Road to the South I-94 Service Drive)
4. Between Haggerty Road and Martinsville Road, north of Savage Road

Community Facilities

Within the total development of a municipality, the provision of adequate community facilities is important. Often the desirability of a community is directly related to its public services and facilities. The adequacy of these facilities affects the well-being of the citizen, which, in turn, determines the character of the community.

Township Administration

The Master Plan encourages the maintenance, enhancement and expansion of the existing Township Hall as the center of administrative and legislative functions in Van Buren. Township Hall is centrally located in the Township in proximity to the central business area, a convenient and appropriate location for such services.

Although it currently houses the administrative offices and various Township departments and provides the central focus for government uses, some departments are currently operating with a deficiency of space. As the Township continues to grow, expanding the Township Hall to create a facility of sufficient size to provide for operational efficiency will become necessary.

Utilities

The utility systems available within a municipality are a critical determinant of the density and type of development which the community can sustain. Of particular concern in Van Buren is the amount of treatment capacity available to serve the existing sanitary sewer system and the need for additional capacity and sewer lines in certain areas of the Township. On-going efforts to improve the system should be continued, as should study of alternatives available, such as construction of a new treatment facility or linkage with another system. The current lack of additional capacity will prevent new sewer lines from being

constructed and inhibit development of single family residential and other uses in areas of the Township currently without sanitary sewer.

### Solid Waste

The collection and disposal of solid waste materials is an issue of major concern in Van Buren Township. As previously discussed in this plan, there is currently an active 328 acre sanitary landfill located in the Township along the North I-94 Service Drive, east of Rawsonville Road and a 137 acre abandoned landfill site adjacent to the west. Historically, Van Buren Township has received a "solid waste stream" from producers in the southeast Michigan region for disposal at the landfill site. The landfill is operated by Wayne Disposal, Inc. and is also utilized by Michigan Disposal Systems for the disposal of non-hazardous and hazardous solid waste. Facilities located on the landfill site include a gas reclamation center, a solidification plant, and a waste water pretreatment facility. According to landfill operation officials, the landfill currently has an estimated life expectancy of less than one year for the disposal of non-hazardous waste and three years for the disposal of hazardous waste materials.

Solid waste collected in the Township is currently disposed of at the Wayne Disposal Landfill site through an annual contract with private collection services. As the generation of solid waste and the requirement for disposal will not cease, and because solid waste will eventually no longer be able to be disposed of at the Wayne Disposal Landfill site, the Township must develop alternatives from current disposal practices. Recycling, composting, and other solid waste disposal alternatives must be considered.

The solid waste plan for the Township is to transcend from total dependence on landfilling to a reliance on other waste disposal practices deemed to be more desirable and not to encourage the expansion of existing facilities or location of additional landfill sites in Van Buren Township. The location of additional landfill sites in Van Buren when compared with the amount of land in the Township currently developed as landfill would lead to an imbalance in land used for landfill facilities versus other Township land uses. The Township recognizes that innovative solid waste management techniques are essential in the future planning of solid waste disposal. To meet the Township's future solid waste disposal needs, this plan calls for the following:

- Development of a Township-wide recycling program.
- Development of a composting program for the Township.
- Reduction in the amount of solid waste generated at Township households through implementation of an education/source reduction program.
- Disposal of Township generated solid waste facilities located outside of Van Buren Township.

Collection and disposal of Township generated solid waste should continue to be provided through contract with private services and disposed of at the Wayne Disposal Landfill until closure of non-hazardous waste disposal facilities and/or until other alternatives are implemented. The landfill site and facilities located in Van Buren Township shall continue to be operated in accordance with

the Van Buren Township Zoning Ordinance and Solid Waste Ordinance, State Law, and the criteria of the adopted Wayne County Solid Waste Plan.

### Recreation

The emphasis of this section of the plan is to maintain and enhance the Township's existing recreational facilities and to add new facilities as they are needed.

Based on the evaluation of existing recreation space and facility needs in this plan, the Township is in need of additional neighborhood parks to serve residents throughout the community.

As the Township continues to grow, and new single family residences and neighborhoods are developed, the locations for these new parks will become apparent. However, in planning for the development of additional neighborhood park facilities, the Township should consider creating provisions in their ordinances that would require developers to provide recreational space or develop neighborhood parks in conjunction with new residential development.

In addition, continued recreation program development and cooperative use of parks and recreational facilities is encouraged between the Township and Van Buren Public Schools. The Township should continue its efforts to encourage better development and maintenance of school facilities as a recreational resource.

# IMPLEMENTATION

A number of the tools and techniques available for the implementation of the plan and its proposals are described below:

## Codes and Ordinances

Without reasonable, firm codes and ordinances, a community cannot carry out the best of plans. With the use of the police power, a Township can guide private development, redevelopment and rehabilitation in a coordinated plan of total effort. Among the more important codes are:

### 1. Zoning

The Township Zoning Ordinance is a principal tool for the implementation of the plan.

Zoning is the division of a community into districts for the purpose of regulating the use of land and buildings, their height and bulk, the proportion of the lot that may be covered by them, and the density of development. Zoning is enacted under the police power of the State for the purpose of promoting health, safety, and general welfare and has long been supported constitutionally by the U.S. Supreme Court and the Michigan courts.

The purpose of zoning is to assist in orderly development and growth. It is also used to protect property values and investments. Because of the impact it can have on the use of land and related services, zoning must be related to the Master Plan. Zoning is an instrument for effecting that part of the Plan relating to the use and development of land. Through the process of site plan review, special approval of certain land uses, and administration, the Township implements its zoning in conformance with the plan.

Depending on the rate of development and requests for change in the Zoning Map, an annual appraisal of the Zoning Map should be made. As necessary, amendments to improve the ordinance should be considered so as to carry out the objectives of the Master Plan. It is generally accepted practice to provide zoning on the basis of a five year land use projection, whereas the plan is a longer projection.

### 2. Subdivision Regulations

To help guide the development of vacant land areas, Van Buren Township has adopted Subdivision Regulations in accordance with the provisions of the Subdivision Control Act, Act 288, P.A. of 1967, as amended.

Under such regulations, the Township reviews proposed subdivision for such features as the arrangement and width of streets, particularly as to conformity with the plan: the width and depth of lots; the provision of open space; the grading and surfacing of streets; and the sufficiency of

easements for utility installations. Since a large percentage of the Township's land area remains vacant, this type of control is more important than it would be in older, developed communities.

### 3. Housing Code

The Township Housing Code is a tool to upgrade and improve existing and new housing in the Township and to provide specific standards for such things as minimum floor space per occupant, basic sanitary facilities, light and ventilation, structural conditions of buildings, and method to cause the vacation of dwellings unfit for habitation and their subsequent demolition.

### 4. Landlord Licensing

It is recommended that the Township consider a Landlord Licensing Ordinance. Many homeowners are concerned about the maintenance of rental properties and the conversion of owner-occupied units to rental units. Accompanied by an annual fee and inspection program, a landlord licensing code could be a very effective tool to discourage conversion of units, encourage proper maintenance, and protect property values.

### Capital Improvement Program

To evaluate, prioritize and structure financing of public improvement projects, the Township can draft and annually update a Capital Improvement Program. Such a program provides a basis for systematic Planning Commission review of proposed improvements related to the Master Plan and creates an opportunity to coordinate timing, location and financing of those projects. To that end, three objectives can be achieved: (1) financial analysis can minimize the impact of improvement projects on the local tax rate; (2) project scheduling can occur, given an advance picture of future need and development activities; and (3) the Planning Commission can demonstrate its coordinating role in serving other elements of local government in formulating project recommendations.

Capital improvement programs are most often presented in terms of specific calendar or fiscal year listings, although there are some shown in terms of priority categories with a more flexible time schedule. Six-year programs are the most common period. Generally, the capital improvement process includes the following steps:

- Inventory of potential projects as related to the Master Plan, including preliminary cost estimation and initial prioritization.
- Evaluation of projects proposed, in addition to those in the Plan, by various sponsors and Township departments.
- Financial analysis of the proposed projects in terms of the available community revenues.
- Project scheduling for six years.
- Recommendation of first-year projects to the Township Board.

- Formal approval of the capital improvement budget.

Because capital improvement programming is fundamental political policy, the Township should establish spending levels and select the improvement projects for implementation. The role of the planning agency is primarily to coordinate material submitted by others and to work with financial officials in assembling facts for decisions by the Township Board.

### Department Liaison

Any coordinated planning program requires good liaison between the Township Planning Commission, the Township administration and other Township departments, the School Board, citizen committees, etc. Recommendations by the Planning Commission to the Township Board could aid in selection of sites or facilities for expansion, could help to prepare a program for rehabilitating specific districts, and could assist in decreasing the cost of development by spelling out in advance the needs and location of various functions, thereby avoiding duplication in expenditures.

### Public Understanding and Support

The necessity of citizen participation and understanding of the planning process and the plan cannot be over-emphasized. A carefully organized public education program is needed to organize and identify public support in any community development plan. The lack of citizen understanding and support can seriously limit implementation of the planning proposals. The failure to support needed bond issues, failure to elect progressive officials, and litigation concerning taxation, special assessments, zoning, and public improvements are some of the results of public misunderstanding of long-range plans.

In order to organize public support most effectively, the Township must emphasize the reasons for the planning program and encourage citizen participation in the adoption of the plan and the continued planning process. Public education can be achieved through an information program involving talks, newspaper articles, and preparation of simple summary statements on plans for distribution. Participation by residents in various civic groups is evidence of community involvement.

### Programs and Funding

Successful implementation of these projects will depend on the ability of the Township to secure the necessary financing. Besides the general fund, there are several sources of revenues which the Township could utilize and should investigate in more detail. The primary sources of funding are summarized below:

#### Michigan State Housing Development Authority (MSHDA)

- Home Improvement Program. This program provides low interest loans for home improvements through local lending institutions. The Home Improvement Program (HIP) is not targeted to any specific area, but can be utilized Township-wide. Interest rates on loans are related to income. The property must be twenty years or older in age or in need of repair; to correct items that are hazardous to health and safety; or for items related to energy conservation.

- Neighborhood Program. The Neighborhood Improvement Program (NIP) is another home improvement program developed by MSHDA, but it is directed toward specific revitalization areas. Loans, with interest rates depended on income, are made available to homeowners within such areas. The program operates very similarly to the HIP with local lending institutions participating in the program.

#### Community Development Block Grant Program (CDBG)

The Community Development Block Grant Program is an annual allocation of the U.S. Department of Housing and Urban Development to local governments for a wide range of community development activities, including housing rehabilitation, public and neighborhood improvements and economic development activities which primarily benefit low and moderate income persons. The Township receives funds through a cooperative agreement with Wayne County.

#### Downtown Development Authority (DDA), P.A. 197 of 1975

The Downtown Development Authority (DDA) is a non-profit development corporation within the business district of a community which exists for the purpose of promoting a desirable environment for businesses and residents and implementing economic revitalization projects. Projects can be implemented by the DDA through a variety of financing techniques, including bond issues, tax increment financing, and public and private contributions.

#### Intergovernmental Cooperation

Act No. 425 of 1984 deals with inter-governmental land transfer for economic development projects, in a much looser context than annexation. In the past, if an economic development project expanded beyond one governmental unit's boundaries, it required annexation of land area from the neighboring unit. Implementation of Act No. 425 will permit this process to occur by a conditional transfer of property controlled by a written contract between affected units for renewable periods of up to 50 years.

This act allows two or more units of government to actually share a given land area, sort of a joint custody, for purposes of economic development projects. The sharing may involve public services, taxes, and other generated revenue, as provided by contract, rather than the all or nothing approach of annexation.

In addition, there are many other Michigan laws which provide for intergovernmental cooperation on mutually beneficial projects.

#### Rehabilitation Act

Act 344 of the Public Acts of 1945 is the basic Michigan rehabilitation statute. It provides powers and procedures for local governments to acquire, assemble, and finance the redevelopment of blighted areas for general rehabilitation purposes.

## Section 202/8

This is a federally sponsored program which provides mortgage financing and rent subsidies for the construction and maintenance of elderly housing. Only non-profit, private organizations (such as churches, unions, fraternal and other non-profit organizations) are eligible sponsors, but local governments usually cooperate in the assembly of land, applications, public improvements and supportive actions. Such projects are tax exempt, but the State rebates an equivalent amount to local tax jurisdictions.

## Special Assessment

This technique allows for the financing of public improvements through the assessment of property taxes, on an equitable basis, to benefiting property owners in a specific district.

## Land and Water Conservation Fund

These grants are 50/50 matching grants for land acquisition or outdoor recreation development funding. Eligible projects could receive a reimbursement from the Federal government equal to half the total project cost. The other half would have to be in the form of cash outlay, donation of land, or by credit for certain locally assumed costs. To be eligible, the Township must have an approved, up-to-date recreation plan that has been formally adopted by the Township Board.

Facilities which may be developed with these funds include, but are not limited to, picnic areas, beaches, boating facilities, fishing and hunting facilities, winter sports areas, playgrounds, ballfields, and tennis courts.

## Michigan Natural Resources Trust Fund

This fund replaced the Michigan Land Trust Fund in October, 1985. All proposals for local grants must include a local match of at least 25 percent of total project costs. Projects eligible for funding include: acquisition of land or rights in land for recreational uses or for protection of the land for environmental importance or scenic beauty; and development proposals for public outdoor recreation or resource protection purposes (i.e., picnic areas, beaches, boating access, fishing and hunting facilities, winter sports areas, playgrounds, ballfields, tennis courts, and trails, etc.). Indoor facilities are considered only if their primary purpose is to support outdoor recreation.

Examples include nature interpretive buildings and park visitor centers. Outdoor recreation support buildings such as restrooms and storage buildings, are also eligible. Proposed local government fund recipients must have a recreation plan no more than five years old and approved by the Department of Natural Resources.

Fund recipients have specific obligations following project completion. These include property operating and maintaining properties and facilities, and keeping them available for use by all members of the public.

### Recreation Bond Funds

In November, 1988, Michigan voters approved the creation of a state-wide Recreation Bond Fund. These monies will be available to local communities in the form of grants on a 75 percent State/25 percent local matching basis. Eligible projects include public park and recreation improvements in six areas: renovation of park infrastructure, expansion of park facilities, park development along waterfronts, tourism-related recreation, environmental education facilities, and recreation development of abandoned manufacturing and industrial sites.

### Shared Credit Rating Programs - Michigan Municipal Bond Authority (MMBA)

This recently created program under Act 227 of 1985, offers municipalities the opportunity to take advantage of the State's improved credit rating. Because the MMBA is authorized to issue bonds to make loans to Michigan municipalities through the purchase of municipal obligations, the Authority allows municipalities to borrow funds for their capital and operating needs without going to the expense or trouble of entering the bond market on their own. Many small communities are at a disadvantage when issuing debt in the bond market because they frequently have no bond ratings and potential investors know little about their finances or economy. In addition, some communities tend to borrow infrequently, in small amounts. Because such debt issues are not particularly attractive to the financial markets, borrowing costs for such communities can be high.

The Authority sells tax-exempt bonds in the national municipal bond market. Proceeds from the sale are used to make loans to eligible Michigan communities by purchasing their bonds. In essence, the MMBA "bundles" smaller local debt issues into a larger, more attractive bond issue and then offers it to the national market. By consolidating numerous local bond issues, local units will save on printing costs, rating agency fees, and credit enhancements. As participating communities make principal and interest payments to the Authority to repay their debt, the Authority uses these payments to repay the Authority's bond.

### Continuous Planning

A role of the Planning Commission is to provide recommendations to the Township Board and administration. This planning function is a continuous process which does not terminate with the completion of the Master Plan. Urban areas are in constant change and planning is an on-going process of identification, adjustment, and resolution of the problems. In order to sustain the planning process and generate positive results, maintain momentum, and responds to change, the plan should be reviewed and updated every five years, at a minimum.

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