South Side Master Plan

Charter Township of Van Buren
Wayne County, Michigan

Van Buren Township

South Side Master Plan

Van Buren Charter Township
Wayne County, Michigan

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I. INTRODUCTION

The purpose of the Master Plan is to establish the vision the community holds for itself and to serve as a guide for Township officials, residents, and property owners.

An intensive planning process was followed in creating this Master Plan, with public participation and leadership in the process being the most important component of the process. Towards that end, a series of three visioning sessions were held during the early months of 2006. These sessions were designed to allow the residents of the South Side to identify the most important characteristics that define the South Side, along with the most important issues facing the South Side.

Once the results of the visioning sessions were tallied, the Planning Commission prepared the chapters of the Plan along with Township staff and consultants. Each chapter was presented at a public workshop meeting designed to permit extensive public comment. Most of the meetings, including all of the visioning sessions were held at South Middle School on the South Side of the Township.

This plan is the result of that process. The plan seeks to preserve the best characteristics of the South Side, while permitting reasonable and controlled growth to occur. The plan reduces the amount of land planned for commercial land uses when compared to the currently adopted Master Plan, and designates the majority of the South Side for large lot residential land uses. Finally, the Master Plan acknowledges the fact that the South Side of the Township and the City of Belleville are inextricably intertwined. Actions and conditions in one will inevitably affect the other. This Plan explicitly states that Belleville is the downtown of the South Side and seeks to support Belleville to the greatest extent possible. For instance, very little commercial land is planned for the South Side of the Township, as new commercial uses should locate in Belleville.

The following chapters outline the community's vision for itself, and set forth specific policies and actions that should be followed to achieve that vision. This Master Plan was developed with a 20 year horizon, but also includes specific measurable short term implementation activities that will help make this vision reality.

I. INTRODUCTION

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The following chapters outline the community's vision for itself, and set forth specific policies and actions that should be followed to achieve that vision. This Master Plan was developed with a 20 year horizon, but also includes specific measurable short term implementation activities that will help make this vision reality.

II. GOALS and OBJECTIVES

The purpose of the Master Plan is to guide the Township in future land use decisions. As such, an overall vision for the community first must be identified. During the planning process, a series of public input initiatives were conducted to ensure that the Master Plan reflects the vision of Township residents, representatives, and property owners.

Key factors that were identified by the residents as contributing to the character and quality of life existing on the South Side of the Township include the prevalence of natural features such as Belleville Lake, open spaces, and trees.

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. Goals are long-range considerations that should guide the development of specific objectives.

Objectives are a means to achieve the overall goals of the Plan. Objectives take the form of more measurable standards, or identify the methods in which the goals of the plan may be realized. 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. Transition lot size and density from smaller lots/higher denser to larger lots/lower denser as the distance from the City of Belleville increases.

2. Encourage the preservation of the Township's rural character and the development of low-density estate homes in the southern tier of sections.

3. Allow flexibility in residential development through the use of conservation techniques such as clustering that allow for variation in lot size if common open space, natural features and/or rural character elements are preserved.

4. Conservation housing should be developed at a comparable density to that which could be developed using conventional regulations, with minimum size and area standards for lots in a conservation housing development.

5. Maintain and improve the environmental quality of all residential areas.

6. Encourage the maintenance of and/or improvements to Township roads to ensure safe access to the Township's residential neighborhoods.

7. Improve living amenities in all residential neighborhoods through high standards of housing design and construction, and access to usable, convenient open space.

8. Develop and maintain residential density patterns which relate to the lake's natural and manmade environmental features.

9. Encourage and guide the development of a diversity of housing types to meet the unique housing needs of persons of all age groups and economic levels.

10. Restrict multiple family housing and mobile home parks to sites with good access, and ensure that such projects are designed at densities compatible with adjacent single family areas.

11. Maintain firm controls and design standards for mobile home parks.

12. 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.

13. Continually monitor and encourage reinvestment in single family housing areas.

14. 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.

15. 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.

COMMERCIAL

Goal: Limit commercial development on the South Side of the Township to selected areas and encourage commercial uses to locate in the City of Belleville to strengthen Belleville as the downtown for the South Side of the Township.

Objectives:

1. Maintain downtown Belleville as the commercial center for the South Side of the Township, permitting new commercial development only when it supplements existing services available in the City of Belleville.

2. Adopt a new South Side Commercial zoning district that is tailored to the needs and character of the South Side.

3. Enforce strict land use and zoning policies which prevent the development of strip commercial along major thoroughfares and the unplanned location of isolated commercial activities.

4. Consolidate development in existing commercial areas or at nodes.

5. 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.

6. Develop comprehensive design criteria to guide future commercial development.

7. 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.

8. Maintain strict enforcement of the Township Sign Ordinance.

9. Provide adequate off-street parking for commercial uses, including joint-use parking.

10. Acceleration, deceleration and passing or left turn lanes should be required where traffic patterns require such lanes to safely and conveniently handle traffic.

11. Landscaping should continue to be required in parking lots to screen vehicles from the street, as a means of regulating traffic within lots, and framing pedestrian walkways.

INDUSTRIAL

Goal: Maintain and enhance existing industrial uses in a way that is consistent with community values and compatible with surrounding land uses, while limiting the development of new industrial uses to areas planned for industrial on the Future Land Use Map.

Objectives:

1. Maintain developed industrial areas that meet the long-term functional needs of industry in an attractive setting.

2. Preserve areas of the South Side 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.

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 existing industry located in industrially designated areas to remain and expand.

6. Reduce the negative visual impacts of industrial development 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 that are compatible with the areas they impact.

2. Promote the paving of unpaved roads where called for on the circulation plan.

3. Retain roadside drainage swales as opposed to curb and gutter wherever possible.

4. Consider alternatives which accommodate future improvements, such as right-of-way expansion, based on documented circulation needs.

5. Consider the extension of Hull Road from Hoeft Road to Rawsonville Road to improve circulation in the southwest corner of the Township.

6. Encourage an adequate street system which classifies streets and roads by function and utilizes their differences as an essential part of planning.

7. 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.

8. Design local and collector residential streets to discourage through traffic.

9. Provide collector streets for convenient movement between the local streets within the neighborhood and the bordering arterial street system.

10. Encourage reduction of the number of site access drives for commercial and industrial development along the Township's major South Side thoroughfares through the use of common entrances and shared parking facilities.

11. Ensure recognition of Township plans by County and State transportation planners.

12. Recognize the circulation relationships with surrounding communities, employment and commercial centers.

13. Recognize the need for alternative forms of circulation, including bicycle and pedestrian facilities.

14. Develop and improve pedestrian walks, where possible, to link uses such as shopping centers, offices, and residential areas to each other and to parks, open spaces and activity centers such as Downtown Belleville.

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 neighborhood parks and open spaces as opportunities arise consistent with the needs of Township residents.

4. Update the Township's Recreation Plan (the most recent Recreation Plan was approved March 7, 2006) 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.

ENVIRONMENT

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, 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: Promote the preservation of prime agricultural lands in the Township by protecting them from urban development and concentrating urban growth near the City of Belleville.

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.

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 mange the Township sanitary sewer capacity, quality and service.

5. Monitor the drainage system for problem areas, and encourage maintenance of existing systems.

6. Require underground utilities with new development in the Township.

7. Discourage the extension of sanitary sewer service into the southern tier of sections.

PLANNING

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

Objectives:

1. Review and 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. Maintain, and when necessary revise, the ordinance and zoning map consistent with the recommendations of this plan.

5. Inform the public and citizen groups of master plan policies.

6. Cooperate with adjacent communities and planning agencies through exchange of information on development and redevelopment issues including community facilities and services, annexation and expansion, transportation, 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.

III. EXISTING CONDITIONS

This chapter of the Master Plan examines existing conditions on the South Side of the Township, including demographics, housing, natural features, and existing land use.

DEMOGRAPHICS

This section of the master plan analyzes demographic and housing trends, based primarily on the data from the U.S. Census Bureau and Claritas, Inc. The analysis provides comparisons of the South Side with the North Side and Van Buren Township as a whole.

Demographic analysis is a fundamental element of master plans. Planning for future growth and development requires some consideration of "how much" – how many people will need Township services, how much housing is affordable, or how many new houses will be built.

The intent of a demographic analysis is to paint a general picture of the South Side of the Township. The analysis identifies those demographic characteristics in which the South Side of the Township is different from the North Side and the Township as a whole. A differential in demographic characteristics may indicate issues or areas in which land use planning and public policies beyond the typical scope of a master plan are warranted.

The demographic analysis assesses trends for the following demographic characteristics:

- **Population**
  - Total population
  - Projected population
  - Population growth and surrounding communities

- **Age**
  - Median age
  - Population under the age of 20
  - Population over the age of 65
  - Age structure

- **Household Growth and Composition**
  - Number of households
  - Household composition
  - Household size

The demographic analysis concludes with an assessment of the effects of demographic trends on future growth and development patterns on the South Side, the North Side and in the Township as a whole.

POPULATION

Total Population

Growth of a community's population is a primary force driving new development and redevelopment. Decline of a community's population can lead to abandoned buildings and blight. This section analyzes population trends for the South Side, the North Side, and the Township as a whole. Items that are examined include current population and population increase, projected populations, and a comparison of population growth on the South Side, the North Side, and the Township as a whole against growth in neighboring communities. The total population and total projected population and percent increase are presented in Tables 3.1 and 3.2.

Table 3.1
Total Population and Percent Increase,
South Side, North Side, and Van Buren Township, 1990 to 2005

Year	South Side	North Side	Van Buren Township
1990	6,707	14,303	21,010
2000	7,629	15,930	23,559
2005	8,600	18,759	27,359
Percent Increase 1990 to 2005	28.2% (1,893)	31.2% (4,456)	30.2% (6,349)

Source: U.S. Bureau of Census, 1990 & 2000; Claritas, Inc. 2006

Table 3.2
Total Projected Population and Percent Increase,
South Side, North Side, and Van Buren Township, 2005 to 2030

Year	South Side	North Side	Van Buren Township
2005	8,600	18,759	27,359
2010	9,080	19,484	28,564
2015	9,668	20,752	30,420
2020	10,256	22,021	32,277
2025	10,884	23,289	34,134
2030	11,433	24,558	35,990
Projected Increase 2005 to 2030	32.9% (2,833)	30.9% (5,799)	30.6% (8,434)

Source: McKenna Associates, Inc. 2006

Population Growth Comparisons

Table 3.3 compares the population growth trends for the South Side, the remainder of the Township against surrounding communities. Over the 10-year period from 1990 to 2000, only Canton Township experienced a higher population growth rate than the South Side.

Table 3.3
Total Population and Population Growth Rate,
South Side, North Side, Van Buren Township, and Surrounding Communities, 1990 to 2000

Year	South Side	North Side	Van Buren Township	Romulus	Canton Township	Ypsilanti Township	Sumpter Township
1990	6,707	14,303	21,010	22,897	57,040	45,307	10,891
2000	7,629	15,930	23,559	22,979	76,366	49,182	11,856
Increase 1990 to 2000	13.75% (922)	11.36% (1,627)	12.13% (2,549)	0.36% (82)	33.88% (19,326)	8.55% (3,875)	8.86% (965)

Source: U.S. Bureau of Census, 1990 & 2000; Claritas, Inc.2006

Analysis
While the South Side of Van Buren Township has approximately one-half the population of the North Side, population growth rates have been consistent across the Township. If current trends continue, the South Side is anticipated to continue to increase in population at a similar rate as the North Side of the Township – a projected increase of approximately 2% per year.

When compared to the growth of the surrounding communities, the South Side has experienced a higher rate of growth than all adjacent communities with the exception of Canton Township to the north. However, Canton Township grew at a rate nearly 3 times that experienced on the South Side, while the South Side growth rate was much more comparable to that found in other neighboring communities.

AGE

The age of a community's population has very real implications for planning and development, whether it be schools for population under the age of 18, or housing alternatives for empty nesters and elderly residents. This section analyzes the age of the South Side, the North Side, and the Township's population – based on age structure, median age, and percentage of population under 20 and over 65 – and assesses the implications of the population's age on land use and development.

Common Measures of Age
The age analysis begins with three common measures of the age of the population. The first measures is the median age, which is the age at which one-half of the population is older and one-half of the population is younger. Median age is the most often used measure of age because it can be used to compare populations of different sizes. The second measure is the percentage of the total population under the age of 20. Individuals under the age of 20 are usually recently graduated, enrolled in the school system, or preparing to enter school, and thus require services not required for the general population. The third measure is the percentage of the total population that is aged 65 and over. Many individuals approaching retirement age seek alternative housing. As individuals age, they may lose their ability to drive and public transportation and other community services can become a new but important issue. These three measures of community age are presented in Tables 3.4 and 3.5.

Table 3.4
Median Age
South Side and Van Buren Township, 2000 to 2005

Year	South Side	Van Buren Township
2000	37.29	32.10
2005	39.44	34.10

Source: U.S. Bureau of Census, 2000; Claritas, Inc. 2006

Table 3.5
Individuals Under 20 and Over 65 and Percentage of Total
South Side, North Side, and Van Buren Township, US, Michigan, Wayne County, and Washtenaw County, 2000 and 2005

Year and Age	South Side	North Side	Van Buren Township	United States (2000)	Michigan (2000)	Wayne County (2000)	Washtenaw County (2000)
2000, Under 20	28.67% (2,187)	27.34% (4,356)	27.77% (6,543)	30.03%	30.43%	31.80%	30.19%
2005, Under 20	27.8% (2,391)	27.46% (5,205)	27.76% (7,596)				
2000, 65 and older	8.66% (661)	5.59% (890)	6.58% (1,551)	12.40%	12.30%	12.10%	8.10%
2005, 65 and older	9.5% (817)	6.18% (1,171)	7.27% (1,988)				

Source: U.S. Bureau of Census, 2000; Claritas, Inc. 2006

The South Side's median age in both 2000 and 2005, 37.29 years and 39.44 years respectively, is higher than that of the Township as a whole. While median age data is not available for the North Side, the North Side surely has a lower median age than the Township as a whole. This highlights the fact that the South Side's population is older than the North Side's. Table 3.5 indicates that the South Side's population does include a greater percentage of individuals over the age of 65 than the North Side and the Township.

The United States, Michigan, and Wayne County had a slightly higher percentage of individuals under the age of 20 and significantly higher percentage of individuals over the age of 65 in 2000.

Age Structure
Age structure refers to the portion of the community's population in each age cohort. This section compares the age structure for the South Side, the North Side, and the Township as a whole.

To compare the age structure of the community, the population is divided into the following basic age groupings:

Age	*Age Group*
• Under 5:	Pre-school
• 5 to 17	School age
• 18 to 44	Family forming
• 45 to 64:	Mature families
• 65 and older:	Retirement

Table 3.6
Comparison of Age Groups, by Percentage of Total Population
South Side, North Side, and Van Buren Township, 2005

Age	South Side	North Side	Van Buren Township
Under 5	5.79%	7.31%	6.83%
5 to 17	17.69%	16.75%	17.06%
18 to 44	35.28%	46.99%	43.31%
45 to 64	32.04%	22.71%	25.54%
Over 65	9.50%	6.18%	7.27%

Source: Claritas, Inc. 2006

The South Side has slightly fewer individuals in the under 5 age group relative to the North Side and Township, but about the similar amounts of individuals in the school age group based on the population. The South Side has approximately 10 percent fewer individuals in the family forming age group and approximately 10 percent more individuals in the mature families age group. Finally, the South Side has more residents in the retirement age group.

The age structure of the South Side has several implications for planning and land use. First, the relatively fewer individuals in the pre-school age group suggests that long-term demand for school facilities will be less than the demand generated by the current school age population. Secondly, as individuals in the mature families age group move towards retirement, their housing choices could have implications for the demands for new and different housing types. Finally, as the retirement age group increases in size, demand for services for senior citizens and elderly residents is likely to grow. These factors make it likely that the South Side will experience population succession (in addition to new growth) over the coming 20 year period.

HOUSEHOLD GROWTH AND COMPOSITION

This section of the demographic analysis assesses the growth and composition of households on the South Side, the North Side and in the Township as a whole. Households are an important unit of analysis because changes in the number of households are an indication of an increased or decreased demand for housing units. Households are also the basic purchasing unit that creates demand for retail services.

Number of Households
The number of households on the South Side increased from 2,877 in 2000 to 3,296 in 2005, an increase of 419 households (12.73%). The number of households in the Township as a whole increased from 9,867 to 11,580 for an increase of 1,713 households (16.13%). Households grew at a higher rate than population, leading to a small decline in the average household size. Population and household information for the South Side and Van Buren Township are presented in Table 3.7.

Table 3.7
Population and Households,
South Side and Van Buren Township, 2000 and 2005

	South Side		Van Buren Township	
	2000	2005	2000	2005
Population	7,629	8,600	23,559	27,359
Households	2,877	3,296	9,867	11,580
Average Household Size	2.65	2.61	2.39	2.36

Source: Claritas, Inc. 2006

DEMOGRAPHICS: SUMMARY AND CONCLUSIONS

Summary
The foregoing analysis identifies demographic characteristics of the South Side that differ from those of the North Side, Township, surrounding communities, and the region. The primary findings of the demographic analysis are:

1. The South Side of Van Buren Township has experienced steady population growth consistent with the North Side of the Township and surrounding communities (except Canton Township) over the past sixteen years.

2. The South Side's median age is older than the Township as a whole.

3. Relative to the North Side and Township as a whole, the South Side has fewer individuals in the pre-school age and family forming groups, a similar number of school age individuals, and relatively more individuals in the mature families and retirement age groups.

4. The South Side's average household size is higher than that of the Township as a whole, probably due to the high number of multiple family housing units on the North Side of the Township.

Conclusions
The primary findings of the demographic analysis have several implications for the South Side's land use and development policies:

1. Previous land use and development planning and policies were adopted and implemented in the context of preserving agricultural land and supporting large-lot development. As the South Side continues to grow and development pressures increase, a re-evaluation of land use and development planning and policies is warranted. A combination of open space preservation, zoning changes and innovative land development will likely become more important.

2. The declining population in the pre-school age group suggests that long-term demand for school facilities may be less than the demand generated by the current school age population.

3. As the mature families age group moves towards retirement, their housing choices may have implications for the demand for new and different housing types on the South Side of the Township.

4. As the retirement age group increases in size, demand for services for senior citizens and elderly residents are likely to grow.

HOUSING

This section of the existing conditions analysis examines the South Side's housing stock and development trends. The purpose of this section is to provide an understanding of the local housing market and to project future housing demand to guide the formulation of the Future Land Use Plan. Specifically, this section examines:

- Number of housing units and rate of growth
- Tenure
- Age of housing
- Housing values
- Tenure

Number of Housing Units
Table 3.8 compares the increase in housing units between the South Side, North Side, and Township as a whole. Both the North and South Sides of the Township experienced growth and construction of new housing units, with the North Side experiencing 18.5% growth and the South Side experiencing 14.7% growth.

Table 3.8
Growth in Housing Units,
South Side, North Side, and Van Buren Township, 2000 to 2005

Location	2000	2005	Increase	Percent Increase
South Side	3,006	3,448	442	14.7%
North Side	7,416	8,284	1,373	18.5%
Van Buren Township	10,422	12,237	1,815	17.4%

Source: Claritas, Inc. 2006

Housing Type
The available census data includes the following housing categories:

- One-family, detached (Single family homes)
- One-family, attached (Attached condominiums)
- Two-family / duplex
- Multi-unit apartment
- Mobile homes
- Other units (includes boats, RVs, etc.)

To understand the South Side's housing stock, the change in housing type is analyzed. Secondly, the types of housing on the South Side are compared to those on the North Side and in the Township as a whole.

Housing Type Comparison
The types of housing on the South Side are compared to housing types on the North Side and in the Township as a whole in Table 3.9. Single-family detached housing constitutes 63.7 percent of the total housing on the South Side, compared to 38 percent on the North Side and 45.2 percent in the Township as a whole. It is important to note that single family detached development is the dominant existing development pattern on the South Side.

One-family attached housing (townhouses) was a slightly higher portion of the South Side's total housing, 5.60 percent, than the North Side (2.9 percent) and Township (3.6 percent). Mobile homes or trailers also constituted a higher portion of the South Side's total housing, 26.7 percent, than the portion of the housing on the North Side, 9.8 percent, and the Township, 14.5 percent.

Multiple family housing represents a negligible percentage of the South Side's housing stock, but accounts for 48.6 percent of the housing on the North Side of the Township.

Table 3.9
Comparison of Housing Types as a Percentage of Total Housing Units
South Side, North Side, and Van Buren Township, 2005

Dwelling Unit Type	South Side	North Side	Van Buren Township
Single Family, detached	63.7%	38.0%	45.2%
Single Family, attached	5.6%	2.9%	3.6%
Two Family units	0.3%	0.7%	0.6%
Multiple Family	3.7%	48.6%	36.0%
Mobile Home or Trailer	26.7%	9.8%	14.5%
Other Units	0.0%	0.1%	0.1%

Source: Claritas, Inc. 2006

Tenure
Tenure refers to the ownership status of occupied housing (housing units that are vacant were not included in the data provided by Claritas). Tenure for the South Side, the North Side, and the Township as a whole is presented in Table 3.10.

Table 3.10
Tenure
South Side, North Side, and Van Buren Township, 2005

Dwelling Unit Type	South Side	North Side	Van Buren Township
Owner Occupied	92.4%	48.4%	60.9%
Renter Occupied	7.6%	51.6%	39.1%

Source: Claritas, Inc. 2006

In 2005, the South Side had a significantly higher owner-occupancy rate, 92.4 percent, than the North Side and Township as a whole, at 48.4 percent and 60.9 percent respectively. The high rate of homeownership on the South Side is likely due to the lack of multiple family housing units.

Age of Housing

The age and median age of the South Side and Township's housing stock is presented in Table 3.11. The largest percentage of South Side and Township housing was constructed 26-35 years ago (during the 1970s). As of 2005, 14.65 percent of the South Side's housing stock had been built in the last 5 years, since 1999. If current trends continue, it is likely that the housing built in the decade from 2000-2010 will eclipse the 1970's as the decade during which the highest number of homes were built on both the South Side and the Township as a whole.

Table 3.11
Age of Housing and Median Age of Housing
South Side and Van Buren Township, 2005

	South Side		Van Buren Township	
Housing Age	**Number of Units**	**Percent of Units**	**Number of Units**	**Percent of Units**
Total	3,448	100.00%	12,237	100.00%
0-5 years old	505	14.7%	2,199	18.0%
5-15 years old	720	6.5%	2,240	8.7%
16-25 years old	398	11.5%	1,656	13.5%
26-35 years old	603	17.5%	3,138	25.6%
36-45 years old	292	8.5%	973	8.0%
46-55 years old	455	13.2%	1,010	8.3%
56-65 years old	285	8.3%	601	4.9%
More than 65 years old	189	5.5%	420	3.4%
Median Year Built	1978		1980	

Source: Claritas, Inc. 2006

Housing Value

The data for median housing value represent "specified owner occupied housing units", which are defined by the Census Bureau as "owner occupied housing units described as either one family home detached from any other house or a one family home attached to one or more houses on less than 10 acres with no business on the property." The value of housing units and median housing value on the South Side and Township as a whole are presented in Table 3.12.

Table 3.12
Value of Specified Owner Occupied Housing Units and Median Housing Value, South Side and Van Buren Township, 2005

Housing Unit Value	South Side Number of Units	South Side Percent of Total	Van Buren Township Number of Units	Van Buren Township Percent of Total
Total	**3,046**	**100.0%**	**7,056**	**100.0%**
Less than $100,000	1,035	34.0%	2,375	33.7%
$100,000 - $149,000	551	18.1%	1,563	22.2%
$150,000 - $199,999	534	17.5%	1,193	16.9%
$200,000 - $299,999	602	19.8%	1,327	18.8%
$300,000 - $399,999	190	6.2%	347	4.9%
$400,000 - $499,999	60	2.0%	140	2.0%
$500,000 or more	75	2.5%	111	1.6%
Median Housing Value	$144,293		$136,877	

Source: Claritas, Inc.

The majority of the homes on the South Side are valued between $100,000 and $299,999, as indicated by a median housing value of $144,293. The value of the homes on the South Side is nearly $10,000 more than those in the Township as a whole.

HOUSING: SUMMARY AND CONCLUSIONS

1. Relative to the North Side and the Township as a whole, the South Side contains a higher percentage of detached single-family homes and mobile homes or trailers, but fewer multi-unit buildings.

2. The South Side has a significantly higher rate of owner-occupancy than the North Side and Township as a whole.

3. The median age of the housing on the South Side is similar to the age of the housing in the Township.

4. The median value owner-occupied housing on the South Side is nearly $10,000 higher than that in the Township as a whole.

EXISTING LAND USE

The existing land use analysis describes what uses are on the ground on the South Side at this moment in time. The first step in conducting an existing land use survey is to define land use categories. A field survey is then completed, and a map is created to determine the amount of land in each category. The existing land use analysis then compares the existing pattern of land uses against historical data to determine land use patterns and trends.

McKenna Associates completed a parcel-by-parcel inventory of existing land uses in February of 2006. The Existing Land Use Map on page 3.15 was created based on that inventory. The Existing Land Use Map indicates that the South Side of the Township has experienced residential growth north of Hull Road on both the east and west sides of the City of Belleville.

Comparing the results of the 2006 existing land use inventory against an inventory completed in 1988 highlights the changes the South Side has experienced over the past eighteen years. It must be noted that the land use designations used in the 2006 land use survey are more detailed that those used in the previous 1988 survey. For instance, the 2006 survey distinguishes between developed single-family dwelling units and vacant single-family home sites and different types of open space are now identified, such as public and private. Other categories have been renamed or reorganized to clarify what use is being inventoried. The category correlations between the 2006 and 1988 surveys are listed along with the results of the surveys in Table 3.13 on page 3.16.

LAND USE DESIGNATIONS

The following is a description of the land use categories that are used in the survey, along with a brief explanation of where those land uses are generally found in the community.

Single Family Residential. The single family residential land use category includes detached residential dwelling units located in subdivisions or site condominiums, as well as dwelling units on unplatted acreage parcels. This category also includes single family residential home sites within subdivisions or site condominiums that are currently vacant but will be developed as single family homes. This is the second largest land use category on the South Side, behind vacant land, covering approximately 2,469 acres of land.

While all single family residences are included in one category on the land use survey, significant differences exist in the type and style of single family residential developments found in various locations throughout the South Side. The type and style of single family homes reflects the year in which they were constructed. For instance, single family residences located south of Hull Road and west of the Metropark, are varied size homes located on acreage and adjacent to agricultural land, while neighborhoods north of Hull Road are laid out in a more suburban fashion, with larger homes on smaller lots and feature curvilinear streets and cul-de-sacs.

Multiple Family Residential. This category includes land that is occupied by predominately residential structures containing dwelling units for three (3) or more households. Multiple family residential land uses include for-rent apartments, and cover approximately 47 acres.

Mobile Home. The mobile home category includes parcels of land designed and developed to accommodate three (3) or more mobile homes. Land uses included in this category include manufactured home parks. Mobile home communities cover approximately 177 acres on the South Side, and are found in three locations. One community is located on the west side of Sumpter Road between Hull Road and the City of Belleville, another is located along Rawsonville Road at Bog Road, and one is located on the west side of Lohr Road south of Martz Road.

Commercial. Commercial land uses cover approximately 41 acres on the South Side. Commercial uses in this category include a range of wholesale, retail and service uses offering day-to-day neighborhood convenience needs as well as community-wide commercial offerings. The majority of the commercial uses are located along Rawsonville Road, Sumpter Road and in the Haggerty Road/Huron River Drive area.

Office. The office land use category includes professional and business offices, financial institutions, and medical or dental offices. These offices are usually smaller in scale, and may deal with the general public. Office uses cover approximately 3 acres, and are located primarily along Sumpter Road.

Industrial. This category includes both light and heavy industrial uses. Uses such as light fabricating or assembly are considered light industrial uses. Large, truck intensive operations such as asphalt and concrete plants are considered heavy industrial uses. Industrial uses cover approximately 185 acres of land on the South Side.

Public Park. Publicly owned parks are included in this land use category. The South Side of the Township contains 4 park areas, including the Lower Huron Metropark east of Haggerty Road, covering a total area of approximately 655 acres.

Semi-Public. The semi-public land use category includes a wide variety of public buildings and privately-owned buildings and facilities that are open to the public. Municipal facilities, privately owned golf courses, schools, private clubs, and churches are all included in this land use category. Approximately 143 acres of land are used for semi-public land uses.

Utility. Approximately 129 acres of land are used for the utility corridor and other public utilities throughout the South Side. The utility category includes the utility corridor that runs the length of the South Side parallel and between Martinsville and Haggerty Roads. This land use category was not included in the 1988 survey.

Private Open Space. This land use category includes protected open space that has been preserved in conjunction with development. Private open space is land that is protected from development, but commonly owned by the residents of the subdivision or condominium in which it is located. Private open space lands often include significant natural features such as wetlands or woodlands. Detention areas on separate parcels are also included in this land use category. Private open space covers approximately 266 acres of land.

Agriculture. This category includes land area used for agriculture including crop land, pasture land, sod farms, tree farming, orchards and vineyards. Agricultural land uses cover approximately 1,356 acres of land.

Vacant. Approximately 2,834 acres of vacant land are remaining on the South Side. Most of the remaining vacant parcels are scattered throughout the South Side located to the rear of existing single family homes and agricultural land. There are numerous large vacant parcels of land remaining. Given the large number and area of vacant parcels, the South Side can be best characterized as a developing area.

<INSERT EXISTING LAND USE MAP>

Table 3.13
Existing Land Use by Acres 1988-2006
South Side, Van Buren Township

Land Use 1988	Acres	Land Use 2006	Acres	Numeric Change	% Change 1988-2006
Single Family Residential	1,342.21	Single Family Residential	2,468.69	+1,126.48	+83.9%
		Single Family Developed	*2,367.33*		
		Single Family Vacant	*101.36*		
Multiple Family	22.78	Multiple Family	47.01		+106.4%
Mobile Home	110.58	Mobile Home	176.64		+59.7%
Commercial	60.88	Commercial	41.07	-19.81	-32.5%
Office	4.25	Office	2.95	-1.30	-30.6%
Total Industrial	142.11	Industrial	185.12	+43.01	+30.3%
Light Industrial	*80.05*				
Heavy Industrial	*62.06*				
Total Public	708.13	Total Public	1,192.73	+484.60	+69.6%
Public	*663.77*	*Public Park*	*655.32*		
Semi-Public	*44.36*	*Semi-Public*	*143.18*		
		Utility	*128.68*		
		Private Open Space	*265.55*		
Agriculture	2,520.81	Agriculture	1,355.65	-1,165.16	-46.2%
Vacant	3,400.25	Vacant	2,833.50	-566.75	-16.7%
TOTALS:	**8,312.00**		**8,303.65**		

Source: Charter Township of Van Buren & McKenna Associates
1989 Master Land Use Plan

Table 3.14
Generalized Land Use Trends: 1988-2006
South Side, Van Buren Township

	1988	2006
Residential	17.8%	31.0%
Commercial	0.7%	0.5%
Office	0.05%	0.04%
Industrial	1.7%	2.1%
Public	8.5%	12.3%
Agriculture	30.3%	15.7%
Vacant	40.9%	32.7%

Source: Charter Township of Van Buren & McKenna Associates
1989 Master Land Use Plan

EXISTING LAND USE TRENDS

Tables 3.13 and 3.14 show the land use areas and the percentage of total land area on the South Side used for each type of land use in 1988 and 2006. Perhaps the single most important fact highlighted by the tables is that the South Side has seen a significant increase in area devoted to residential land uses while agricultural and vacant lands have decreased in area.

While agricultural lands have declined by approximately 50% since 1988 and vacant lands have decreased by approximately 16%, nearly 50% of the total area of the South Side is available vacant or agricultural lands. These lands are likely to face development pressures over the coming decades.

Residential Land Uses
Residential land uses have experienced a steady increase in the percentage of total land use for the South Side. Residential development on the South Side has generally proceeded northward. The South Side's oldest housing is located in the southern portion of the South Side south of Hull Road and west of the Metropark. The South Side's newest housing is located north of Hull Road between Hoeft and Haggerty Roads.

Attached single-family developments and multiple family apartment land uses are located mainly in the north half of the South Side located within site condominium and subdivision developments. There is one apartment complex west of Haggerty Road and north of Savage Road. Most multiple-family housing on the South Side are smaller, independent buildings in mixed neighborhoods of single-family residences.

Commercial Land Uses
Commercial land uses represent only 0.5% of the total land area on the South Side, and include small neighborhood shopping centers and convenience uses that serve a smaller population. The primary commercial uses are located along Rawsonville Road, Sumpter Road and the Haggerty Road/Huron River Drive area.

Commercial land uses, as a percentage of the overall South Side, have remained relatively stable with a slight decrease since the 1988 land use survey. The overall land area devoted to commercial use has remained relatively stable given that few commercial establishments have been built on the South Side since this time. The three main north – south corridors present an opportunity for more commercial development to serve the South Side population.

Office Land Uses
Office land uses account for only 0.04% of the total land area of the South Side, a percentage that has remained fairly constant and decreased slightly since the 1988 survey. The office land uses areas mainly located along Sumpter Road between the City of Belleville and Hull Road.

Industrial Land Uses
Industrial land uses account for 2.1% of the total land area of the South Side of the Township, a percentage that has only increased slightly since the 1988 survey. By and large, industrial land uses on the South Side are characterized by light industrial land uses in the northeast and southwest corners of the South Side. Most of these industrial uses are located adjacent to commercial areas or along the railroad right-of-way.

Public/Semi-Public/Utility/Private Open Space Land Uses
The general public/semi-public/utility/private open space land use category includes municipal buildings and land, parks, schools, churches, golf courses, public utilities and corridors, and common open space within residential developments, among other uses. These land uses have increased as a percentage of overall land use since the 1988 land use survey, accounting for 12.3% of the total land area on the South Side.

Agricultural Land
Agricultural land has decreased to 15.7% of the total land area of the South Side, which is close to one-half of the agricultural land that was available when the 1988 survey was completed. The amount of land has decreased during this time, but many large parcels still remain, with an average area of 24 acres. Therefore, development pressures on agricultural land on the South Side will continue. It will be important to develop flexible tools to appropriately guide new development and to ensure that it is compatible with surrounding land uses and protects valuable agricultural land.

Vacant Land
Vacant land has decreased to 32.7% of the total land area on the South Side, which is a bit more than three-fourths of the amount of vacant land that was available when the 1988 survey was completed. The vacant land area has decreased during this time, but many large parcels still remain, with an average area of 5 acres. Therefore, development pressures on vacant land on the South Side will continue. It will be important to develop flexible tools to appropriately guide new development and to ensure that it is compatible with surrounding land uses and protects valuable vacant land.

LAND DIVISION PATTERN

The Parcel Areas Map on page 3.19 shows the general pattern of lot areas on the South Side. The map indicates that large portions of the land area on the South Side are located in parcels of 10 or more acres. In particular, the section bounded by Bog Road, Rawsonville Road, Bemis Road, and Hoeft Road and the section bounded by Hull, Sumpter, Bemis, and Martinsville Roads consist of large parcels that have not seen widespread land division activity. These sections may be seen as likely candidates for future residential development due to the less fragmented nature of land ownership.

Other trends that become apparent from the Parcel Areas Map:

- Subdivision development has occurred primarily north of Hull Road.
- Parcels along major thoroughfares typically have areas between 1 and 10 acres.
- Widespread land divisions have occurred along Renton, Fret, and Riggs Roads, with these areas being a stable neighborhood that is unlikely to change.

<INSERT PARCEL AREAS MAP>

NATURAL FEATURES

Natural areas are important to a community because they perform important functions such as improving water quality, acting as a habitat for natural species and for providing scenic beauty, all of which are integral components for a community's long-term economic and environmental health. Most natural areas remaining in urban areas are surrounded by development and fragmented from other open natural spaces. The number one cause of extinction of native plants and animals is habitat loss due to fragmentation caused by human development. To preserve and maintain sustainable native animal and plant populations, existing natural areas need to be preserved.

Open spaces and natural areas need to be considered when making long-term land use planning decisions. The Natural Features Map on the following page highlights the location of existing open spaces, woodlands, and wetlands (not including agricultural lands). The following map should be used as a guide when making land use decisions in order to promote natural habitat connectivity and open space preservation. The map is intended to serve only as a guide, and field surveys or other measures will have to be taken on a site-by-site basis to verify the exact location of natural features.

<INSERT NATURAL FEATURES MAP>

IV. ROADS and CIRCULATION

OVERVIEW

Open spaces, densely wooded areas, and unique water features generally characterize the South Side of the Township. The South Side has also traditionally been characterized by agricultural operations, and was a predominantly rural area. In recent decades, however, residential development has occurred at a moderate pace. Most residential development occurred in the form of parcel splits until the mid 1990's, at which time large scale residential development began to occur. The result of this development pattern is that most roads on the South Side of the Township are characterized by either open fields or agriculture, or strip residential development oriented toward the section or half-section line roads.

The South Side has a network of County-owned roads, some of which remain unpaved. There are three major north-south roads, Rawsonville, Sumpter, and Haggerty, which connect the South Side to the City of Belleville, I-94, and the North Side of the Township. These roads are heavily traveled, and drivers often experience significant congestion during peak hours. East-west roads typically do not experience the same levels of congestion, however, the most heavily traveled east-west roads include Huron River Drive, Savage Road, and Bemis Road.

In a regional context, the South Side is surrounded by Ypsilanti Township to the west, the City of Romulus to the east, and Sumpter Township to the south. An important consideration in the circulation system is the Lower Huron MetroPark, which limits east-west accessibility.

Future traffic patterns within the road network will be closely related to land use. Because of this it is vitally important that road development be coordinated with the overall plan for the South Side. The most critical corridors are the three north-south routes. Careful consideration of land use planning, zoning and site development along these corridors is imperative to ensure a well-coordinated traffic system and land use pattern.

CONSTRAINTS

While the South Side's many natural features enhance the desirable quality of the community, they also present limitations for the circulation system. The major barriers to northbound traffic in the township are Belleville Lake and the Huron River, while Ford Lake represents a nearby regional barrier. These natural barriers funnel all north-south traffic onto the three major north/south roads that cross the Lake. Further exacerbating the traffic difficulties is the Lower Huron MetroPark, which prevents traffic from flowing east to use other north-south roads. Finally, traffic from communities to the south such as Sumpter Township use the three major north-south routes through the South Side to access I-94 or the retail commercial areas that are largely concentrated north of I-94.

Each of the three north-south routes is also constrained in terms of expansion possibilities. For instance, Sumpter Road is constrained by congestion at the 5-points intersection and Downtown Belleville. Haggerty Road is not continuous, and requires drivers to turn onto a section of Huron River Drive that includes an at-grade railroad crossing and a bridge over the Huron River before turning back onto Haggerty Road. Rawsonville Road is less constrained than Sumpter or Haggerty Roads, however, Rawsonville Road already carries the highest daily volume of traffic of the three roads. These constraints on expanding road capacity of the three major north-south routes where they cross Belleville Lake or the Huron River limit the capacity of the entire road system on the South Side of the Township.

EXISTING ROAD CONDITIONS

ROAD JURISDICTIONS

The road network on the South Side of the Township consists of County and private roads. There are no Michigan Department of Transportation or Township owned or maintained roads.

County Roads
All of the section line and half-section line roads are Wayne County Department of Public Services (WCDPS) maintained roads. The WCDPS also maintains, but does not make major improvements, to local streets. Wayne County uses gas tax funds, Act 51 revenues, and revenues from the primary road fund for the maintenance of County roads.

While the WCDPS generally does not make major improvements to roads other than primary county roads, the WCDPS has in recent years contributed up to 20 percent of the paving cost of residential streets in townships. The County has done this because it believes the reduced cost of maintaining paved roads compared to the cost of maintaining unpaved roads will save the County money in the long run.

Private Roads
Some recent developments on the South Side of the Township include private roads. These roads are not maintained by the WCDPS, rather, they are maintained by a homeowners association or private property owners having access rights to the road. Private roads are located exclusively in single-family residential developments, including Cobblestone Ridge, Cobblestone Creek, and Country Walk.

REGIONAL COMMUTING PATTERN

The regional commuting patterns of Van Buren Township residents as a whole are presented on the Commuting Patterns Map on page 4.4. The Commuting Patterns Map illustrates trips originating from residences in the Township and ending at a work destination. The greater part of the commutes made by Township residents are outside of the Township. A majority of the residents, 47.67%, commute to areas within Wayne County, particularly to Canton, Dearborn, Detroit, and Romulus. A significant number of residents, 26.0%, commute to areas within Washtenaw County, mainly Ann Arbor and Ypsilanti. Commuting trips to Belleville and within Van Buren Township represent 3.80% and 12.14%, respectively. The remaining residents commute to Oakland County, 6.18 %, and elsewhere, 4.23%, including other counties, states, and even foreign countries.

As the map and the corresponding numbers show, a large percentage of Township residents travel through the Township everyday to commute in and out to the workplace. Almost all of the commuting trips out of the Township are to areas north, east and west of the Township. This requires residents living on the South Side of the Township to use one of the three main north-south roads to connect to I-94 and the regional road system. The fact that most all commuting trips originating on the South Side must get to I-94 underscores the importance of the constraints at Rawsonville, Sumpter, and Haggerty Roads.

TRAFFIC VOLUMES AND HIGH-CRASH INTERSECTIONS

Existing traffic volumes for roadways throughout the South Side vary, depending upon the location of the segment studied or the date the study was conducted. The most recent traffic counts taken from 2001 to 2005 for roads throughout the South Side are shown on the Twenty-four Hour Traffic Volumes Map on page 4.5. The map is based on data available from SEMCOG. It is important to consider existing traffic volumes when considering future development on the South Side, plans for road improvement projects, and projections of future capacity.

Not surprisingly, the three main north-south roads and main east-west roads are the most heavily traveled. The highest traffic volumes on the north-south roads are on Rawsonville between Huron River Drive and I-94 S. Service Drive, Sumpter between Hull and Huron River Drive, and Haggerty between Huron River Drive and I-94 S. Service Drive. On the east-west roads high traffic volumes are found on Huron River Drive between Haggerty north and south bound and almost the entire length of Bemis, with a higher concentration of traffic between Rawsonville and Hoeft.

The location of relatively high accident intersections on the South Side are shown on the High Crash Intersections 1997-2005 Map on page 4.6. The map is based on data gathered from 1997 to 2004 by the Southeast Michigan Council of Governments and 2005 crash data from the Van Buren Township Police Department. The most frequent location for crashes during this time period was the intersection of Rawsonville Road and Huron River Drive.

<INSERT REGIONAL COMMUTING PATTERNS MAP>

<INSERT 24-HOUR TRAFFIC VOLUME COUNTS 2001-2005 MAP>

<INSERT HIGH CRASH INTERSECTIONS MAP>

Additional high frequency accident areas since 1997, in comparison to all areas of the South Side, include:

- **Bemis Road** at the following intersections:
  - Sumpter Road: 45 crashes
  - Rawsonville Road: 41 crashes
  - Haggerty Road/Savage Road: 14 crashes

- **Haggerty Road** at the following intersections:
  - I-94 Service Drive: 39 crashes
  - Huron River Drive: 30 crashes
  - Savage Road: 19 crashes

- **Huron River Drive** at the following intersections:
  - Rawsonville Road: 83 crashes
  - Hannan Road: 24 crashes

- **Rawsonville Road** at the following intersections:
  - Textile Road: 65 crashes
  - Martz Road: 61 crashes
  - Presidential Drive: 19 crashes

- **Sumpter Road** at the following intersections:
  - Daisy Boulevard/Owen Street: 59 crashes
  - Hull Road: 22 crashes

ROAD CONDITIONS

The South Side differs from the North Side of the Township in that a significant number of roads remain unpaved. Road surfacing (paved or unpaved) is shown on the Road Classifications Map on page 4.8. The three major north-south roads, Rawsonville, Sumpter, and Haggerty, are paved, along with major east-west roads such as Bemis, Huron River Drive and Savage. Most of the paved roads span the length or width of the Township, and connect to the regional road system.

The north-south roads that have remained completely or mostly unpaved include Hoeft, Elwell, Hull, Renton and Martinsville. The unpaved east-west roads include Bog, Martz, Fret, and Riggs Roads. Unpaved roads feed traffic to the paved road system, which in turn feeds traffic to the regional road system.

<INSERT ROAD CONDITIONS MAP>

CONGESTION

The Wayne County Department of Public Services (WCDPS) maps the congestion of all primary roads in the County based on the average daily trips (ADT) and number of lanes on the road. The Wayne County, Michigan 2006 Primary Roads - Congestion Map on page 4.10 shows road congestion as defined by the WCDPS in 2006. Wayne County has three congestion classifications - light, medium and dense - based on the number of lanes the road contains and the number of Average Daily Trips (ADT) on the road. The County congestion classifications are as follows:

- **2 Lanes**
  - Light: 0 – 10,000 ADT
  - Medium: 10,000 – 15,000 ADT
  - Dense: 15,000 + ADT

- **4 Lanes**
  - Light: 0 – 15,000 ADT
  - Medium: 15,000 – 25,000 ADT
  - Dense: 25,000 + ADT

- **4 Lanes with a Center Turn Lane (CTL)**
  - Light: 0 – 20,000 ADT
  - Medium: 20,000 – 30,000 ADT
  - Dense: 30,000 + ADT

The WCDPS considers most of the primary roads on the South Side to have light congestion. Notable exceptions include Sumpter Road, which is considered to have medium congestion along almost its full length. Huron River Drive between Haggerty Road North and Haggerty Road South, and Rawsonville Road between the Huron River and I-94 are considered to be densely congested. Note that Rawsonville Road is under the jurisdiction of Washtenaw County, so comparable data was not available for the full length of that road.

The congestion map indicates that the 3 north-south routes that provide access out of the South Side of the Township are already congested. As noted above, this limits the capacity of the existing road system of the South Side as a whole due to the prohibitive cost of engineering improvements to increase vehicular traffic flow across Belleville Lake and the Huron River.

<INSERT WAYNE COUNTY PRIMARY ROADS CONGESTION MAP>

ALTERNATIVE MODES OF TRANSPORTATION

Rail
The South Side has one active railroad line operated by the Norfolk Southern Corporation. That rail line is operated exclusively for freight transit. Major commodities carried by Norfolk Southern include auto parts and finished vehicles, coal, and intermodal trailers and containers. Huron Valley Steel Corporation, located on Huron River Drive, utilizes the adjacent rail line for distribution of steel products.

This active rail line originates in Detroit and passes through Allen Park and Romulus before entering the South Side of the Township. The line enters the South Side at the northeast corner, running parallel to Huron River Drive, passes through the City of Belleville, angles down toward the southwest corner and eventually exits the South Side into Washtenaw County.

Non-motorized
In 2005 the Township Planning Commission accepted the Van Buren Greenways and Trails Master Plan as a response to both quality of life and economic development potential with greenways and trails in the community. This plan was created in connection with the Premier Community Amenities Plan, in which an objective of the Township was to make elements of the natural and cultural landscape more accessible and more valuable to the citizens of Township. This was to be accomplished through the development and enhancement of pedestrian and bicycle connections through the Township. The Greenways and Trails Master Plan is part of the Master Plan as a whole.

The South Side of the Township is planned to have an interrelated network of bicycle and pedestrian greenways and trails, some of which are currently under construction. This network will provide connections to the City of Belleville, South Middle School, Savage Elementary, Haggerty Elementary, the Lower Huron Metropark, Riggs Heritage Park, French Landing Park, and to the North Side of the Township. These connections are important factors in meeting the objectives of the Township to make the natural and cultural landscape more accessible and valuable. The 2006-2010 Parks and Recreation Plan and 2006 Township Capital Improvement Plan include recommendations and potential allocations for the further development of the greenways network. All of the potential improvement projects are proposed for the South Side. Refer to page 4.12 for the portion of the Township's Greenways and Trails Master Plan in the South Side.

Several recent developments on the South Side have used the Planned Residential Development option to create cluster housing on a portion of the land and preserving the balance of the land as open space. Most of these developments have included trail networks or connections as recommended by the Greenways and Trails Master Plan. In the future, efforts should be made to link these developments and to create an integrated community non-motorized pathway network.

Airports
There are no airports on the South Side of the Township. However, there are two airports operating within a short distance of the South Side. Willow Run Airport is located on the North Side of the Township and primarily handles freight cargo and private jet operations. Detroit Metropolitan Airport, in the City of Romulus, serves both passenger and freight flights. Detroit Metro is one of Northwest Airlines' major hubs, and handles over 35 million passengers each year.

<INSERT GREENWAYS AND TRAILS MASTER PLAN MAP>

ROADS AND CIRCULATION PLAN

At its most basic level, a transportation system provides a means of moving people and goods within a geographic area. A transportation system may be made of up multiple modes of transportation, such as roads, railroads, bikeways, airports, and seaports. Mass transit is sometimes available, either via buses or other types of transit that use roads, or light-rail or subway transit that ride on dedicated rails. The circulation system on the South Side of Van Buren Township currently consists of roads almost exclusively dedicated to automobile travel.

This section presents the Roads and Circulation Plan for the South Side of the Township. As the foregoing analysis in this chapter shows, the South Side of the Township is not a featureless environment. Natural features such as Belleville Lake and the MetroPark present significant constraints to efficiently and quickly moving traffic to the regional road system. Therefore, the road system planned for the South Side of the Township does not resemble the traditional section-line grid system found in many Midwestern communities, with thoroughfares located at one mile intervals. Instead, the circulation system is planned to accommodate a level of daily traffic that can be safely conveyed to the regional transportation system through the limited connections to the regional road system (i.e. Rawsonville, Sumpter, and Haggerty Roads).

ROAD CLASSIFICATION

Classification of the roads is necessary in order to communicate the function of each road in the overall transportation network. This plan classifies roads based on the surface, number of lanes and the average daily traffic (ADT). The classification of each road also identifies the operational capabilities and expectations of the amount of traffic each road is expected to convey in the future.

The following road classifications are based on established systems of state and national transportation authorities and tailored to the road characteristics present on the South Side. The classifications take into account the Federal Highway Administration's Functional Classification Guidelines as utilized by the Michigan Department of Transportation. Also considered is the Wayne County Master Roads Plan in terms of current and future right-of-ways for primary roads. Finally, the existing traffic counts and surface type of the South Side's roadways are a factor in adapting a classification applicable to the South Side.

The South Side Circulation Plan includes 5 types of roads:

- **Major Thoroughfares** provide a connection to regional arterial roads such as I-94, and are designed to carry a large volume of traffic. Major thoroughfares accommodate trips of moderate (1-5 miles) length, and connect the local and collector road system to the regional road system. Major thoroughfares are spaced at appropriate 3 mile intervals on the South Side.

- **Minor Thoroughfares** primarily link the local and collector road system to major thoroughfares. Minor thoroughfares generally do not directly connect to the regional road system, and are designed to carry a lower volume of traffic than are major thoroughfares. Minor thoroughfares are typically east-west roads, and are spaced at approximately 2 mile intervals on the South Side.

- **Major and Minor Collector** roads provide access to local roads, and convey traffic from specific segments of the Township and channel it to the thoroughfare system. Major and minor collector

roads are expected to fulfill the same basic function, however, major collectors convey a larger volume of traffic than minor collectors.

- **Local Roads** primarily provide direct access to abutting land and to collector and thoroughfare streets. Movement of through traffic is usually discouraged on local roads. Local roads in the Township include all subdivision streets and roads such as Burtrig Road. Local roads are planned with a maximum 60-foot wide right-of-way.

The design characteristics of each type of road are summarized in the following table 4.1. The table should guide future road improvement plans to ensure that the road system is not over or underbuilt.

Table 4.1
Road Classification

Road Type	Surface	Number of Lanes	Right-of-Way	ADT
Major Thoroughfare	Paved	2 – 5	120 ft.	15,000 or greater
Minor Thoroughfare	Paved	2 – 3	86 ft.	8,000 – 15,000
Major Collector	Paved or Unpaved	2 – 3	86 ft.	1,000 – 8,000
Minor Collector	Paved or Unpaved	2	60-86 ft.	Less than 2,000
Local Road	Paved or Unpaved	2	60 ft. or less	Less than 1,000

Source: Wayne County

In general, unpaved roads should not carry more than 1,000 average daily trips. More than 1,000 average daily trips will significantly impact the quality of the road. The actual maximum trips that an unpaved road can handle without causing undue deterioration of the road will depend upon the characteristics of the road itself, and in some cases can be well under 1,000 trips per day.[1]

ACCESS CONTROL

It is important to manage points of access (driveways and other curb cuts) onto a road to ensure traffic safety. As new development or redevelopment occurs, attention must be given to driveway spacing, driveway design, the potential for shared access or marginal access drives, the number of driveways per site, sight lines, and the need for acceleration/deceleration lanes or left turn lanes. Most of these concerns can be addressed through zoning ordinance site development standards.

CIRCULATION PLAN

All of the primary roads on the South Side have been classified based on the above criteria. The Circulation Plan Map on page 4.15 illustrates the classification of each road. The circulation plan anticipates some roads in the Township having a narrower right-of-way and a less intense designation than shown on the existing Wayne County Roads Master Plan. The Township should work with the Wayne County Department of Public Services to revise the Wayne County Roads Master Plan to be consistent with the Township Circulation Plan.

[1] See the Huron River Watershed Council's analysis of gravel road capacity available at www.hrwc.org/pdf/PAL_Guidebook.pdf

<INSERT CIRCULATION PLAN MAP>

POTENTIAL ROAD IMPROVEMENT PROJECTS

While the planned road system as proposed is intended to convey a level of traffic that may reasonably be expected to flow through the limited outlets to the regional road system, improvements will undoubtedly be necessary at intersections and along some sections of roads on the South Side. The Southeast Michigan Council of Governments (SEMCOG) 2030 Regional Transportation Plan includes road improvement projects slated for the South Side of the Township from 2006 until 2015. The improvement projects identified in this plan are not funded at this time, so these improvements are not guaranteed to occur. Nonetheless, the Township should work with landowners, developers, and Washtenaw and Wayne Counties to implement the projects identified in the 2030 Regional Transportation Plan. Other road improvements not identified in the following Table 4.2 may be needed for reasons of traffic safety and should be evaluated by the Township as they arise to ensure that the road system operates as safely and efficiently as possible.

Table 4.2
Recommended Road Improvement Projects – SEMCOG 2030 Regional Transportation Plan

Timeline	Road/Project	Jurisdiction	Project Justification
2006-2010	Rawsonville Road at Bemis Road Improve intersection.	Washtenaw County	Proposed work will improve flow of traffic and reduce frequency and rate of crashes.
2006-2010	Rawsonville Road at Martz Road Improve intersection.	Washtenaw County	Proposed work will improve flow of traffic and reduce frequency and rate of crashes.
2011-2015	Rawsonville Road-Bemis Road to Textile Road Widen from 2 to 5 lanes.	Washtenaw County	New routes and capacity improvements will alleviate congestion; a substantial portion of project is preservation of existing road.

Source: SEMCOG, 2030 Regional Transportation Plan for Southeast Michigan, November 2004

KEY FINDINGS

- Residents of the South Side overwhelmingly travel to the west, north, and east on their daily commutes to work. This means that almost all residents must cross Belleville Lake and the Huron River in order to reach I-94 and to connect to the regional road network.

- The South Side road system is constrained by the capacity of Rawsonville Road, Sumpter Road/Main Street, and Huron River Drive between Haggerty Road North and Haggerty Road South. These roads are the sole connections from the South Side to the regional road network, and are currently classified as densely congested by the Wayne County Department of Public Services.

- Due to the lack of funding available to make major improvements to the three major north-south routes across Belleville Lake and the Huron River, it is unlikely that the South Side road system will be able to safely and efficiently accommodate large increases in the number of daily trips.

- The capacity limits in the existing and proposed road system will limit the intensity of development that may occur on the South Side.

- The Township should work with private developers and seek grant funds to implement the recommendations of the Greenways and Trails Master Plan.

- The Township should adopt access control measures in the Zoning Ordinance.

V. COMMERCIAL DEMAND

INTRODUCTION

This section of the South Side Master Plan examines the existing and projected market demand for retail space on the South Side of Van Buren Township. The analysis examines the buying power of local residents to determine demand for neighborhood and community shopping, and compares that demand to the existing retail development in the area. The result of this comparison is an estimate of how much additional retail space, if any, may be appropriate on the South Side to serve the existing and forecast demand of residents.

Any analysis of retail demand is based upon available data and a set of assumptions about how consumers will behave. The assumptions used in this Chapter are based upon the most recent studies and research. Wherever appropriate, an explanation is provided for the assumptions used in this analysis.

REGIONAL DESCRIPTION

The South Side of Van Buren Township does not host major concentrations of regional retail development, and is unlikely to ever attract regional retail facilities given the transportation constraints described in Chapter 4. Large regional retailers are more likely to locate where there is easy access to interstate freeways (I-94 and I-275), or near areas with high population densities. Regional shopping areas will most likely continue to locate along Belleville Road north of Belleville Lake or in Ann Arbor area shopping centers, to the west. These locations provide retailers with better access to a large numbers of shoppers, and are not too distant for South Side and Belleville residents to travel for specialty goods.

Some smaller retailers do exist in downtown Belleville and at scattered locations around the South Side. Downtown Belleville hosts a variety of restaurants, banks, and small retailers. Small strip-malls and free-standing businesses line Sumpter Road north of Hull Road, a cluster of businesses has grown around the intersection of Huron River Drive and Rawsonville Road, and several convenience stores and small groceries can be found around the edges of the South Side, and in neighboring Townships. These supply some of residents' day-to-day needs between more focused trips to regional shopping and dining.

SHOPPING CENTER DEFINITIONS

Retail facilities are categorized, according to function, trade area, and tenant mix, into four types: neighborhood centers, community centers, regional centers, and super regional centers. The size and trade area for each of these types of shopping centers is described in Table 5.1 on the following page.

Table 5.1
Shopping Center Size and Trade Area by Shopping Center Type

Shopping Center Type	Building Size, GLA (sq. ft.)		General Trade Area	
	Average	Range	Radius	Drive Time
Neighborhood	50,000	30,000 – 100,000	1½ miles	5–10 min.
Community	150,000	100,000 – 450,000	3 – 5 miles	10–20 min.
Regional	450,000	300,000 – 900,000	8 miles	20 min.
Super Regional	900,000	500,000 – 2 million	12 miles	30 min.

Source: Shopping Center Development Handbook. See footnote 1.

The Urban Land Institute provides the following descriptions of the four major types of shopping centers:[1]

Neighborhood Shopping Centers
The neighborhood center provides for the sale of convenience goods (food, drugs, and sundries) and personal services (those that meet the needs of an immediate neighborhood trade area). The neighborhood center has a typical Gross Leasable Area (GLA) of about 50,000 square feet, but ranges from 30,000 to 100,000 square feet. Requiring a site of three to ten acres, the neighborhood center normally serves a trade area of 3,000 to 40,000 people within a five to ten minute drive. Examples of neighborhood shopping centers on the South Side include the center in Belleville on the east side of Sumpter Road north of Hull Road, and the center located at the southwest corner of Huron River Drive and Haggerty Road South.

Community Shopping Centers
A community shopping center is defined largely by what it does and does not have. It does not have a full line department store, which would automatically categorize it as a regional shopping center. It does have a market area larger than a neighborhood center and thus draws customers from a longer distance. It does offer greater depth and range of merchandise in shopping and specialty goods, including groceries, than a neighborhood center. It tends also to provide certain categories of goods, particularly commodities that are less likely to be found in regional centers, such as furniture, hardware, and garden and building supplies. The community center is the "in-between" center, and so it is the most difficult to categorize. Some neighborhood centers have the potential to grow into community centers, just as some community centers can expand into power or regional centers.

The community center typically has a GLA of about 150,000 square feet but can range from 100,000 to 450,000 square feet (and more) in some cases. The median center size, out of a sample of 352 centers reported in *Dollars & Cents of Shopping Centers: 2002*[2], was 182,748 square feet. The community center needs a site of ten to 30 acres, normally serves a trade area of 40,000 to 150,000 people within a ten to 20 minute drive and has a typical parking requirement of five spaces per 1,000 square feet of GLA.

[1] Beyard, Michael D., W. Paul O'Mara, et. al. *Shopping Center Development Handbook*. Third Edition. Washington D.C.: ULI – the Urban Land Institute, 1999.

[2] ULI – the Urban Land Institute. *Dollars and Cents of Shopping Centers: 2002*. Washington, D.C.: ULI – the Urban Land Institute, 2002.

Regional and Super Regional Shopping Centers
By definition, a regional center has one or two full-line department stores. It typically contains a GLA of about 450,000 square feet and can range from about 300,000 to 900,000 square feet. From a sample of 138 regional centers, *Dollars & Cents of Shopping Centers: 2002* found that the median total floor space is 563,209 square feet. Early regional centers typically had only one department store, but that is no longer the case. Two department stores are now more common, although some specialized urban locations still have space to accommodate only one.

Super regional shopping centers share all of the same characteristics as regional centers except that they have three or more department stores and are usually, although not always, larger. A super regional center typically contains a GLA of about 900,000 square feet but can range from 500,000 to 2 million square feet. Regional and super regional centers generally seek to reproduce all of the shopping facilities once available only in central business districts. They provide primarily a full depth and variety of shopping goods, general merchandise, shoes, clothing and accessories, home furnishings, gifts and specialty items, and electronics.

For the purposes of this analysis, regional and super-regional centers are assumed to be inappropriate for the South Side of Van Buren – the local demand would not support them, and they would be incompatible with the existing character of the South Side. The remainder of this analysis of commercial demand will be limited to neighborhood and community retail.

TRADE AREA

The trade area is the geographical area from which a shopping center will draw the regular customers whose consumer spending will support the businesses in the shopping center. The trade area is further divided into two parts: the primary trade area and the secondary trade area.

The **primary trade area** is defined as the area from which 80 percent of demand can be captured, if sufficient retail facilities exist. It is assumed that most of the consumers who live in the primary trade area will shop at stores located close to their home. The proximity of competitive retail stores in the primary trade area tends to overpower other factors such as a preference between competing retail facilities when a consumer is deciding where to spend their dollars. Most times, the shopper will stay close to home.

The **secondary trade area** is larger, but only 60 percent of demand from the secondary area is expected to be captured due to competing retail facilities in other locations. Consumers who live in the secondary trade area live farther away from the retail store, so the other factors that influence a person when deciding where to shop, such as preference, gain relative importance compared to the distance that person lives from the store.

The primary and secondary trade areas are illustrated on the Retail Trade Area and Existing Retail Uses Map on page 5.4.

<INSERT RETAIL TRADE AREA MAP>

The retail trade area for the South Side was defined based on three factors:

1) The nationally recognized standards for shopping centers listed in Table 5.1;
2) The location of existing retail facilities on the South Side and in neighboring communities; and
3) The geography of the South Side and other transportation barriers.

In particular, the Huron River and the Metropark serve as both geographic and psychological barriers, limiting the extension of the trade area to the north and east. With only a few roads crossing Belleville Lake and the Metropark, and major highways located on the other sides of these features, residents from the far side of the Huron River are unlikely to travel to the South Side for daily shopping needs in neighborhood or community commercial centers. The primary and secondary trade areas are bounded on the north and east by the Huron River.

The entire South Side of Van Buren Township and City of Belleville are considered to be the primary market area for neighborhood and community retail on the South Side. Portions of Sumpter Township, Augusta Township and Ypsilanti Charter Township fall into both the primary and secondary market areas. The primary and secondary market areas in adjacent communities were determined using the standards identified in Table 5.1.

METHODOLOGY

The purpose of a commercial needs analysis is to determine the square footage of retail space that can reasonably be supported by the current and projected population of the trade area. The first step after determining the trade area is to examine the residents of that area. Population, income, and buying power data were purchased from Claritas, Inc., a national marketing research firm. That data was used to determine the total spending potential of area residents. Spending power is based on disposable household income available to be spent at retail facilities after fixed expenses such as rent and savings are subtracted from income.

In order to estimate the demand for each type of retail facility, the buying power of residents in the trade area is distributed among various categories of spending, such as groceries, convenience, and entertainment, and among types of retail centers (neighborhood, community, regional and super-regional). The spending distribution is based on consumer expenditure data available from the Federal Bureau of Labor Statistics.

Finally, the anticipated spending at the various types of retail stores is converted to square feet of supportable retail floor area. This conversion is based on industry standards for dollars spent-per-square-foot of retail space. Once the square footage of supportable retail space is determined, it is compared against existing retail facilities in the trade area to determine "voids", or markets where demand is underserved. This underserved demand represents the amount of additional retail space the trade area can support, which may be used when making a decision to plan (or not plan) for additional retail development in the South Side, how much area to plan for retail uses, and where it would be most appropriate.

ASSUMPTIONS

This retail market analysis is based on the following assumptions:

- All data collected from both local and national sources accurately reflects the true nature of the current and projected residents of the site's potential trade area.
- The potential retail expenditures obtained from Claritas, Inc., and the US Census Bureau reflect the true nature of the spending patterns of households in the site's potential trade area.
- No major economic changes will occur that will adversely affect the defined trade area.
- No major competitive changes will occur in or around the defined trade area.

The conclusions expressed in this report are based on the analysis of the facts and circumstances as they presently exist. These conclusions represent our attempt to forecast the future using available data and reasonable assumptions.

ANALYSIS of DEMAND

The demand for retail space is generated by the consumer spending of the population residing in the trade area, and the growth in that spending over time. The purpose of this section of the analysis is to project the level of consumer spending that can be expected from the residents of the trade area, and the quantity of retail space that spending can support.

TRADE AREA DEMOGRAPHICS

The populations of the primary and secondary trade areas were taken from projections by Claritas, Inc., which uses Census and other data to estimate the current, 2006, population, and to forecast the population for 2011. Projections for the population and the number of households in the trade areas are presented in Table 5.2.

Table 5.2
Total Population and Households,
South Side Van Buren Retail Trade Areas, 2006 and 2011

	Population			Households		
	2006 Estimate	2011 Projection	% Increase	2006 Estimate	2011 Projection	% Increase
Primary Trade Area	15,958	17,077	7.0%	6,400	6,880	7.5%
Secondary Trade Area	11,807	13,278	12.5%	4,354	4,960	13.9%
Total	*27,765*	*30,355*	*9.3%*	*10,754*	*11,840*	*10.1%*

Source: Claritas, Inc. 2006

The population of the primary trade area is larger, though is expected to grow more slowly, in large part because it includes the City of Belleville. Belleville is largely built-out, and not expected to grow significantly. The secondary trade area includes a section of Ypsilanti Township, which anticipates a higher growth rate in coming years. The number of households in the trade areas is expected to increase at a slightly faster rate than the population, due to a trend towards smaller household size that Van Buren Township and communities throughout the State and country are experiencing.

TRADE AREA INCOME AND BUYING POWER

The retail demand of a population is determined by the disposable income of that population – the amount that households can spend after accounting for taxes. The average disposable income for households in the trade area and the total disposable income of all households is presented in Table 5.3, below.

Table 5.3
Average Household Disposable Income and Market Area Aggregate, South Side Van Buren Retail Trade Area, 2006 and 2011

	Primary Trade Area			Secondary Trade Area		
	2006 Estimate	2011 Projection	Increase	2006 Estimate	2011 Projection	Increase
Households	6,400	6,880	480	4,354	4,960	606
Average Household Income	$72,066	$79,988	$7,922	$74,420	$83,094	$8,764
Average Disposable Income	$56,102	$61,779	$5,677	$57,788	$64,043	$6,255
Total Disposable Income	*$359,052,800*	*$425,039,520*	*$65,986,700*	*$251,608,952*	*$317,653,280*	*$66,044,328*

Source: Claritas, Inc. 2006

These numbers represent the total amount that all residents of the trade areas will have to spend over the course of a year on all expenditures. The actual percentage of household disposable income that is spent at neighborhood and community retail stores is described in Table 5.4. To determine what percentage of their disposable income households in the trade area are expected to spend on neighborhood and community retail goods and services, we used the most recent available Federal Bureau of Labor Statistics' data on consumer expenditures. These annual reports analyze the share of a typical household's income that is spent on each category of goods. Based on this data, the Urban Land Institute's data on shopping center tenants, and our experience with past market analyses, we calculated the amount spent on various retail categories, and distributed this spending between the different types of shopping center described earlier.

Table 5.4 indicates that approximately 30% of household disposable income is spent at neighborhood and community retail stores. The remainder of disposable income is spent on non-retail goods such as housing, retirement savings, and energy costs, at other neighborhood or community commercial centers located outside the trade area, at regional shopping centers or big box stores, or by mail order or Internet purchase. An important point to consider is that gas and utility costs are not included in neighborhood and community retail spending in table 5.4. Continued increases in energy costs (such as

gasoline and utility costs) may decrease a household's disposable income available for retail purchases on discretionary items. Some items that are necessities, such as groceries and drugs, should not be as affected by increasing energy costs.

Table 5.4
Percentage of Disposable Income Spent on Neighborhood and Community Retail Goods

Category	Neighborhood Percentage	Community Percentage
Groceries	1.75%	5.95%
Restaurant/Food Service	2.8%	1.4%
Drugs/Personal Care Products	1.0%	0.5%
Automotive (excluding gasoline)	3.5%	1.75%
Convenience Goods	2.45%	0.0%
Entertainment	0.75%	1.8%
Other Retail Goods	3%	3%

Source: Consumer Expenditures in 2004, US Bureau of Labor Statistics, 2005
Dollars and Cents of Shopping Centers, Urban Land Institute, 2004

RETAIL SPACE SUPPORTED BY LOCAL SPENDING

Using the percentages for different types of retail stores and ULI data on annual sales per square foot of retail space for neighborhood and community shopping centers, we arrived at the number of square feet of retail space that the South Side trade area can be expected to support. The current and projected 2011 demand for neighborhood retail is presented in Table 5.5, while Table 5.6 presents the current and projected 2011 community retail demand. The sales figures are based on the total disposable income in the primary or secondary trade area, the capture rate in the primary and secondary trade area, and the percentage of disposable income spent on each type of good or service.

Table 5.5
Supportable Square Feet of Neighborhood Retail, South Side Van Buren Retail Trade Areas, 2006 and 2011

	Sales/ Sq. Ft.	2006 Sales	2006 Sq. Ft.	2011 Sales	2011 Sq. Ft.
Grocery	$309.18	$7,668,633	24,800	$9,285,912	30,000
Restaurant/Food Service	$194.16	$12,269,813	63,200	$14,857,460	76,500
Drug store	$381.76	$4,382,076	11,500	$5,306,236	13,900
Automotive Supply	$219.72	$15,337,266	69,800	$18,571,825	84,500
Convenience	$264.41	$10,736,086	40,600	$13,000,278	49,200
Entertainment	$105.56	$3,979,677	31,100	$3,979,677	37,700
Other Retail	$102.92	$13,146,228	127,700	$15,918,708	154,700
Total		*$66,826,660*	*368,700*	*$83,506,887*	*446,500*

Source: Bureau of Labor Statistics, 2004; Urban Land Institute: Dollars & Cents of Shopping Centers, 2004; McKenna Associates, Inc., 2006

Table 5.6
Supportable Square Feet of Community Retail,
South Side Van Buren Retail Trade Areas, 2006 and 2011

	Sales/ Sq. Ft.	2006 Sales	2006 Sq. Ft.	2011 Sales	2011 Sq. Ft.
Grocery	$309.18	$26,073,353	84,300	$31,572,103	102,100
Restaurant/Food Service	$194.16	$6,134,907	31,600	$7,428,730	38,300
Drug store	$381.76	$2,191,038	5,700	$2,653,118	7,000
Automotive Supply	$219.72	$7,668,633	34,900	$9,285,913	42,300
Convenience	$264.41	--	--	--	--
Entertainment	$105.56	$7,887,737	74,700	$9,551,225	90,400
Other Retail	$102.92	$13,146,228	127,700	$15,918,708	154,700
Total		*$63,101,896*	*358,900*	*$76,409,796*	*434,800*

Source: Bureau of Labor Statistics, 2004; Urban Land Institute: Dollars & Cents of Shopping Centers, 2004; McKenna Associates, Inc., 2006

Some of the demand categories overlap or are broadly defined. For example, a large grocery store will often carry over-the-counter medications or even include a full service pharmacy. A chain drug store will often include a limited grocery selection, and even liquor sales, which are otherwise categorized as "convenience". Entertainment includes both active entertainment venues, such as theaters and bowling alleys, and more literal retail outlets, such as sporting goods and music stores, as well as exercise centers. The distribution of square footage across categories should therefore be taken as approximate, and not as an absolute determination of what businesses are and are not needed.

EXISTING RETAIL AND VOID ANALYSIS

Much of the demand calculated above is already met in or around the South Side of Van Buren – the square feet the trade area can support includes both existing and new retail. A survey of the existing area found approximately **445,000** square feet of retail space in the South Side, in the City of Belleville, and within the trade area in the adjacent Townships. This includes:

- Around 40 shops and restaurants in Belleville's Main Street business district, totaling about 194,000 square feet of leaseable space and including most of the existing businesses in the "Restaurant" category.
- The cluster of businesses at the southwest and southeast corners of Huron River Drive and Rawsonville Road, totaling about 78,000 square feet. This corner includes the largest existing drugstore in the trade area. Nearly half of that square footage is currently under construction, and not yet occupied.
- The retail businesses along Sumpter Road, between Five Points in Belleville and Hull Road in Van Buren Township, totaling about 101,000 square feet, and including the only sizeable grocery store in Van Buren's South Side or Belleville.
- Two peripheral small grocery stores, on Rawsonville Road in Augusta Township and on Textile Road in Ypsilanti Township, totaling about 17,000 square feet

- Numerous convenience stores and small businesses scattered around the trade area.

An important consideration in assessing the ability of the trade area to support additional retail space is the appearance and conditions of existing retail businesses. For instance, while Table 5.6 indicates that the market is fairly well served in terms of grocery store floor area, none of the grocery stores located in the trade area is a full-line "supermarket" that supplies the range of specialty goods that area residents demand. This forces shoppers to leave the area for those products, increasing vehicle trips and congestion at the 3 main crossings over Belleville Lake. Additionally, most of the retail development along Sumpter Road consists of older building stock and lacks the attractive appearance and modern design that would draw in a large share of local spending. Older building stock is useful, however, for providing space for smaller, independent businesses that may not be able to compete at the rent levels required by new development.

Refer to the Retail Trade Area & Existing Retail Uses Map on page 5.4 for more information regarding the location of competing retail facilities located in the trade area.

Table 5.7, below, compares the square footage supportable by local demand for neighborhood and community commercial land uses compared to the amount currently existing in the trade area. The difference is the "void," or the additional retail space that can reasonably be supported in the trade area. Note that Table 5.7 does not distinguish between neighborhood and community commercial retail uses because an overwhelming majority of the existing retail commercial land uses in the trade area are neighborhood retail uses. There is a large overlap between the services and goods that community and neighborhood retail uses can provide, meaning that the difference between a neighborhood and community retail use is often in the size and scale of the development. There is no reason that smaller, neighborhood commercial scale developments cannot meet the daily or weekly shopping needs of the population at least as well as community commercial development.

Table 5.7
Retail Void
South Side Van Buren Retail Trade Areas, 2006 and 2011

		2006		2011	
	Existing Square Feet	Square Feet Supported	Void	Square Feet Supported	Void
Grocery	31,280	49,606	18,326	60,068	28,788
Restaurant/Food Service	54,684	126,389	71,705	153,043	98,359
Drug store	21,330	22,957	1,627	27,799	6,469
Automotive Supply	27,991	139,607	111,616	169,050	141,059
Convenience	56,942	81,208	24,266	98,334	41,392
Entertainment	37,399	62,216	24,817	75,337	37,938
Other Retail	215,800	255,465	39,665	309,341	93,541
Total	*445,430*	*737,448*	*292,018*	*892,973*	*447,543*

Source: McKenna Associates, Inc., 2006

Table 5.7 suggests that the community is well-served in certain areas, such as drugstores, while it is underserved in other areas, such as automotive supply. Table 5.7 indicates that, with the exception of drug stores, **the demand for retail commercial services is not being met by facilities located in the trade area.**

LAND USE PLANNING FOR RETAIL COMMERCIAL

Land Area

If the demand found in this analysis is to be served within the South Side of Van Buren Township, the Master Plan should designate sufficient land for future commercial use. This includes not only considering where future retail development might occur, but what form the community would like it to take.

Retail development can require a much larger land area than the useable floor area provided. The numbers presented above for retail square footage do not include loading areas, parking, landscaping, and other site elements. Single-use strip commercial development, in particular, requires a large site relative to building footprint – up to four or five times as much land area as the retail space provided. As a rule of thumb, buildings in a suburban commercial development cover approximately 25% of the site.

This means that approximately **67** acres of land is required to satisfy commercial demand in 2006, and approximately **82** acres of land would be needed to satisfy projected commercial demand in 2011. Based on expected population growth rates for the South Side presented in Chapter 3, we estimate that approximately **120** acres of commercial land will be needed to satisfy the projected demand for commercial services in the trade area in 2026.

Finding that approximately 40 acres of retail commercial land exists in the trade area, approximately 27 additional acres of retail commercial land is needed to satisfy the existing retail void, a projected 41 additional acres of retail commercial land would be needed to satisfy the retail void anticipated in 2011, and a projected 80 additional acres of retail commercial land would be needed in 2026.

Two important considerations when determining how much land area to plan for commercial land uses on the South Side are **how much of the commercial demand should be met in Van Buren Township?** Once that is determined, **some additional land should be planned for commercial land uses to account for choice in location and availability of land.**

Location and Design

Based on the existing road pattern and recent residential development within the trade area, Haggerty Road is the least appropriate location for additional retail land uses given its location on the east edge of the trade area. Sumpter and Rawsonville Roads are more centrally located within the trade area, making them more accessible and more likely candidates for retail commercial development.

If additional retail commercial services are desired, Sumpter and Rawsonville Roads each have characteristics which will assist in determining where new commercial development should occur. For instance, Sumpter Road has the advantage of being easily accessible to the City of Belleville,

however, new retail development south of Hull Road would represent a significant change to the existing character of the area. Rawsonville Road is already has a range of existing non-residential land uses in Van Buren Township, Ypsilanti Township, and Sumpter Township, so additional retail commercial land uses would not impact the existing character of Rawsonville Road as much as Sumpter Road.

If additional land is planned for retail commercial land uses, it is important that the Master Plan establish clear design criteria to ensure that new development is consistent in appearance and scale with the character of the South Side. This can be accomplished through design guidelines or other tools such as new zoning districts that permit a limited range of land uses found to be appropriate for the South Side.

SUMMARY

- The demand for retail commercial services generated by households in the trade area is not being met by retail commercial uses that are located in the trade area.
- Approximately 67 total acres of land is required to satisfy current demand for retail commercial services in the trade area, 82 acres of land is projected to be needed in 2011, and 120 acres of land is projected to be needed in 2026.
- Approximately 27 additional acres of land is required to meet the current retail void in the trade area, 41 acres of land is projected to be needed in 2011, and 81 acres of land is projected to be needed in 2026.
- The existing land use survey found that commercial uses cover approximately 41 acres of land; however, not all commercial land uses as classified in the land use survey are retail commercial land uses.
- Locations for retail commercial land uses should be located in the primary trade area, but need not be located in Van Buren Township.
- Some additional land above and beyond what is needed to accommodate the commercial demand should be planned for commercial land uses to account for choice and availability of land.

VI. FUTURE LAND USE

PURPOSE

Consistent with the Michigan Zoning Enabling Act and the Township Planning Act, this South Side Master Plan for the Future Land Use is intended to encourage the use of lands in accordance with their character and adaptability, to ensure that uses of land shall be situated in appropriate locations in relationship to others, to lessen congestion on the public roads, and to facilitate adequate provision for sewage disposal. These considerations are legitimate governmental interests bearing a substantial relationship to public health, safety, and welfare. In particular, the Future Land Use Plan furthers careful and managed growth, large lot residential, limited commercial, and controlled industrial development. The Master Plan advances the government's interest to acknowledge and protect, within fair and acceptable parameters, the area's natural features, without impacting land value.

To that end, the Future Land Use Plan is rooted in existing definite facts and conditions while recognizing and balancing realistic and reasonable future expectations of land owners. For example, there are long-standing unique existing constraints which have shaped the character of the South Side property. These long-standing, unique existing constraints include sanitary sewer availability and lack of sanitary sewer infrastructure, limited vehicular access due to the distinct divide created by Belleville Lake and I-94, the poor non-paved conditions of public roads, and the advancing the governmental interests of two municipal entities, the Township and the City of Belleville. Furthermore, the Future Land Use Plan is true to and consistent with the historical uses, managed development, and purposes of the South Side of the Township. The Future Land Use Plan confirms a commitment to a coherent and comprehensive development and continues the pattern from which proper, practical, productive growth and sustainable development of the South Side can materialize.

BACKGROUND

The area south of Belleville Lake has historically been defined by two major characteristics – the small town character of the City of Belleville and the rural nature of the Township. Belleville has always been a traditional small Midwestern town with a main street surrounded by residential neighborhoods. The development pattern is typical of a small town; the activities of everyday life are clustered together in a close knit fashion and permit residents to walk to civic places, parks, stores, and jobs. Up until the early to mid 1990's, as you left Belleville the land was much less developed and more rural with large parcels and agricultural uses - the area was home to many specialized farming uses that included greenhouses, sod farming, and most notably strawberry production. Yet the most dramatic feature of the area was the abrupt transition between the compact small town development pattern and the Township's rural development pattern.

However, over the past 40 years, the South Side of the Township has experienced increasing growth pressures for low-density single family development. From 1960 until the middle of the 1990's, new residential development occurred mostly as the result of larger farm parcels being split into smaller acreage parcels. Some of the new parcels were as small as 1 acre, but most of the new acreage parcels were 5 acres or larger. Over the past 10 years, however, most of the new residential development on the south side has come in the form of suburban subdivision style development. This development typically created subdivisions with 2-3 houses per acre.

The change in the pace and type of development over the past ten years caused a major shift in how the residents of the South Side perceived their surroundings. The division of land into smaller acreage parcels up until the 1990's occurred gradually and in small increments, so the construction of new houses did not have a great impact on the quality of life and daily routines of those who already lived on the South Side. In fact, the pattern of single family dwelling units on acreage lots was defined as "rural" by the residents of the South Side during the public input process.

Conversely, new development occurring as a result of larger subdivisions and site condominiums since the 1990's happens abruptly and in larger increments. Instead of a landowner splitting off a few 1, 2, or 5 acre parcels at a time, new subdivisions with 80 lots on 40 acres are now being developed in accordance with zoning regulations. As the pace of development increased, South Side residents have become more aware of immediate shifts in their daily routines and quality of life.

As rural land splits continued to fragment the pattern of land ownership and as subdivision residential development increased during the 1990's and 2000's, the rural character of the South Side of the Township evolved to its present form. The South Side is now characterized by single family houses in subdivisions and on small (1 acre) to medium (10 acres) acreage lots, with intermittent large (40 acres or larger) parcels still under cultivation.

This Future Land Use Plan for the South Side is based upon recognition of the community's desire to retain the remaining rural character of the Township south of Belleville Lake, while balancing the right of landowners to recoup the investment value of their land for development based on recent development trends. The Future Land Use Plan seeks to attain the goal of preserving rural character where it still exists, and to channel new development to appropriate places at appropriate densities.

BELLEVILLE AS THE CENTER

The Future Land Use Plan is based on the recognition that the area south of Belleville Lake has historically been defined by two distinct patterns of development: rural development in the Township and denser, small-town development in Belleville. Only in recent years have suburban land uses, consisting mostly of single family residential lots located in subdivisions, been introduced into the South Side of the Township.

The Future Land Use Plan incorporates the following components to support Belleville as the center of the South Side:

- Concentrating Residential Development. The Future Land Use Plan seeks to preserve the remaining rural character of the South Side that exists in the area generally south of Hull Road, while concentrating denser residential development adjacent to Belleville. By concentrating residential development around the City to the greatest extent possible, the Township hopes to support businesses and civic institutions in downtown Belleville.

- Limiting Commercial Development in the Township. As shown in the Commercial Needs Analysis, approximately 120 acres of commercial development can be supported in the trade area that includes South Side of the Township over the next 20 years. The Future Land Use Plan does not designate large areas for new commercial development on the South Side of the Township; instead, it is the explicit goal of this Plan to encourage commercial uses to locate in Belleville.

- Create Mixed Use Areas. The Future Land Use Plan designates two areas for mixed use development adjacent to Belleville – along Sumpter Road between the City and Hull Road, and north of Savage Road just east of the City. These areas should be developed as vibrant neighborhoods that accommodate a range of uses, and should reflect historic development patterns found in the City.

PRESERVATION OF RURAL CHARACTER

The other key organizing principle of the Future Land Use Plan is the preservation of rural character. During the public input sessions that led to the development of the Future Land Use Plan, Township residents had the opportunity to identify those characteristics of the South Side that they wanted to see preserved. By and large, the characteristics that were identified were those that create rural character.

- Density. Much as the Future Land Use Plan concentrates residential density around Belleville, it limits residential density south of Hull Road. An urban services boundary is proposed along Hull Road. This boundary is intended to serve as the line between where public sanitary sewer and water will be available, and also as the boundary between urban and rural character areas. The density south of the urban services boundary is planned for a maximum of 0.5 – 1 dwelling units per acre.

- Roadside Character. Preserving rural views along major roads is an important component in creating rural character. Single family residential dwelling units should have a generous setback from major roads to retain a feeling of openness along the roads. Preserving existing trees and natural features and providing generous landscaping along roads will also contribute to a rural character. Roadside stormwater drainage should also, whenever possible, be accommodated in roadside swales or ditches.

- Conservation Development. Conservation development is a design technique that accommodates residential development, but makes the conservation and protection of important community assets such as natural features (trees and woodlands, wetlands, slopes, scenic vistas), agricultural uses and buildings, and open space the primary goal.

- Natural Features. An important component in preserving rural character is the protection of natural resources. The Natural Features/Future Land Use overlay map on page 6.16 shows the general and approximate location of important natural feature areas on the Future Land Use map. The Planning Commission and Township Board should use the Natural Features/Future Land Use overlay map as a guide when considering the potential impacts of zoning changes or development in areas where natural features are located, with the understanding that natural processes are not static, and that the actual and precise location of natural features will have to be determined when development is proposed.

UTILITY CAPACITY

Urban Services Boundary
The Future Land Use Plan includes the delineation of an urban services boundary on the South Side of the Township. The urban services boundary is located along the north edge of Sections 31 through 36, extending from Rawsonville Road to the Huron River, with the exception of one existing residential subdivision that extends south into Section 35. In terms of existing landmarks, Hull Road is located along the urban services boundary, and as indicated below, this boundary is consistent with the area of the Township that currently can be served by public sanitary sewer.

One area that required special consideration in the master planning process was land on the south side of Hull Road between Elwell and Sumpter Roads. There is an existing 36 inch sanitary sewer along this section of Hull Road that serves as a transmission main for the Downriver Sanitary Sewer District. As noted below, the Township does not have contractual sanitary capacity to serve both sides of the road, and Hull Road is the south boundary of the Downriver Sanitary Sewer District. Therefore, only properties on the north side of Hull Road may connect to the sanitary sewer along Hull Road.

It is further noted that there are two areas south of the urban services boundary where sanitary sewer is already located or that have a legal right to access to sanitary sewer provided by another entity at the time of adoption of this Master Plan. It is the express intent of this Plan that sanitary sewer services not be extended beyond their existing location on Bak Road, or beyond the approximately 36 acre parcel located on the east side of Haggerty Road south of the Griggs Drain which has access to sanitary sewer service through the MetroPark.

Contract Capacity
At the time of adoption of this Master Plan, the Township has contractual sanitary sewer capacity to serve property located north of the urban services boundary, but does not have contractual capacity to provide public sanitary sewer service to the entire South Side. Furthermore, the Township has not planned for sanitary sewer infrastructure improvements south of the urban services boundary, and the extension of public sanitary sewer south of the urban services boundary would require the Township to secure additional contract capacity and to construct and maintain additional infrastructure. Therefore, it is the explicit policy of the Township that **publicly owned and operated sanitary sewer utilities will not serve or be extended to serve land located to the south of the urban services boundary**.

Land Use
Land to the north of the urban services boundary is planned for more intensive development at densities that require sanitary sewer service, while land to the south of the urban services boundary is planned for land uses that are not dependent on public sanitary sewer service. By way of example, land uses that require sanitary sewer service include but are not limited to detached single family houses at a density greater than one unit per acre, multiple family housing, and commercial and industrial uses; while land uses that are not dependent upon public sanitary sewer service include but are not limited to detached single family houses at a density of one unit per acre or fewer, agricultural uses, parkland, and open space. The common characteristic among land uses that do not require public sanitary sewer service is that adequate land is available for the installation of on-site septic systems.

Public Water
Public water is available throughout the entire Township, including the area south of the urban services boundary, for fire protection. Water pressure is currently adequate for private use and for fire protection services. However, development at a density or intensity higher than that shown on the future land use map will likely have a negative impact on existing water service and could impair the Township's ability to provide fire protection services on the South Side of the Township.

Sanitary Sewer Master Plan
The Township has been working on developing a Sanitary Sewer Master Plan in tandem with the South Side Future Land Use Plan. These two plans are designed to work together, and include the same urban services boundary. The Sanitary Sewer Master Plan establishes a framework for future infrastructure development, and is predicated on the Future Land Use Plan. The Sanitary Sewer Master Plan establishes the size and location of infrastructure improvements that are or will be necessary to support the future population densities and development patterns that are called for on the Future Land Use Plan. The Sanitary Sewer Master Plan should be adopted by the Township as soon as possible once the Future Land Use Plan is adopted.

Privately Owned Public Sewerage Systems
A sewerage system is defined by Part 41 of the Natural Resources and Environmental Protection Act (P.A. 451 of 1994, as amended) as "a system of pipes and structures including pipes, channels, conduits, manholes, pumping stations, sewage or waste treatment works, diversion and regulatory devices, outfall structures, and appurtenances, collectively or severally, actually used or intended for use by the public for the purpose of collecting, conveying, transporting, treating, or otherwise handling sanitary sewage or other industrial liquid wastes that are capable of adversely affecting the public health." In the eyes of PA 451, any sewerage system that serves more than one house, dwelling unit or business establishment is considered a "public" sewerage system.

While the urban services boundary precludes land to the south of the boundary from connecting to the publicly owned and operated sanitary sewer system, it is possible that a landowner or landowners could propose to construct a privately owned and operated "public" sanitary sewerage system. These privately owned and operated sanitary sewerage systems, of which a lagoon system is one example, can create immense negative impacts on surrounding land, groundwater, and surface water bodies and watercourses if they are not maintained and operated correctly. Therefore, in order to protect the public health, safety, and welfare, the Township should adopt an ordinance regulating construction and operating standards for privately owned public sanitary sewerage systems. These Township standards would apply to privately owned public sanitary sewerage systems in addition to any applicable County or State regulations.

Further, privately owned sewerage systems should not be used to support additional density or uses that are not consistent with the recommendations of this Future Land Use Plan.

FUTURE LAND USE CATEGORIES

RESIDENTIAL CATEGORIES

- Rural Settlement: The Rural Settlement land use area is intended to accommodate larger lot "country estate" residential land uses, continued agricultural land uses, and other uses that are consistent with a rural atmosphere. The recommended maximum density in the Rural Settlement area is 1 unit per acre.

  The historic Otisville settlement area is located in the area planned for Rural Settlement land uses. The Otisville area includes land located along Fret, Riggs, and Renton Roads. Any development or redevelopment activity in the Otisville area should preserve the significant natural features located in the area. New residential development in the Otisville area should also occur at a maximum density of 1 unit per acre with a minimum lot area of 1 acre for newly created parcels.

- Low and Medium Density Single Family: The Low and Medium Density Single Family land use categories are intended to permit single family residential development consistent with recent development patterns between Hull Road and Belleville Lake. The permitted maximum density in the Single Family land use categories ranges from 1.75 to 4 units per acre, with the minimum lot area ranging from 10,000 to 20,000 square feet. The Low Density Single Family A category corresponds to the R-1A zoning district, the Low Density Single Family B category corresponds to the R-2A zoning district, and the Medium Density Single Family B category corresponds to the R-1B zoning district.

- Village Residential: The Village Residential land use category is intended to continue the small town neighborhood residential development pattern found in Belleville. The Village Residential land use area is planned to be the densest single-family residential area on the South Side, with the concentration of density occurring around the City to support the businesses and civic institutions located in downtown Belleville. Areas planned for Village Residential land uses are located adjacent to Belleville, typically within ½ mile of the City limits. Village Residential areas should consist primarily of single family residential land uses, however, attached single family dwelling units may be appropriate in certain locations.

  Specific design standards should be adopted for development in Village Residential areas to ensure that the resulting development is compatible with the historic character of residential neighborhoods in the City. The maximum density anticipated in the Village Residential area is 4.1-5 units per acre, and the minimum lot area is 8,400 sq. ft.

Residential Density

The following Table 6.1 summarizes the maximum recommended densities and recommended minimum lot area for each of the above land use categories. Note that the Single Family and Village Residential categories include a density range to account for the net buildable area that is determined after land is consumed by roads and other infrastructure. Typically, once roads and other infrastructure are built, about 80% of the gross site area can be used for residential lots.

Table 6.1
Recommended Density and Minimum Lot Area
Single Family Residential Land Use Areas

Future Land Use Category	Recommended Density	Recommended Minimum Lot Area
Rural Settlement	1 unit/acre	1 acre
Low Density Single Family A	1.75 – 2 units/acre	20,000 sq. ft.
Low Density Single Family B	2.5 – 2.9 units/acre	15,000 sq. ft.
Medium Density Single Family A	3.5 – 4 units/acre	10,000 sq. ft.
Village Residential	4.1 – 5 units/acre	8,400 sq. ft.

- Multiple Family Residential: The Multiple Family Residential land use category is intended to permit residential development at a density of 6-10 dwelling units per acre. However, no new lands are planned for High Density Residential development on the South Side of the Township. The South Side of the Township contains circulation and utility capacity limitations that make high density residential development inappropriate. Further, multiple family land uses typically serve as a transition between more intense land uses and single family land uses. The South Side of the Township does not contain freeways or large areas of commercial land uses for which multiple family residential land uses typically serve as a transition, so there is not a need for new areas dedicated for multiple family land uses south of Belleville Lake. A large number of multiple family dwelling units exist and ample land is planned for multiple family land uses north of Belleville Lake, where access to utilities is more readily available and road capacity is greater.

  Manufactured Home Parks are included in the High Density Residential land use category. In 2006, 26.7% of all housing units on the South Side of the Township were mobile homes. Alternately stated, 920 of the 3,448 housing units were mobile homes. If the South Side of the Township is built out according to the Future Land Use Map, there will be approximately 11,000 dwelling units on the South Side of the Township. This means that at ultimate buildout, mobile homes will account for approximately 8.4% of all housing units on the South Side, which is an appropriate proportion of mobile homes in the overall housing stock.

NONRESIDENTIAL CATEGORIES

- Mixed Use: The Mixed Use areas are intended to be extensions of the City, and should be developed as vibrant, walkable neighborhoods incorporating both residential and nonresidential uses. Appropriate land uses may include residential, public, institutional, office, general office, business and personal service uses, and retail commercial land uses. Such uses may be located in mixed-use buildings, or in separate, single-use buildings located on the same site but designed as an integrated development.

  Development in the mixed use areas should be pedestrian oriented and automotive uses or uses geared towards the automobile should not be permitted. Design standards should be established as part of a new mixed-use zoning district to ensure that new development is human-scale (not automobile-scale) and includes civic spaces and amenities. It is recommended that a joint mixed use zoning district be created in conjunction with the City for the area along Sumpter Road

where the City and Township boundary is located. Doing so will ensure that new development in this mixed use area is consistent on both sides of the street.

Design guidelines for projects using the flexible use standards are presented later in this chapter, and should be the basis for developing the requirements of the mixed use zoning district.

- South Side Commercial: It is the intent of this Future Land Use Plan to promote Belleville as the center and the downtown of the South Side. Therefore, only limited areas are planned for commercial land uses. These areas are located along the 3 major north-south thoroughfares on the South Side – Haggerty, Sumpter, and Rawsonville Roads. Appropriate commercial land uses in these areas consist of convenience commercial uses intended to serve the daily needs of Township residents that live within a 1-3 mile radius.

- Light Industrial: Light industrial land uses are planned for locations where such uses currently exist. Appropriate land uses in light industrial areas are uses that do not impact neighboring properties, and do not generate noise, glare, waste, or other adverse off-site environmental effects.

PUBLIC/SEMI-PUBLIC CATEGORIES

- Public/Semi-Public: Publicly and privately owned facilities that are open to the public and are operated on a not-for-profit basis are appropriate uses in areas planned for Public/Semi-Public land uses. Public and semi public uses on the South Side include schools and the Township fire station. Areas planned for public and semi-public uses coincide with existing facilities, and no new land has been planned for these uses. Schools, libraries, and other civic institutions are encouraged to remain in the City.

- Parks/Open Space: Public recreation land, facilities, and open space are included in this land use category. The Lower Huron Metropark includes most of the land in the Parks/Open Space land use category.

- Private Open Space: Land in the Private Open Space land use category has been conserved as part of a Planned Residential Development. These areas are set aside as privately owned open space, and no further development is permitted on these lands. Only passive and active recreation uses are permitted activities in Private Open Space areas.

DESIGN GUIDELINES

The following are recommended design guidelines. These design guidelines should be implemented through the Zoning Ordinance by amending the current regulations and, where necessary, adopting new regulations.

SINGLE FAMILY RESIDENTIAL SETBACKS

In order to preserve the existing character of residential development along major roads, it is recommended that specific setback requirements be adopted to control the appearance of houses from the road, and to prevent rear yards of houses from being located close to a major road.

The following setback recommendations are measured from the centerline of the road, not the edge of the road right-of-way. This will ensure that setback requirements remain consistent along a road, regardless of where the edge of the right-of-way is located. It is recommended that required setbacks from local roads remain the same.

Table 6.2
Building Setbacks

	Recommended Setback from Major Road Centerline		
Road Type	**Front Yard**	**Side Yard**	**Rear Yard**
Major Thoroughfare	110 feet	90 feet	160 feet
Minor Thoroughfare	100 feet	90 feet	160 feet
Major Collector	83 feet	73 feet	143 feet
Minor Collector	73 feet	63 feet	143 feet

VILLAGE RESIDENTIAL

The Village Residential design standards are intended to create development that is consistent with the traditional neighborhoods found in Belleville and other small Midwestern towns.

- *Entrances.* Houses should have 3 types of entrance: formal, casual, and utility. The formal entrance should be the door that visitors enter through, and should be the most prominent entrance from the street. The front door should serve as the formal entrance. A casual entrance is typically a side door. A garage door is a utility entrance, as the garage serves a utilitarian purpose (i.e. storing things). The goal of promoting front porches close to the street and setting garage doors farther back is to highlight the front door (the formal entrance) and to minimize the impact of the garage door (a utility entrance). However, when a garage door is the closest door to the street, it has the effect of minimizing or eliminating a formal entrance into the house, and makes the utility entrance the most prominent feature.

  The following building design requirements are recommended to establish the front door as the formal entrance, and to minimize the impact and appearance of garage doors:

- Front Porches. In order to encourage the provision of front porches, it is recommended that front porches with a minimum depth of 8 feet be permitted to encroach up to 5 feet into the front yard setback (steps should be permitted to encroach a further 3 feet from the edge of the porch). Only unenclosed porches should be permitted to encroach. Unenclosed can be defined as having more than 50% of the area between the floor of the porch and the eaves line of the roof above the porch open and unenclosed.

- Garages. A garage setback requirement establishing a separate setback requirement for the garage door should be considered by the Township. Such a requirement could be used to require garages to be located in the rear yard, to be set back a certain distance from the front door of the house, or to prohibit garages from protruding in front of the house.

- *Roads and Circulation.* The road system should be based on a traditional grid system that defines blocks, with limited use of cul-de-sacs or dead-end roads. Road connectivity between developments is to be encouraged. Blocks, typically, should have a perimeter that measures no more than 3,000 feet, and intersections of local streets should be spaced not more than 1,000 feet apart.

- *Setbacks from a Local Road.* The minimum front yard setback should be 20-25 feet for buildings in the Village Residential area, while garages should be required to be set back at least 30-35 feet.

- *Attached Dwelling Units.* Attached dwelling units may be appropriate in some locations in the Village Residential area. For instance, attached dwelling units can be located along major streets to provide a buffer for single family dwelling units from the more heavily traveled roads. It is important that attached dwelling units have an appropriate scale, so no more than 4 dwelling units should be permitted in an attached unit building.

MIXED USE

The Mixed Use area should permit a range of land uses in a walkable, pedestrian friendly environment. The Mixed Use area should also emphasize the design and layout of development more than what uses are permitted in the buildings (use restrictions are still important to prevent inappropriate outdoor or automobile-centered uses from occurring in the mixed use area).

For instance, a retail store in a traditional downtown and one in a strip mall can have roughly the same floor area. The difference is how the building looks and functions. A downtown building will have a strong relationship to the street, will often have more than one story, and will have on-street parking. By contrast, a strip mall is usually a one story building used only for retail purposes and with a large parking lot provided on the site.

The following design elements should be included as part of a new Mixed Use Zoning District:

- *Sumpter Road Appearance.* The Mixed Use district should include specific Sumpter Road design requirements based on the recommendations of this section. It is anticipated that most of the retail uses permitted in the Mixed Use area will be located close to Sumpter Road to take advantage of the visibility offered by that prominent location.

- *Use.* While it is the intent that the new zoning district for the Mixed Use areas be more concerned with how buildings look than how they are used, there still must be limits on how much of a particular use can be developed in the Mixed Use areas. The Mixed Use areas are meant to complement downtown Belleville, not to compete with it, so the amount of nonresidential development that is permitted to occur in the Mixed Use areas must be carefully controlled.

  Uses in the mixed use area should be restricted less by a list of appropriate uses and more by the type or types of building that can be constructed. Particular building types have a natural range of uses that are appropriate for that building, and there are many different types of building that can be constructed. The mixed use area should regulate land use by identifying particular types of building that are permitted in the mixed use area. For instance, one type of building is a "main-street" building often found in traditional downtowns, but also in newly constructed developments.

  A "main-street" building is typically constructed close to the road with parking being provided on the street and in parking lots behind or next to the building (never in front). The first floor of a "main-street" building is most often used for retail or office purposes, while upper stories are typically used for office or residential purposes.

  The new Mixed Use zoning standards should restrict land uses by restricting the types of building that can be constructed. Standards limiting where and how many buildings containing non-residential land uses can be constructed in the Mixed Use areas should be included in the new zoning regulations. Attached residential buildings and single family detached houses should also be permitted in the Mixed Use area.

- *Building Location.* Buildings should be located so that they front on a perimeter street such as Sumpter Road or a new internal street, or on an appropriate on site features such as a plaza. Buildings should not be located so that they are isolated in a field of parking. Building setbacks from roads should be small, between 0 and 10 feet from the right-of-way.

- *Building Design.* Building design standards should be established to ensure that buildings incorporate a minimum level of design and materials are incorporated into buildings; however, the standards should not dictate a particular architectural character. It is not the intent of these guidelines to require a unified architectural theme or to dictate architectural choices in a development. These guidelines are intended to be flexible, and to permit a wide range of architectural themes and choices that incorporate quality design and materials.

  - <u>Entrances.</u> Buildings should be designed with at least one pedestrian entrance facing a perimeter or internal street, or a pedestrian walkway connected to a public sidewalk. When a building has frontage on more than one street, it should have an entrance on each frontage or at the corner of the building.

  - <u>Building Height.</u> Buildings in the Mixed Use area should not exceed 2 stories in height (or 2.5 stories for residential buildings). While multiple-story buildings are not required, single-story buildings should have the appearance of being taller than one story to achieve an appropriate enclosure ratio along streets.

- Articulation. Long stretches of unarticulated wall should be avoided. Projections, recesses and reveals with a minimum change of plane of 6 inches should be provided at regular intervals along the building frontage. Human scale detailing such as reveals, belt courses, recessed windows or doors, color or textural differences, or strongly expressed mullions are also encouraged.

Figure 6.1 - 2-Story Building With Façade Articulation and a Defined First Floor

- Roofline. A well-defined cornice or fascia should be used to create a strong roofline, which visually "caps" the building, gives the facade a finished appearance, and helps to unify buildings within the block.

- First Floor Definition. First floors should be defined and articulated by architectural elements such as building materials and colors or horizontal elements to define the transition between the first and second floor.

- *Building Scale.* Large, single-use buildings should not be allowed in a Mixed Use area. In order to maintain a pedestrian-oriented and walkable scale within a development, buildings should have a maximum first floor area of approximately 30,000 sq. ft. Single tenant buildings with a first floor area of 30,000 sq. ft. or more, typical of "mid-box" or big-box retailers, should not be allowed in the mixed use area as this scale of commercial land use is inappropriate for the South Side of the Township. Commercial stores with a total area of more than 30,000 sq. ft. may be appropriate, provided that the first floor area remains less than 25,000 – 30,000 sq. ft.

- *Pedestrian Circulation.* An on-site system of sidewalks, pedestrian walkways, and bike paths that provide continuous access to all land uses within the Mixed Use area and to land uses on adjacent properties should be provided. Sidewalks in commercial or office areas of a Mixed Use area should have a minimum width of 12 feet, while sidewalks in a residential area should have a width of 5-8 feet.

  Sidewalks or dedicated pedestrian pathways should be provided in parking areas to create connections to the overall pedestrian circulation system on the site.

- *Public and Civic Space.* An attractive public realm is a fundamental ingredient in the success of a mixed-use area. Open air and semi-enclosed public gathering spaces can act as central organizing elements in a mixed use area, can also help shape the relationship between different uses, and provide focal points and anchors for pedestrian activity. On-site amenities should provide a unique character and image for the Mixed Use area, making it a special place in the

community, and not just a development. Examples of public and civic spaces include plazas, small parks, and public art.

- *Parking.* Parking lots should be located behind or beside buildings in the Mixed Use area. Whenever parking lots are located close to a street, a minimum 5-foot wide landscape buffer and a screen wall should be provided to buffer the parking area from the street. (See Figures 6.2 and 6.3).

  Bicycle parking should also be provided in mixed use areas to encourage and facilitate bicycle trips.

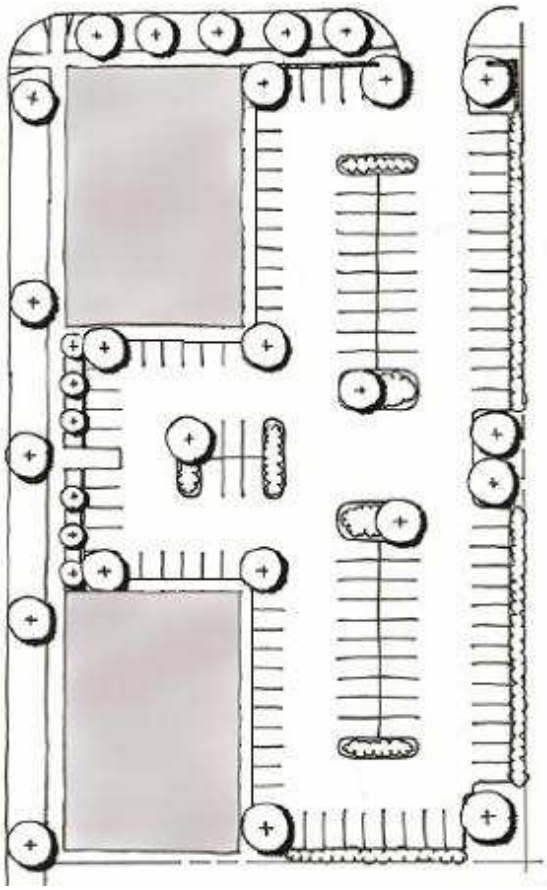

Figure 6.2 – Appropriate Off-Street Parking Layout

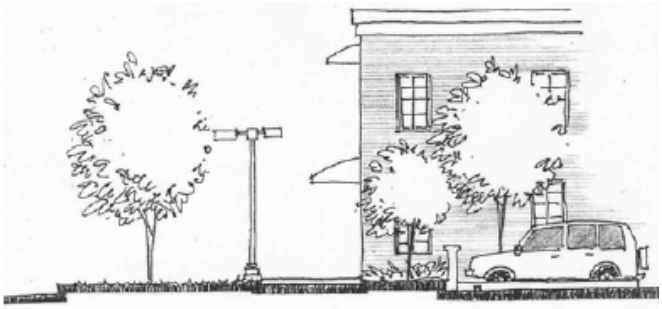

Figure 6.3 – Parking Lot Screening

<INSERT FUTURE LAND USE MAP>

Footnotes to the Future Land Use Plan:

1. This area is designated for Low Density Single Family B land uses; however, this group of parcels is surrounded by Haggerty Road, the South I-94 Service Drive, and the I-94 right-of-way. These parcels are also restricted from gaining access onto Haggerty Road, and access from the Service Drive is limited because of sight distance limitations adjacent to the site. Given these access limitations, a retail commercial land use that relies upon easy access and large volumes of traffic such as a convenience store or a gas station is not appropriate at this site. However, these parcels may be appropriate for other residential or non-residential land uses that do not generate large volumes of traffic, so the Township should consider approving a rezoning for an appropriate land use. The use of conditional rezoning is recommended to ensure that only appropriate non-residential land uses can be constructed on this parcel.

2. The two parcels immediately to the west of the existing commercial land use at the northwest corner of Sumpter and Hull Roads, those being V-125-83-112-02-0002-001 and V-125-83-112-02-0027-000, may be considered for rezoning to a commercial designation if **both** residential parcels are under common ownership and are proposed for rezoning at the same time. This will permit the expansion of the commercial use while providing adequate area to provide the necessary buffers against the residential development to the west.

3. Rezoning to an industrial zoning district may be appropriate in this area if it would permit an existing, abutting, and compliant industrial operation to expand and if the total land area to be rezoned industrial does not exceed 20 acres. Any industrial use to be permitted should be physically connected to and adjacent to existing industrial land and designed to have minimal impact on nearby residential land uses.

   A landscape buffer with a minimum width of 50 feet and planted with at least one tree per 500 sq. ft. of buffer area should be provided along the non-industrial boundaries of the industrial site. The density of the vegetation, berming, and/or other screening provided must be sufficient to completely screen the industrial use from residentially zoned or used land and all public roads. Industrial uses of the site should not generate noxious odors, loud sounds, vibrations or other impacts that are detectable off-site and that would be a nuisance to the nearby residential land uses.

   No new driveway access onto Huron River Drive may be constructed within 400 feet of the Huron River Drive railroad crossing as a result of or to permit development of an industrial land use associated with this footnote 3. Notwithstanding, in conjunction with site development, reservation of emergency access to serve the residential land to the west is encouraged.

<INSERT FUTURE LAND USE/NATURAL FEATURES OVERLAY MAP>

VII. IMPLEMENTATION

INTRODUCTION

The Master Plan represents a vision for the future of the South Side of Van Buren Township – a vision to preserve and enhance the best characteristics of the Township while making the most of opportunities that come with new development. The Plan in itself is a vision and provides goals and objectives that will guide decision-makers and stakeholders in making decisions that are consistent with the overall vision. Successful implementation of the Plan will be the result of actions taken by elected and appointed officials, Township staff, public sector agencies, and private citizens and organizations.

This chapter identifies and describes actions and tools available to implement the vision created in this Master Plan. Broadly stated, the Plan will be implemented through:

- Township regulations and ordinances.
- Continuous planning actions by the Township Board, Planning Commission, and other appointed boards.

IMPLEMENTATION STRATEGIES

TOWNSHIP REGULATIONS AND ORDINANCES

Land development review and regulation is a key implementation tool to achieve the vision of the Master Plan. In order to realize that vision, the Township must ensure that ordinances and regulations permit the type and style of development recommended by the Master Plan, and discourage or prohibit development that is contrary to the Master Plan's vision.

A comprehensive review of the Township's ordinances, particularly the Zoning Ordinance and the Subdivision Control Ordinance, is necessary to determine the scope of amendments necessary to achieve the goals of the Master Plan.

1. **Zoning Ordinance Amendments.** A variety of zoning tools exist to achieve the vision of this plan, however, some amendments to the Zoning Ordinance will need to be adopted.

    a. *Revise the PRD Ordinance.* The PRD option has been a useful and successful tool for the Township since its adoption at the end of the 1990's. However, the PRD ordinance is currently a one-size-fits all tool that does not distinguish between the different context areas present on the South Side. For instance, the PRD prescribes the same development design for a site that is located near the City of Belleville as on a site that is located farther away from the City, in the more rural parts of the Township.

    The PRD ordinance should be revised to include options tailored towards rural conservation development, as well as a traditional village residential style development. The Township should also closely examine the density bonuses available in the PRD ordinance.

    The conservation development standards should permit the same number of dwelling units that could be developed in a conventional development using existing zoning standards, with the

houses being built on a smaller area of the site. The remainder of the site is preserved as open space, agricultural land, or a natural feature preserve. No density bonuses are associated with a conservation development.

b. *Mixed-Use Zoning District.* It will be necessary to adopt a new Mixed-Use zoning district to permit development to occur in accordance with the recommendations of this Plan. The mixed-use standards should be based on the recommendations contained in Chapter 6.

c. *Sumpter Road Overlay.* The Township should work with the City of Belleville to create an overlay district to establish consistent design and zoning standards for the area along Sumpter Road between Hull Road and the City of Belleville.

d. *Create a New Southside Commercial District.* The Township should create a new South Side commercial zoning district that is tailored to the unique conditions, opportunities, and limitations present on the South Side. None of the existing commercial zoning districts are well suited for the South Side in terms of either the range of uses permitted or the design standards established within the Zoning District.

e. *Single Family Residential Setbacks.* The Zoning Ordinance should be amended to require larger rear yard setbacks for any residential unit measured from the centerline of a thoroughfare or collector road.

f. *Design Standards for Development in the Village Residential District.* The Village Residential design standards listed in Chapter 6 should be incorporated into the Zoning Ordinance to ensure that new residential development near Belleville is consistent in appearance and character with the historic "in-town" neighborhoods.

2. **Adopt a Private-Public Sewerage Ordinance**. The Township should adopt an ordinance regulating the construction and operation of privately owned and operated public sewerage systems.

3. **Review the Subdivision Control Ordinance and Condominium Ordinances.** The Township should review these ordinances to ensure that the design and regulatory standards contained within are consistent between the two ordinances, and also with current Township expectations for conventionally platted subdivisions or site condominiums. There are a number of design and regulatory techniques that could be included in these ordinances such as lot size/lot area averaging that can improve the visual and functional characteristics of conventional residential development.

4. **Conditional Rezoning**. Public Act 579 of 2004 allows for the conditional rezoning of property based upon a proposal presented by an applicant. This approach permits the Township to approve a rezoning contingent upon conditions offered by the applicant that are attached to the rezoning approval. This approach can permit flexibility in site design, and also can be used to ensure that undesirable uses will not occur on a particular site if rezoned. If this is a tool that the Township intends to consider, a conditional rezoning ordinance should be adopted establishing the review procedures and submittal requirements for a rezoning with conditions application.

CONTINUOUS PLANNING

1. The Master Plan is not intended to be and should not become a static document. For this reason, it is imperative that the Planning Commission periodically **review the Master Plan** to evaluate, and potentially update portions of it. The plan should be reviewed at least once every three to five years to determine if updates or amendments are necessary.

2. The Township should **adopt a Sanitary Sewer Master Plan** to make sure that future infrastructure investments are consistent with the Future Land Use Plan, and to support the Urban Services Boundary.

3. In order to qualify for State funding for parks and recreation improvements, the Township must **review and update the Parks and Recreation Plan** at least once every 5 years.

4. The Township should continue to **communicate and work with the City of Belleville Planning Commission.** It is the policy of this Master Plan that new commercial development on the South Side will be very limited, and that new retail and office development should be located in Belleville. It is important that the City be willing and able to accept and facilitate new development to meet the needs of the residents of the City, Van Buren Township, and other persons located within the South Side market area.

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