



# **City of Belleville, Michigan Community Master Plan 2006**

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## ***INTRODUCTION***

The purpose of the Master Plan is to address development that will occur in the City of Belleville over the next five to ten years. The Master Plan outlines what the nature of developments will be, and in what manner the City can promote such developments. This document is meant to serve as a guide for the City on which to base future land use decisions.

The Planning Commission initiated the process of updating the City's Master Plan in 2005 by holding a series of public workshops to gain community input. At the beginning of the process, the previous Master Plan, prepared in 2000, was reviewed and evaluated for its present application and effectiveness.

The community input centered on visioning exercises, visual preference, and focus sessions on several selected topics including the downtown, the Sumpter Road Corridor, and future land use throughout the City. Within each of these topics, members of the community offered their hopes and desires for how these areas would develop in Belleville.

Over the past decades, the City of Belleville has developed into an easy-going lakefront community with a traditional downtown and a small-town, family atmosphere. Belleville's downtown is a center of entertainment, cultural, and civic events for the City, as well as Van Buren and Sumpter Townships. Social activities (like those in the box at right) foster a sense of community and provide great recreation and entertainment for both residents and visitors. As the only lakefront city in Wayne County, Belleville is a jewel of the county, offering lakefront living with a traditional downtown, and summer and winter recreation close at hand.

### **Selected Belleville Social Activities**

- Strawberry Festival
- Music on Main at 4th Street Square
- Belleville Music Festival at Horizon Park
- Music in the Park at Victory Park
- Taste of Belleville
- Art Colony's Artist in the Park
- Belleville Bridge Walk

## **Purpose of the Master Plan**

This Master Plan updates and replaces the "City of Belleville Community Master Plan" completed in 2000. This document is intended to provide direction for the development and redevelopment of lands, resolve existing land use conflicts, and create a demographic picture of the City, which will guide land use and development decisions.

The City is poised to benefit from Wayne County's regional development plans, which include a 1,200-acre industrial park south of Detroit Metropolitan International Airport and a 25,000-acre "airport development zone" between Detroit Metro and Willow Run Airports. The City of Belleville is strategically located between the two and could potentially capture a large share of the residential and service commercial (e.g., restaurants) growth that will be demanded by corporations in the airport development zone. In addition, recent changes in state and local gaming laws have positioned Detroit to be a major tourist destination. This can have a positive effect on the City of Belleville. The 2005 Belleville Master Plan shall serve as a guide for the planning and development of the City and provide direction for land use decisions.

## Regional Overview

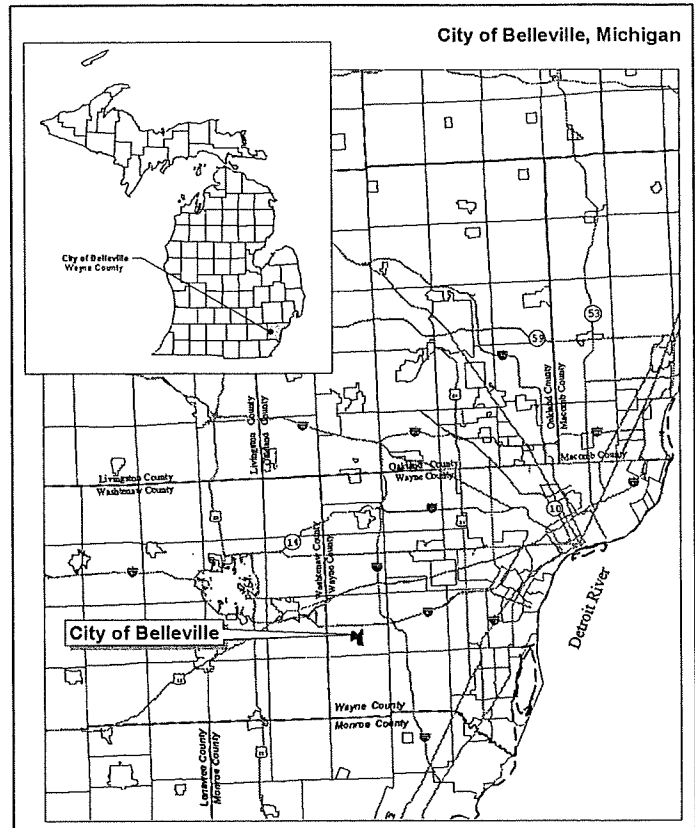
The City of Belleville is situated south of Interstate 94 between US-23 and I-275. It is strategically located between two large employment centers – the city of Ann Arbor and the suburbs surrounding Detroit. Belleville is situated in western Wayne County, surrounded by Van Buren Township. Van Buren Township (2005 population est. 27,314) is a charter township, which eliminates the City's need for an annexation policy.

The Norfolk Southern railroad runs through the southern portion of the community. Rail crossings are located at East Columbia Avenue (west of Victorian Lane) and Sumpter Road (south of Davis Street). Belleville Lake is situated to the north. Willow Run Airport is located to the northwest and Detroit Metropolitan International Airport is located to the east.

## City History

The City of Belleville began as a small community within Van Buren Township. Not only did the fertile soils and beautiful, rolling terrain make the community a desirable place to live, the Huron River provided waterpower for transportation and mill industry. Belleville became the center of Township activity. Platted as a town in 1848, the origin of the town's name is uncertain. Early settlers, James and William Bell are said to have lent their name to the new town, while others declare that the French explorer La Salle, named the community when he canoed the Huron River on his journey to Fort Fontenac. Belleville is said to be derived from the French "belle" and "ville" for "Beautiful Village."

Railroad access was gained when the Wabash Railroad was extended through the City in the 1880s. The State legislature voted to incorporate Belleville as a village in 1905. At that time, Belleville was approximately 250 acres in size with a population of 300. During the 1920's, a significant change in the landscape occurred when a dam was constructed downstream creating Belleville Lake. In 1946, the Village of Belleville was incorporated as a City.



## DEMOGRAPHIC ANALYSIS

For planning to be efficient it must be able to make future predictions based on past trends. Population is an important variable in any planning equation. The ability to determine whether a community is growing or has matured greatly influences how that community should plan its future.

### Population

Using the 2000 U.S. Census numbers as the base of our projections and employing Southeastern Michigan Council of Governments (SEMCOG) growth models, future population for Belleville, Van Buren and Sumpter Townships, and Wayne County can be projected. These projections can then be used to guide a community in determining land use and infrastructure needs.

As seen in Table 1 below, the City of Belleville and Van Buren and Sumpter Townships are expected to continue growing through the year 2030. Only Wayne County is expected to decrease slightly in population.

Table 1: Population Projections, 1990 – 2030

	1990	2000	2005 (estimate)	2030	Change from 2000-2030	% Change 2000-2030
<b>City of Belleville</b>	<b>3,285</b>	<b>3,997</b>	<b>3,846</b>	<b>4,262</b>	<b>+265</b>	<b>+6.6%</b>
Sumpter Township	10,891	11,856	12,071	19,779	+7,923	+66.8%
Van Buren Township	20,995	23,559	27,314	29,556	+5,997	+25.5%
Wayne County	2,111,687	2,061,162	2,005,721	2,013,975	-47,187	-2.3%

SOURCE: Southeastern Michigan Council of Governments; 2000 U.S. Census

The population of any given area is affected by a number of different variables. Two of the most important variables that can affect population are regional growth patterns and an individual community's local land use policies and regulations. Regional growth patterns determine if there will be a need for specific land uses and the local policies and regulations determine how much of the demand will be accounted for in the community. According to the 2030 Regional Development Forecast for Southeast Michigan prepared by SEMCOG, Wayne County will continue to see a decrease in population. The City of Belleville can expect to see an increase in population of 6.6% in the next 30 years if land use policies and regulations stay the same. It should be noted that many of Belleville's neighboring communities are expected to see a significant increase in population. Given the population increase surrounding the City, Belleville is in a position to take advantage of this market potential in terms of residential and non-residential development. While the total population of the City is expected to increase, Table 2 below indicates that it will not grow quite as quickly as the number of households. This is due to the expectation that fewer people will be in each household in the future (see Table 3).

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Table 2: Number of Households, 1990 – 2030

	1990	2000	2005 (estimate)	2030	Change from 2000-2030	% Change 2000-2030
<b>City of Belleville</b>	<b>1,541</b>	<b>1,842</b>	<b>1,813</b>	<b>2,172</b>	<b>+330</b>	<b>+17.9%</b>
Sumpter Township	3,689	4,118	4,246	7,735	+3,617	+87.8%
Van Buren Township	7,876	9,867	11,749	15,045	+5,178	+52.3%
Wayne County	780,432	768,440	757,548	792,868	+24,428	+3.2%

SOURCE: Southeastern Michigan Council of Governments; 2000 U.S. Census

Table 3: Number of Persons per Household, 1990 – 2030

	1990	2000	2005 (estimate)	2030	Change from 2000-2030	% Change 2000-2030
<b>City of Belleville</b>	<b>2.13</b>	<b>2.16</b>	<b>2.12</b>	<b>1.96</b>	<b>-0.2</b>	<b>-9.3%</b>
Sumpter Township	2.95	2.88	2.83	2.55	-0.3	-11.5%
Van Buren Township	2.67	2.38	2.32	1.96	-0.4	-17.6%
Wayne County	2.71	2.64	2.61	2.48	-0.2	-6.1

SOURCE: Southeastern Michigan Council of Governments; 2000 U.S. Census

The average household size in Belleville has decreased from 1990 to 2005. The decline in household size is generally attributed to smaller families, an increasing rate of individuals living alone, a greater number of “empty-nest” households (see Table 4), and increased life expectancy. One outcome of the decline in average household size is that housing growth will exceed population growth. For instance, according to SEMCOG projections, the number of households will increase by 17.9% between 2000 and 2030 (Table 2) and the population will increase only 6.6% during that same period.

Table 4: Number of Households With and Without Children, 1990 – 2030

	1990	2000	2030	Change from 2000-2030	% Change 2000-2030
<b>City of Belleville</b>					
<b>with children</b>	<b>371</b>	<b>514</b>	<b>627</b>	<b>+113</b>	<b>+22.0%</b>
<b>without children</b>	<b>1,170</b>	<b>1,328</b>	<b>1,527</b>	<b>+199</b>	<b>+15.0%</b>
Sumpter Township					
with children	1,575	1,828	2,644	+816	+44.6%
without children	2,212	2,282	5,091	+2809	+123.0%
Van Buren Township					
with children	2,991	3,219	3,467	+248	+7.7%
without children	4,885	6,648	11,578	+4930	+74.2%
Wayne County					
with children	293,669	289,512	273,142	-16,370	-5.7%
without children	486,733	478,928	519,726	+40,798	+8.5%

SOURCE: Southeastern Michigan Council of Governments; 2000 U.S. Census

Table 5: Median Age in Years, 1980 – 2000

	1980	1990	2000	Change from 1980-2000
<b>City of Belleville</b>	<b>29.5</b>	<b>36.6</b>	<b>37.5</b>	<b>+8.0 years</b>
Sumpter Township	26.5	30.4	33.1	+6.6 years
Van Buren Township	27.3	30.6	32.1	+4.8 years
Wayne County	29.4	32.5	34.0	+4.6 years
United States	30.0	32.9	35.3	+5.3 years

SOURCE: 2000 U.S. Census

Belleville's age structure is a reflection of many things, including the type of housing available for residents, public infrastructure, social activities available, and the education facilities available to residents. Table 6 indicates that the 25 to 34 and 35 to 44 age groups represent a higher proportion of the overall population.

Table 6: City of Belleville Population by Age Category, 2000

<u>Age</u>	<u>Population</u>	<u>Percentage</u>
Under 5 years	238	6.0
5 to 9 years	254	6.4
10 to 14 years	227	5.7
15 to 19 years	226	5.7
20 to 24 years	205	5.1
25 to 34 years	679	17.0
35 to 44 years	634	15.9
45 to 54 years	570	14.3
55 to 59 years	207	5.2
60 to 64 years	151	3.8
65 to 74 years	311	7.8
75 to 84 years	240	6.0
85 years and over	55	1.4
Median Age	37.5 years	

SOURCE: 2000 U.S. Census

The City should encourage a variety of housing and social activities that cater to all age groups within the community. As the City's population continues to age, opportunities for senior housing should be explored. Also, the City should explore opportunities to continue to attract young professionals and families.

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This overview of the population of the City of Belleville, Sumpter and Van Buren Townships and Wayne County, allows us to draw certain conclusions. While the County is expected to experience a decrease in population, both the City and the Townships are anticipating an increase. This migration from the older urban areas to the suburbs has been a trend since the late 1970s when oil shortages drastically affected the auto industry, forcing people to seek employment elsewhere. Today, people are seeking larger lots, quality of life, and easy access to employment centers.

To understand future land use patterns, we need to look past just statistical data on demographics and understand life style trends. The table below summarizes significant differences in life style among three dominant demographic groups in America: "Baby Boomers", "Generation X", and "Millennials":

Table 7: Modern Lifestyle Trends

	Millennials	Generation X	Baby Boomers
<b>Age</b>	Under 26 years old in 2004 (born 1978 and after) <ul style="list-style-type: none"> <li>Kids 0-7</li> <li>Tweens 8-12</li> <li>Teens 13-17</li> <li>Post-High School 18-26</li> </ul>	27 - 39 years old (born 1965 to 1977)	40 - 60 years old (born 1946 to 1964)  Every 7 seconds, one Boomer turns 50.
<b>Population</b>	78 million to 100 million	44 million	78 million
<b>Key Characteristics</b>	Tech-savvy, media-saturated, raised in affluent times, ethnically diverse, fluid approach to family, work and play	Cynical, media-savvy, individualistic, grew up during economic downturn	Optimistic economically, largely since they did not experience the Great Depression
<b>Prime Information Sources</b>	Internet, radio, cable TV, magazines	Internet, cable TV, radio, magazines, newspapers	Cable TV, radio, magazines, newspapers
<b>Key Values</b>	Diversity, flexibility, empowerment, change, reward	Freedom, responsibility, reality, cool	Physically evolving, Lifestyle changing, Financially focused and Strong core values
<b>Buying Power</b>	Millennials up to age 21 are spending about \$172 billion a year and saving about \$39 billion  Pre-teens (8-12 years of age) spend \$19.1 billion annually 87% spending their parents' money  Teens (13-19) spend \$94.7 billion. 27% of teens are spending their parents' money.	Spend approximately \$125 billion year on goods and services	Total \$10 trillion net worth  Half of the nation's disposable income.  Holds 70% of the assets.

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	Millennials	Generation X	Baby Boomers
<b>Lifestyle</b>	Location is important; they want to be where the action is, like when they were in college. They want to be near coffee shops, clubs and shopping.	Nearly half (48 percent) pay a mortgage  Nearly two-thirds of women ages 25 to 34 (65 percent) have had children.	50% of baby boom retirees will stay where they are 25% will move far away 25% will move but remain within the region.  Key to keeping active adult retirees is to reduce costs (i.e., taxes) and facilitate social interaction and lifestyle activities.

Source: Iconoculture 2004, Del Webb and John Handely, "Modern Living Trends," Chicago Tribune, June 5, 2005.

## Housing

The quality and characteristics of Belleville's housing stock play an important role in shaping the future of the community. Belleville has experienced a significant growth in the number of housing units since 1990. Between 1990 and 2000, the City saw a 20.1% increase in the total number of housing units, which is similar to the 21.6% population growth rate over the same period.

Table 8 indicates that single-family units still comprised the majority of housing units in the City of Belleville in 2000, and single-family units increased as a percentage of all housing units. Mobile homes and five or more unit structures displayed the greatest decrease as a percentage of all housing units, while housing units in structures with 2-4 units experienced a modest increase. The increase in the number of single-family homes can be attributed to infill development and continued construction of Victoria Commons and Harbour Pointe residential subdivisions.

It became apparent while conducting the land use inventory, that the City is experiencing a major renewal in the residential areas. Summer lake cottages have been renovated and enlarged to year-round residences. The existing housing inventory is being upgraded with additions, new roofs, siding and windows. This indicates a reinvestment in the community and as a result, the housing values are increasing.

Table 8: City of Belleville Housing Units By Type, 1990 - 2000

Structure Type	1990		2000	
	Units	Percent	Units	Percent
Single Family Home	570	35.6%	976	50.7%
2-4 Unit Structure	115	7.2%	149	7.7%
5 or More Unit Structure	424	26.5%	356	18.5%
Mobile Home and Other	494	30.8%	445	23.1%
<b>Total Units</b>	<b>1,603</b>	<b>-</b>	<b>1,926</b>	<b>-</b>

SOURCE: US Census Bureau

Dwelling unit characteristics for the City of Belleville and neighboring communities are shown in Table 9. The majority of homes (71.6%) in Belleville are owner occupied, and the median value of owner-occupied units in the City is higher than in Wayne County, Van Buren Township, or Sumpter Township. Belleville displays a lower vacancy rate than any of its neighbors, with just 4.6% of dwelling units being unoccupied.

Table 9: Housing Unit Characteristics, 2000

Community	Total Units	Owner-Occupied Units			Renter-Occupied Units			Vacant Units	
		Number	Percent (%)	Median Value	Number	Percent (%)	Median Rent	Number	Percent (%)
<b>City of Belleville</b>	<b>1,926</b>	<b>1,319</b>	<b>71.6</b>	<b>\$160,600</b>	<b>523</b>	<b>28.4</b>	<b>\$531</b>	<b>89</b>	<b>4.6</b>
Sumpter Township	4,563	3,805	92.6	\$139,400	305	7.4	\$496	453	9.9
Van Buren Township	10,417	5,980	60.6	\$143,100	3,887	39.4	\$693	550	5.2
Wayne County	826,145	511,837	62.0	\$99,400	256,603	31.1	\$428	57,705	7.0

SOURCE: 2000 U.S. Census

Housing age statistics in Table 10 indicate that the period of greatest housing growth in the City occurred from the 1940s until the end of the 1970s, with 48.1% of all housing units being constructed during that time period. Housing construction slowed dramatically during the 1980s, with only 236 dwelling units being constructed during that time. New housing construction again gained momentum during the 1990s, with 505 units (26.3% of all dwelling units in the City) being built during that decade. Please note that Table 10 includes only occupied housing units.

Table 10: Year Residential Structure Built

Year	City of Belleville	
	Number of Units	Percent
1990-2000	505	26.3%
1980-1989	236	12.3%
1970-1979	411	21.3%
1960-1969	200	10.4%
1940-1959	316	16.4%
1939 or earlier	258	13.4%

SOURCE: 2000 U.S. Census

The age of housing has effects on its condition. In most cases the need for major repairs or rehabilitation surfaces when housing is over 30 years old. Housing in Belleville is generally in good condition; however, since much of the City's housing stock is was built prior to 1975, programs to encourage proper maintenance and reinvestment of these older homes should be encouraged. In doing so, the City can promote the use of these existing homes, in addition to maintaining and improving neighborhood quality. Targeted code enforcement, housing rehabilitation programs, occupancy inspections, and other programs can encourage upkeep and value of older homes and neighborhoods.



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Table 11: North Liberty Street Residential Density Analysis, 2004

<u>Address</u>	<u>Name</u>	<u>Number of Units</u>	<u>Zoning Classification</u>	<u>Acres</u>	<u>Dwelling Units per Acre (du/a)</u>	<u>Notes</u>
556	Belleville Lake Front	10 SF 4 AC	PUD	1.759	8.0	Existing 4 Attached 4 Single Family
500	Harbor House	21 MF	R-M	0.514	40.9	
430	Belleville Commons Condo	9 MF	R-M	0.638	14.0	Vacant (fire damage)
		20 MF	R-M	0.638	31.4	Proposed
380	Ray & Carols	9 MF	R-M	0.307	29.3	
250	Belleville Lake Terrace Condo	27 MF	R-M	0.88	30.7	
46 32	Lakeside Apartments	12 MF	R-M	0.698	17.2	
375	Harris Apartments	8 MF	R-M	0.327	24.5	
521?	Bridgeview Apartments	20 MF	R-M	0.588	34.0	
<b>Study Area</b>	<b>Total Residential on North Liberty</b>	<b>33 SF 146 MF 179 Dwelling Units</b>	<b>R-2, R-3, PUD, R-M PUD</b>	<b>18.851</b>	<b>9.5</b>	<b>Includes Single Family Units</b>

**Key:** SF, Single Family; MF, Multiple Family; AC, Attached Condos

SOURCE: City of Belleville, 2004

In 2004, the City conducted a windshield survey of existing residential units located on North Liberty Street. During the analysis, the City observed thirty-three (33) single-family and approximately one hundred forty six (146) multi-family dwelling units. The overall density of the study area (18.85 acres), including single-family units, is approximately 9.5 dwelling units per acre (du/a). Existing off-street parking areas located along North Liberty Street were not included in these calculations. Table 11 below illustrates eight of the existing multiple-family sites as a comparison of existing residential densities in this area. The existing densities along North Liberty Street vary between 8 du/a and 40.9 du/a.

### Economic Analysis

Understanding the economic characteristics of Belleville residents, including employment and income profiles, is a key factor in planning for the future of the City. In addition, the Master Plan should identify the type and amount of economic growth the City is interested in achieving. To accomplish this, it is necessary to become generally knowledgeable of the City's economic characteristics. Equally important, an understanding of business and industrial development patterns

in and around the community must be gained. Finally, downtown Belleville serves as the cultural center of the Township and immediate region. Future economic development should be geared toward this end.

### Income

Income characteristics of a community reflect the economic strength or weakness of a city. This information can help a city to plan for improvements based on the current and projected tax base. The following indicators provide a fiscal snapshot of the City, surrounding communities, and the County.

Table 12: Median Household Income, 1990 - 2000

	Real Values			2000 Equivalent Values		
	1990	2000	Percent Change	1990	2000	Percent Change
<b>City of Belleville</b>	<b>\$31,843</b>	<b>\$44,196</b>	<b>38.8%</b>	<b>\$42,782</b>	<b>\$44,196</b>	<b>3.31%</b>
Sumpter Township	\$31,843	\$48,680	52.9%	\$42,782	\$48,680	13.8%
Van Buren Township	\$37,987	\$50,984	34.2%	\$51,037	\$50,984	-0.1%
Wayne County	\$27,997	\$40,776	45.6%	\$37,519	\$40,776	8.7%

SOURCE: U.S. Census Bureau

The median household income for the City of Belleville in 1999 dollars was \$44,196 compared to \$48,680 for Sumpter Township, \$50,984 for Van Buren Township, and \$40,776 for Wayne County. This statistic is important because it is often used by the State and Federal government to determine thresholds for various financial programs and scoring for other program funding applications.

In addition to using the median income as a gauge for State and Federal funding, the U.S. Department of Housing and Urban Development (HUD) utilizes a percentage of the median income to indicate levels of need. Low-income households are defined as those households with a median income greater than 50% of the base median income (State of Michigan) and less than 80% of the base median income. Households with a median income between 80% and 120% of the base median income are defined as moderate-income households.

Poverty levels in a community are another vital factor for planners to consider. The U.S. Department of Health and Human Services estimates that the poverty thresholds at the national level for a family of four were \$17,050 based on 2000 data. Families living below the poverty level were 3.5% in the City of Belleville, 8.0 % in Sumpter Township, 4.4% in Van Buren Township, and 12.7% in Wayne County.

### Employment

Recent years have seen a shift in population as residents followed job markets. This is particularly true in regards to Wayne County and City of Detroit, which have experienced the greatest loss of jobs due to the diminished manufacturing base. This shift in employment from the urban to the suburban may be attributable to the transfer in jobs from blue to white-collar professions.

Table 13: Occupation of Residents, 2000

Occupation	Percent of Labor Force	
	Belleville	Wayne County
Management, professional, and related	34.9	28.1
Service occupations	15.8	16.7
Sales and office	19.7	26.8
Farming, fishing, and forestry	0.0	0.1
Construction, extraction, and maintenance	7.8	8.7
Production, transportation, and material moving	21.8	19.6

SOURCE: U.S. Census Bureau

Table 13 identifies the occupational breakdown of the labor force in the City of Belleville and Wayne County. The City and the County have a similar workforce composition, with the notable differences being that Belleville has a higher percentage of management and professional workers, while Wayne County has a slightly higher percentage of sales and office workers.

Table 14: Percent Employment by Industrial Class, 2000

	City of Belleville	Sumpter Township	Van Buren Township	Wayne County
Agriculture, forestry & fisheries	0.0	0.8	0.1	0.1
Construction	5.6	11.4	5.1	4.6
Manufacturing	26.3	25.4	24.8	21.8
Wholesale trade	2.5	2.8	2.9	3.2
Retail trade	9.2	8.6	11.0	10.7
Transportation, warehousing, utilities	5.9	8.3	10.9	6.4
Information	2.0	0.9	2.0	2.5
Finance, insurance, real estate	4.5	4.7	5.4	5.9
Professional, scientific, management, administrative	5.5	6.2	7.8	9.2
Educational, health, social services	21.8	15.1	17.2	18.6
Arts, entertainment, recreation, food services	8.1	9.5	6.7	8.0
Other services	4.0	3.9	3.5	5.0
Public Administration	4.6	2.4	2.6	4.0

SOURCE: 2000 U.S. Census

The top employment sector for the City, Townships, and County can be found in the manufacturing sector (26.3%). The next largest area of employment for the City was in educational, health, and social services totaling 21.8%. The third largest job sector for the City was in retail trade totaling 9.2%.

## BELLEVILLE MASTER PLAN 2006

Table 15: City of Belleville State Equalized Value for Real Property, 2001 and 2005

Year	Commercial	Industrial	Residential	Total
2001	\$15,136,100	\$1,679,500	\$70,931,800	\$87,747,400
2005	\$33,623,400	\$2,452,000	\$84,776,800	\$120,852,200
% Change	+122.1%	+46.0%	+19.5%	+37.8%

SOURCE: Michigan Department of Treasury, State Tax Commission

Table 15 compares the total State Equalized Value (SEV) of real property in Belleville for the five-year period from 2001-2005. During that period, Belleville experienced a 37.8% increase in total SEV, for an average annual increase of 7.55%. Commercial SEV experienced the greatest growth over the five-year period – 122.1%. In 2001, commercial SEV represented just 17.2% of the City's total tax base. By 2005, commercial SEV represented 27.8% of the total tax base.

Residential SEV increased 19.5% from 2001 to 2005 and still had the highest total SEV of the three categories in 2005. Industrial SEV increased 46.0% over the five-year period and accounted for 2.0% of Belleville's total tax base.

### Demographic Analysis Summary

To better understand the future of the City of Belleville, an analysis of demographic trends is beneficial. Examining these trends at a regional, county, and municipal level can be important in determining the City's future needs. The demographic analysis also establishes a base from which planning decisions can be made with regard to population, age of the community, the number of households and size, income and employment. As discussed earlier, the population of the community, the number of households, the number of children, senior citizens, and the per capita and average household income, are increasing. This information guides the future development of the City when considering the type and quantity of residential, commercial, institutional, recreational, and industrial development appropriate for the City. The demographic data confirms that Belleville is a thriving, growing, family-oriented community.

It is also important to understand how things have changed in the past 50 years. Table 16 below summarizes how American preferences, habits, and wants may effect future live, work, and play issues in the community. For example, the average American retires five (5) years earlier than in 1950 and lives twelve (12) years longer.<sup>1</sup>

Table 16: How Things Have Changed
○ Since 1950, the average new house has increased by 1,247 sq ft. Meanwhile the average household has shrunk by one person.
○ One in four Americans wants at least a 3-car garage.
○ Eighty-eight percent (88%) of Americans commute to work. Seventy-six percent of those drivers commute alone.
○ The number of Americans with commutes of longer than 90 minutes each way has increased 95% since 1990.

<sup>1</sup> USA Today (October 25, 2005). "Living longer + working less = higher costs."

Table 16: How Things Have Changed (cont'd)	
○	In 1950, 1 in 100 homes had 2.5 bathrooms or more. Today, 1 in 2 do.
○	People who live in cities use half as much energy as suburbanites.
○	Seven percent (7%) of all homes are in gated communities
○	Seven percent (7%) of all homes are mobile homes.
○	Since 2001, the number of Americans who have brought second homes has increased by 24%.

SOURCE: "This New House," Nathan Fox, Mother Jones magazine, March/April 2005.

## LAND USE ANALYSIS

### Current Zoning

The City's Zoning Ordinance became effective June 16, 1965, with on-going amendments to address current land uses and development trends such as sidewalk cafes and planned unit development. The Zoning Ordinance provides development and use guidelines and requirements for the following zoning districts:

- R-1 One-family Residential**  
Includes land in which the principal land use is for single-family dwellings, with a minimum lot size of 9,600 square feet.
- R-2 One-family Residential**  
Includes land in which the principal land use is for single-family dwellings, with a minimum lot size of 8,800 square feet.
- R-3 Residential District**  
Includes land in which the principal land use is for single-family dwellings, with a special provision for mobile home parks. A minimum lot size of 6,000 square feet is required.
- R-M Multiple-family Residential**  
Includes land in which the principal use is multiple-family dwellings.
- H Hospital**  
Provides for the location of medical facilities.
- B-1 Local Business**  
Includes land in which the principal land use is commercial goods and services that serve the immediate residential neighborhood and does not require frequent or large pick-up and deliveries.
- B-2 Central Business**  
Includes land in which the principal land use is commercial goods and services that provide for the community, and also provides for restaurants without drive-thru services.

**B-3 General Business**

Includes land in which the principal land use is commercial goods and services that provide for the community, including provisions for automobile-oriented land uses such as motels, bus depot, and commercial goods and services that provide for drive-thru convenience.

**PUD-1 Leonor Site PUD**

Condominium and single-family residential development along North Liberty Street.

**PUD-2 Belleville Commons PUD**

Condominium residential development at 430 North Liberty Street.

**PUD-3 Amerman PUD**

Multiple-family residential in five 2-3 story buildings, located along Columbia Avenue East at Liberty Street.

**OS-1 Office Service**

Provides for the location of executive, administrative, and professional offices.

**I-1 Industrial 1**

Includes land in which the principal land use is light industrial, manufacturing, or storage uses that have minimum noise, odor, or visual impacts.

**I-2 Industrial 2**

Includes land in which the principal land use is industrial, manufacturing, or storage uses that may generate noise, odor, or visual impacts.

**I-P Industrial Park**

Provides for low-density, industrial park development for uses that create minimum impact to the surrounding properties.

**P-1 Vehicular Parking**

Provides for city-owned, off-street parking areas.

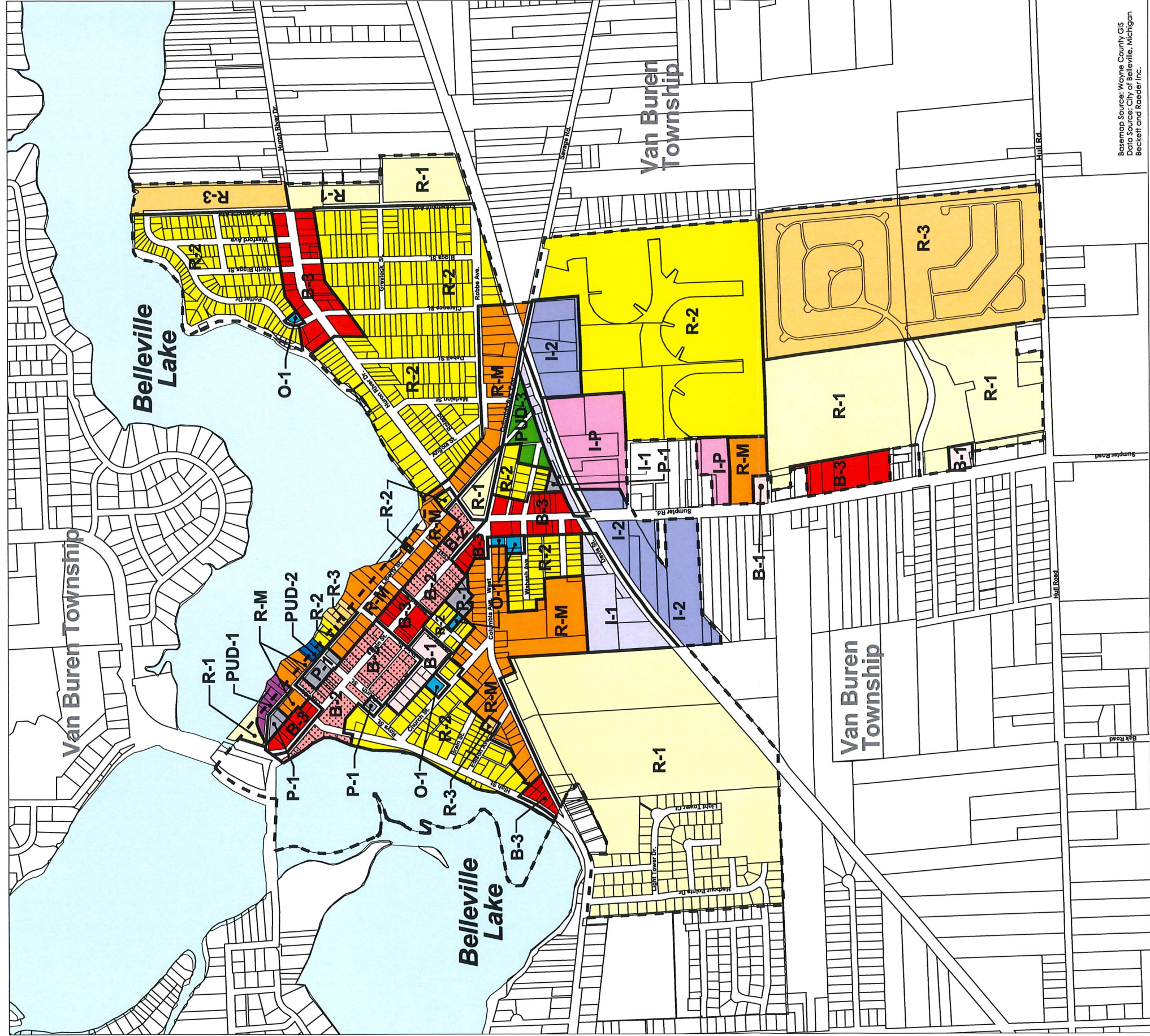
The following table indicates the percentage of each zoning district represented on the Zoning Map. The Zoning Ordinance provides for a Hospital District that is not represented on the Zoning Map or proposed Future Land Use Map.

Table 17: Current Zoning Allocation

Zoning District		Total Acres	Percent of Total
R-1	One-family Residential (9,600 sq. ft.)	324.52 acres	28.4%
R-2	One-family Residential (8,800 sq. ft.)	325.79 acres	28.5%
R-3	Residential District	180.60 acres	15.8%
R-M	Multi-Family District	96.05 acres	8.4%
H	Hospital	--	--
B-1	Local Business	9.26 acres	0.8%
B-2	Central Business	28.01 acres	2.4%
B-3	General Business	51.06 acres	4.5%
OS-1	Office Service	3.04 acres	0.3%
I-P	Industrial Park	31.74 acres	2.8%
I-1	Industrial 1	24.37 acres	2.1%
I-2	Industrial 2	53.09 acres	4.6%
PUD	Planned Unit Development (total)	10.43 acres	0.9%
P-1	Vehicular Parking	6.67 acres	0.6%

SOURCE: City of Belleville; McKenna Associates, 2005





Legend

- R-1 One Family Residential
- R-2 One Family Residential
- R-3 Residential District
- R-M Multiple Family Residential
- B-1 Local Business District
- B-2 Central Business District
- B-3 General Business District
- O-1 Office Service District
- P-1 Vehicular Parking District
- I-1 Industrial District
- I-2 Industrial District
- I-P Industrial Park District
- PUD-1 Planned Unit Development
- PUD-2 Planned Unit Development
- PUD-3 Planned Unit Development
- Belleville Lake
- Van Buren Township

The parcel lines of this map are representational of the actual parcel lines and are not intended to be substituted or an official survey or used to resolve boundary or area discrepancies. Consult official City of Belleville records for precise distances, areas of parcels and boundaries.

REVISION DATES

05/05/2003									
03-2010									

I, Diana J. Kollmeyer, CMC, Clerk of The City of Belleville, do hereby certify that this is a true copy of the map adopted by the City Council of the City of Belleville, Michigan, effective on the 20th day of June, 2002, as well as those amendments made as of the revision date.

Diana J. Kollmeyer, CMC  
City Clerk

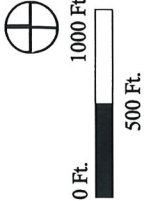
6 Main Street, Belleville, Michigan 48111  
(734) 697-9323

11/18/05

DRAFT

Van Buren Township

MCKENNA  
ASSOCIATES  
INCORPORATED





Current Land Use

Two vehicular commercial/office corridors are well established in Belleville: Sumpter Road and East Huron River Drive corridors. The Sumpter Road corridor is located south of the railroad and industrial parcels, and terminates at Hull Road. A mix of general commercial and office uses are present. As this area is multi-jurisdictional, those properties on Sumpter Road in Van Buren Township are being developed with general commercial uses as well. The other commercial/office corridor is located along the north and south side of East Huron River Drive between Potter Drive and North Edgemont. This area contains incompatible land uses, such as light industrial (auto repair) adjacent to residential uses.

Main Street is the heart of the Central Business District and the primary commercial center of the City. It also serves as the primary north-south connection to Van Buren Township across Belleville Lake. Main Street offers a variety of retail specialty stores, restaurants, entertainment, convenience goods, and professional offices and services. Few residential uses are still located on Main Street and certain homes have been converted to commercial and office uses. The area known as the Central Business District is not built-out and certain sites have not maximized its development potential. Main Street has good pedestrian scale and is located within walking distance to residential development and the lake.

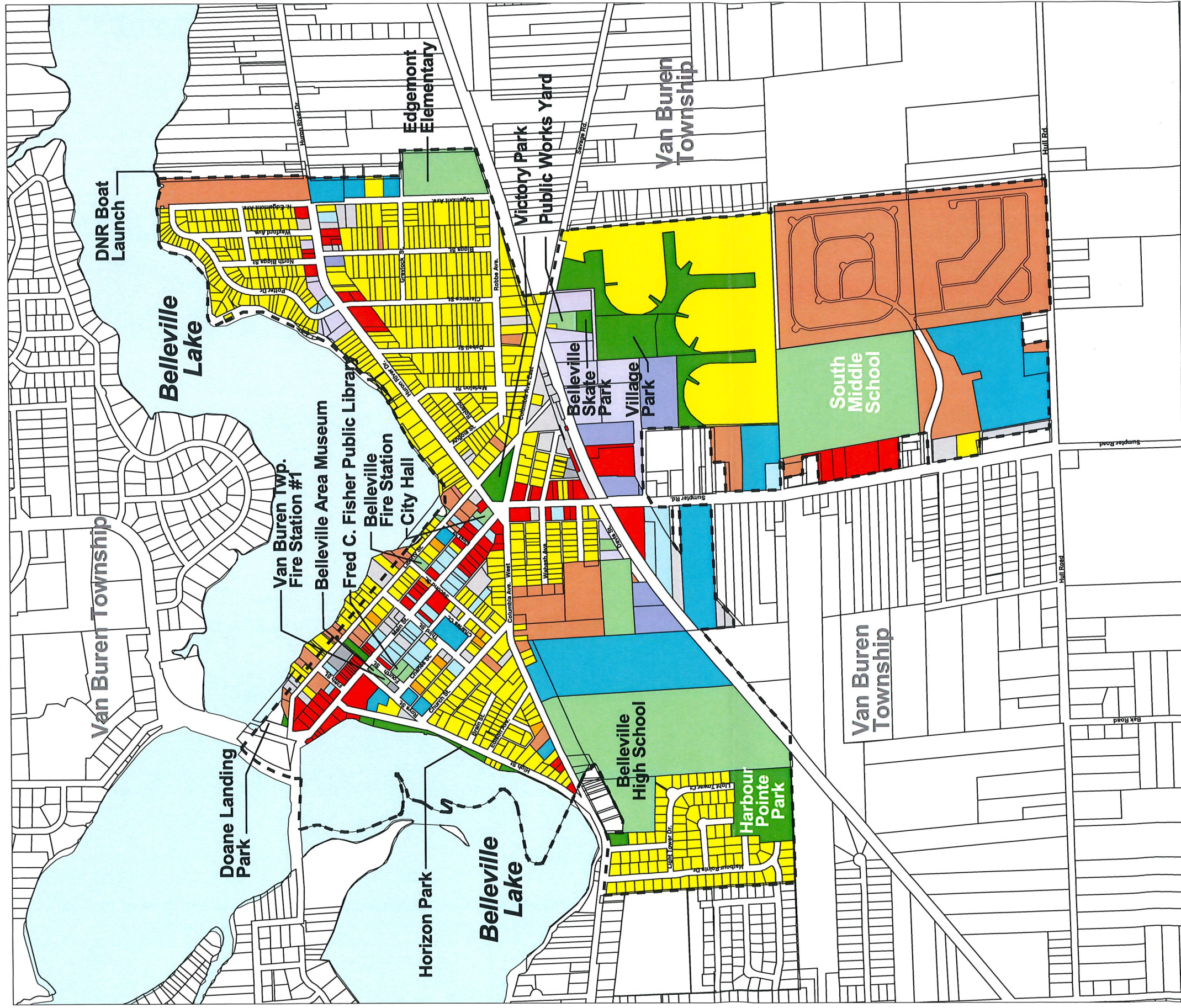
Table 18: Existing Land Use

LAND USE	Acres (2000)	Percent of Total	Acres (2005)	Percent of Total	Percent Change 2000-2005
Single Family	479.87	42.00%	369.14	32.31%	-23.08%
Multiple Family	182.81	16.00%	232.38	20.34%	27.12%
Public	137.10	12.00%	178.75	15.64%	30.37%
Institutional	102.83	9.00%	102.30	8.95%	-0.52%
Parks	45.70	4.00%	72.45	6.34%	58.53%
Commercial	45.70	4.00%	56.35	4.93%	23.30%
Light Industrial	34.28	3.00%	38.67	3.38%	12.83%
Vacant	45.70	4.00%	32.89	2.88%	-28.03%
Heavy Industrial	11.43	1.00%	27.51	2.41%	140.79%
Office	34.28	3.00%	25.96	2.27%	-24.25%
Duplex	3.45*	Less than 1%	3.45	0.30%	0.05%
Parking	2.70*	Less than 1%	2.70	0.24%	-0.19%

\* Number is estimated from the 2000 Master Plan  
SOURCE: City of Belleville; McKenna Associates, 2005

Residential land use makes up over half of the land use in the City. This percentage includes single and multi-family neighborhoods that are mostly developed. The private and public schools, and some churches, are located on large, open parcels. Current commercial, office, and light industry represent small percentages of the overall land uses found in the community. The current zoning map and zoning allocation closely reflect current land uses. The adoption of a master plan may require an amendment to the zoning map in order to support the goals of the master plan. The City of Belleville will require few zoning district amendments.





## Map 2 Existing Land Use

**Draft**

City of Belleville, Michigan

06/08/05

Single Family Residential  
Multiple Family Residential  
Duplex  
Institution (Public)  
Institution (Private)  
Office  
Commercial

Light Industrial  
Heavy Industrial  
Vacant  
Parks/Open Space  
Vehicular Parking  
Lakes  
Central Business District  
City Boundary

0 Ft. 500 Ft. 1000 Ft.

Base Map Source: ESRI, Inc., 2002

**Mckenna**  
CONSULTANTS



## ***COMMUNITY INFRASTRUCTURE***

### **Services**

The City provides property owners with a variety of municipal services. In Belleville, services are either provided directly by the City or contracted to other providers. Public services such as road maintenance, snow removal, library, police and administrative services, are provided directly by the City. Refuse, yard wastes, and recycling services, are contracted. Fire and emergency medical services are provided by a long-standing and well-established volunteer fire department with mutual aid support from Sumpter and Van Buren Township fire departments. In addition, the Belleville Fire Department responds to hazardous material emergencies in coordination with Washtenaw County. Water supply and sanitary sewer disposal is purchased from the City of Detroit.

### **Transportation System**

The City of Belleville enjoys immediate access to area highways. Interstate 94 runs east to the city and suburbs of Detroit, including Detroit Metropolitan International Airport. Westward, I-94 connects Belleville to the Willow Run Airport, City of Ann Arbor, and ultimately Chicago. Interstate 275, a major route north and south, is two miles east of Belleville. In addition, East Huron River Drive is a direct, alternative route to Detroit Metro Airport.

Being one of only three routes across Belleville Lake, Main Street is heavily traveled and a major thoroughfare. Concerns regarding the type and speed of vehicles in this area are appropriate and should be addressed as part of a comprehensive traffic study to determine an appropriate action plan. Traffic calming techniques such as pedestrian islands, angled parking, crosswalks, and curb bump-outs would encourage pedestrian movement and discourage speeding vehicles.

At the intersection commonly known as Five Points, Main Street, Sumpter Road, Columbia Avenue East & West, and East Huron River Drive converge. This intersection is a gateway to the Central Business District and any improvements shall be designed to project that gateway image. A roundabout is an excellent example of a traffic management tool that would provide for efficient traffic movement while discouraging heavy truck traffic. In addition, a roundabout provides an area for gateway features such as a welcome sign, fountain, flagpole, sculpture, memorial, and landscaping. Other traffic calming techniques would be appropriate as well. Currently, road design and traffic movement at Five Points are inefficient. Further analysis is necessary to determine appropriate improvements for this site.

Sidewalks are important to the overall success of a community. Sidewalks encourage pedestrian movement by providing direct access to recreational areas and downtown. Sidewalks allow children and seniors to be independent. Sidewalks are found in most areas of the City, although gaps in the sidewalk were noted along Brain Street, Edison Avenue, and portions of West Columbia Avenue. The Sumpter Road Corridor Plan recommends a non-motorized pathway from Hull Road to Five Points.

The sidewalks located in the non-residential areas of the City were generally noted to be in good repair but most were overgrown with vegetation. A comprehensive, barrier-free sidewalk and curb plan, including a maintenance schedule, should be implemented.

## Schools and Other Public Facilities

The City of Belleville is part of the Van Buren Public School District. There are three public schools within the City limits: Belleville High School, South Middle School, and Edgemont Elementary. In addition, St. Anthony Academy is a private parochial school with grades Kindergarten through 8th grade. The Fred C. Fischer Library is located on Fourth Street, and provides multimedia resources. The library is an affiliate of the Wayne County Public Library System, although the City supplements library funding based on the number of City users. The Belleville Historical Museum is located on Main at Fourth Street.

During the period that the Master Plan update was being prepared, the Van Buren Public School District was in discussion of either renovating the existing Belleville High School or building a new high school on Sumpter Road, south of Hull Road in Van Buren Township.

## Parks & Recreation

The City provides both passive and active recreation areas. As the City's population grows, the need for parks and recreation increases. The type and amount of park and recreation for a community is determined by evaluating the City's demographics. For a community with a growing school age population, parks with playgrounds and open space for organized sports are desirable. If a community has a large senior population, passive recreation such as walking paths are appropriate. Overall, a community should offer recreation for all its residents; a 5-year Recreation Master Plan was adopted in 2003.

Based on the National Parks and Recreation Association standards of ten (10) acres per 1,000 residents, the City currently should (and does) provide for approximately 38 acres of park. Based on the City's projected population, an open space deficiency of approximately four (4) acres will be created by 2030. The public schools have large, open areas for recreation that is not included as parkland. By including school facilities, the City exceeds the park acreage based on the population calculation.

In addition to the parks located within the City, Belleville is surrounded by additional park and recreation opportunities provided by Wayne County and the Huron-Clinton Metroparks. The 1,239-acre Lower Huron Metropolitan Park, located within Van Buren Township and within close proximity to the City, provides play and picnic areas, a swimming pool, a par 3 golf course, and nature trails. Crosswinds Marsh is an 800-acre County wetland park located nearby in Sumpter Township that provides hiking and horse trails, fishing, and canoeing. The Michigan Department of Natural Resources has a public boat launch immediately adjacent to the City.

### Existing Parks

**Doane's Landing** is a 2.2-acre nautical-themed park that was constructed by the DDA in 2005. Located at the northern tip of downtown and on the lake, the park provides passive recreational opportunities including walking paths and views of Belleville Lake.

**Fourth Street Urban Plaza** provides an open space in the Downtown with a small area of grass and some pedestrian amenities, including benches and a drinking fountain.

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## BELLEVILLE MASTER PLAN 2006

**Harbour Pointe Outlot B** is located between the Harbor Pointe Subdivision and Belleville High School. It is approximately 10 acres in area and undeveloped. Wetlands may be present, limiting the types of recreational use possible for this park. It may be ideal as a passive recreation area including wildlife observation, hiking, cross-country skiing, and nature study.

**Horizon Park** is a narrow linear park that runs along the high bank of Belleville Lake. Located along High Street, it is approximately 1.31 acres in size and includes a boardwalk that provides not only a beautiful view of the lake, but also an area for fishing. Park benches, public restrooms, and off-street parking make this an excellent location for activities such as Art in the Park. A veteran's memorial is established here as well. Slope stabilization and the construction of a non-motorized pathway with amenities should be pursued. In 2004, the City received a \$1 million grant from Wayne County for improvements to the park. See Appendix B for Concept Plan.

**Victory Park** is located in the heart of the City and is approximately 1.75 acres in area. It offers a variety of playground equipment, half-court basketball, and picnic areas. In addition, a gazebo is located within the park and provides a location for music festivals, weddings, and other programs.

**Village Park** is located adjacent to the Victoria Commons subdivision. It is approximately 24 acres, one-third of which is open water. It is a community park that provides for multiple recreation activities including a tot lot, skate park, basketball, volleyball, a walking path, and playground. Off-street parking is also provided.

The City of Belleville currently has a Parks and Recreation Master Plan that was adopted in 2003. Keeping the parks and recreation master plan regularly updated, based on the goals of the City's master plan and current demographic data, will ensure adequate future park and recreation development.

***PUBLIC PARTICIPATION***

The input of the community is valuable in creating an updated Master Plan. Only by determining the preferences and desires of citizens can a plan be an effective tool to guide future growth and development. To this end, the City of Belleville Planning Commission hosted two public meetings to determine the visions and goals of the community. The input received from the visioning session and community workshop directly influenced the creation of goals and objectives for this Master Plan, as well as informing the recommendations for redevelopment areas.

**Visioning Session**

The Planning Commission values the opinions of the citizens of the City of Belleville and demonstrates this value by basing the Master Plan Update on the citizens’ collective vision for the future of the community. To understand the opinions and desires of the citizens, the Planning Commission hosted a Community Visioning Workshop on July 21, 2005, at Belleville High School.

To publicize the workshop, the Planning Commission mailed invitations to selected members of the community, civic, and religious organizations and to businesses in the City. The workshop was advertised in local newspapers, flyers were posted in conspicuous locations, and residents were notified in their tax bills.

The workshop began with a presentation by the Planning Commission’s consultants, McKenna Associates, Inc., explaining the role of the Master Plan as a “blueprint” for the future of Belleville. The group was led through an exercise discussing the “Prouds and Sorries” of the City. Participants shared their favorite aspects of the community and areas in most need of improvement. Current land uses and observations within the City were also discussed.

After the presentation, participants divided into two smaller groups for detailed discussion on specific topics. Each participant was asked to share his or her vision on four topics: Economic Development, Housing, Recreation, and the Downtown. Individual responses in each group were written on large sheets of paper. At the end of the small group discussion, participants were given colored dots (each representing specific point values) and asked to vote for the responses in their group that they believed to be the most important.

The meeting concluded with a brief report of the final results, and closing remarks by the Planning Commission Chairman.

**Results**

Presented in the tables below are the results from the visioning session. A summary of the results follows the complete lists of responses.

**BELLEVILLE MASTER PLAN 2006**

Table 19: City of Belleville Prouds and Sorries

PROUDS	SORRIES
<ul style="list-style-type: none"><li>▪ Lake</li><li>▪ Restaurants</li><li>▪ Main Street Flowers</li><li>▪ Parks</li><li>▪ Sidewalks/Walkability</li><li>▪ New Subdivisions</li><li>▪ Bridge</li><li>▪ Streetlights</li><li>▪ Police</li><li>▪ Working Together</li><li>▪ Strawberry Fest</li><li>▪ Safety</li><li>▪ Community/Church</li><li>▪ Architecture</li><li>▪ Location</li><li>▪ Regional Proximity</li><li>▪ Park for Airport</li><li>▪ Local Business (Hardware/Pharmacy)</li><li>▪ County Parks</li><li>▪ Largest Walleye</li></ul>	<ul style="list-style-type: none"><li>▪ Lake</li><li>▪ School System (4 points)</li><li>▪ Restaurants – Low Quality</li><li>▪ Entryway/ Gateway</li><li>▪ Lack of Lake Access</li><li>▪ Streets</li><li>▪ 1/3 Transient</li><li>▪ Architecture</li><li>▪ “Drive Through” Main Street</li><li>▪ Gas Stations on Main</li><li>▪ Pedestrian Walkways</li><li>▪ Port Street Park</li><li>▪ Lack of Access</li><li>▪ No Theatres – Movies or Live</li><li>▪ No Public Fishing</li><li>▪ Causeways</li></ul>

**BELLEVILLE MASTER PLAN 2006**

Table 20: General Comments from Discussion Groups

<b>ECONOMIC DEVELOPMENT</b> <ul style="list-style-type: none"><li>▪ Mix of retail, entertainment (2 points)</li><li>▪ Higher end homes (2 points)</li><li>▪ Community facilities and amenities</li><li>▪ Incentives and promotions for new business</li><li>▪ Redevelopment of underutilized properties</li><li>▪ Relation ship with Van Buren (14 points)</li><li>▪ PR/Advertising</li><li>▪ Infrastructure</li><li>▪ Walkability</li><li>▪ Good access to parking</li><li>▪ Façade incentives</li><li>▪ Business retention (1 point)</li><li>▪ Tax exempt land</li></ul>	<ul style="list-style-type: none"><li>▪ Main Street is lake front property</li><li>▪ Named/ national business</li><li>▪ Anchor store</li><li>▪ Reason to shop</li><li>▪ Water related business (lake tours) (4 points)</li><li>▪ Rental dockage- city owned (1 point)</li><li>▪ Novelty shops</li><li>▪ Recreational activities on lake</li><li>▪ Satellite offices for corporations</li><li>▪ Chamber of Commerce relationship</li><li>▪ DDA</li><li>▪ Redevelopment of downtown w/mixed use in public/private relationship (21 points)</li><li>▪ Increase nightlife</li></ul>
<b>HOUSING</b> <ul style="list-style-type: none"><li>▪ Lake front residential (DU/A)</li><li>▪ Reclaim water front property (Liberty/High Street) (6 points)</li><li>▪ Condo's on Liberty (build more)- require lake view vista way's and green space</li><li>▪ Increase lake access (7 points)</li><li>▪ High end homes on the lake- Mission Pointe</li><li>▪ Create mixed use (commercial/ housing) downtown</li><li>▪ Stronger rental inspections (6 points)</li><li>▪ Brownstones/townhouses downtown</li></ul>	<ul style="list-style-type: none"><li>▪ Lake front residential density</li><li>▪ Mix of density on lake</li><li>▪ Old town tradition- create regulations (4 points)</li><li>▪ Limit housing on lake</li><li>▪ Neo-traditional</li><li>▪ Recreate alley</li><li>▪ Density on lake to increase shopping</li><li>▪ Housing to attract younger generations (4 points)</li></ul>
<b>RECREATION</b> <ul style="list-style-type: none"><li>▪ Safe trails (non-motor) with continuity and connectivity (3 points)</li><li>▪ Parking to support parks</li><li>▪ Develop proposed park but respect home owners</li><li>▪ Put more seating/benches, paths, bank-walkway (boardwalk), lookouts at water level, fishing, pier, tie-up slips at Horizon Park (7 points)</li><li>▪ 4<sup>th</sup> Street parking lot – farmer's market</li><li>▪ Amphitheater</li><li>▪ Victory Park – continue concerts, upgrade play equipment, better grounds &amp; add shelter for farmer's market (4 points)</li><li>▪ Water-level walkway(s), pubic property= access along whole city waterline, boardwalk (3 points)</li></ul>	<ul style="list-style-type: none"><li>▪ More outdoor activities – ice rink, skate parks, water features (sprayscapes), canoeing, paddle boats Open water to enterprise (public run company)</li><li>▪ Noon and night concerts during week and evenings (4 points)</li><li>▪ Natural area subdivision</li><li>▪ Distance markers/timer on Main Street</li><li>▪ Memorial – intersection of High Street</li><li>▪ Organized recreation/sports – rely on Van Buren Township (because not enough population.) So, rather than ignore this relationship, plan for it</li><li>▪ Community Center serve all functions – meeting, conferences, banquets, restaurants, etc (see Downtown) (8 points)</li><li>▪ Keep library</li><li>▪ Cafes</li></ul>



Table 20: General Comments from Discussion Groups (con't.)

<b>DOWNTOWN</b>	
▪ Water parade, water ski show; take advantage of views, etc.	▪ Van Buren Township growth potential for downtown investment
▪ Parking	▪ Research Van Buren Township development
▪ BRA (Brownfield Redevelopment Authority)	▪ Architectural elements – unified in downtown
▪ Lake elevation	▪ Entertainment options, specialty retail, restaurants, music, food
▪ Slopes	▪ Get creative!!
▪ Mixed-use (Taylor Brownstone example)	▪ Uniqueness
▪ Create youth/senior activities – Recreation Center	▪ Land assemblage
▪ Street improvements-2	▪ Café, wireless access
▪ Downtown residential – more acres	▪ Old pool hall, dinner and entertainment
▪ Economic development catalyst	▪ Vacant building inventory – DDA to market
▪ Better signage/less ground signs-3	▪ Classic car/flea market/special events/ Wyandotte good example – “Midnight Madness” 3 <sup>rd</sup> Wednesdays of the month
▪ Keep library (museum) in downtown-15	▪ Mixed use (residential/commercial)-6
▪ Night activities -3	▪ Commercial development of South side of Main on lake front-1
▪ Continuity – architectural-1	▪ Create green space with DDA - 1
▪ Attract visitors w/ dollars	
▪ Encourage repeat visitors-3	
▪ Make downtown businesses visible- expand hours of business-1	

## BELLEVILLE MASTER PLAN 2006

Table 21: Summary Comments from July 2005 Visioning Session (with scores)

<p><b><u>Economic Development</u></b>  Redevelopment of downtown w/ mixed use in public/private relationship-<b>21</b>  Relationship with Van Buren- <b>14</b>  Water related business (lake tours)-<b>4</b>  Mix of retail, entertainment-<b>2</b>  Higher end homes-<b>2</b>  Satellite offices for corporations-<b>2</b>  Business retention-<b>1</b>  Rental dockage – city owned-<b>1</b></p>
<p><b><u>Housing</u></b>  Increase lake access-<b>7</b>  Reclaim water front property (Liberty/High Street)-<b>6</b>  Stronger rental inspections-<b>6</b>  Old town tradition – create regulations-<b>4</b>  Housing to attract young generation-<b>4</b></p>
<p><b><u>Recreation</u></b>  Community Center serves all functions—meetings, conferences, banquets, restaurants, etc. (see Downtown)-<b>8</b>  Put more seating/benches, paths, bank-walkway (boardwalk), lookouts at water level, fishing pier, tie-up slips, etc., at Horizon Park-<b>7</b>  Victory Park- continue concerts, upgrade play equipment, better grounds &amp; add shelter for farmers market -<b>4</b>  Noon and night concerts during week and evenings-<b>4</b>  Water-level walkway(s), public property = access along whole city waterline, boardwalk-<b>3</b></p>
<p><b><u>Downtown</u></b>  Keep library (museum) in downtown-<b>15</b>  Mixed use (residential/commercial)-<b>6</b>  Better signage/less ground signs-<b>3</b>  Night activities –<b>3</b>  Encourage repeat visitors-<b>3</b>  Street improvements-<b>2</b>  Continuity – architectural-<b>1</b>  Make downtown businesses visible- expand hours of business-<b>1</b>  Commercial development of South side of Main on lake front-<b>1</b>  Create green space within DDA - <b>1</b></p>

## Community Workshop

Following the high-level visioning session held in July, the City of Belleville held a community workshop on October 15, 2005, at the Methodist Church downtown on Charles Street. The workshop was advertised in the local paper and a banner was hung across Main Street in downtown Belleville to inform the public about the workshop.

Attendees at the workshop included approximately 30 residents of the City and Van Buren Township, some of who are actively involved in the City as members of the Planning Commission, DDA, and elected officials. The City's planning consultants, McKenna Associates, Inc., facilitated discussion at the workshop and recorded the results.

After brief comments from the Planning Commission chairman, the workshop opened with a visual preference survey. Ninety-two images of city scenes from around southeast Michigan and the nation were displayed while workshop attendees rated each image from -10 to +10 based on their preference for or against the image. Comments for each image were also solicited; the results of this survey are summarized below.

Following a short break, the group was divided into three smaller discussion groups, which spent approximately 20 minutes at each of three sessions: Downtown issues, Sumpter Road Corridor issues, and Future Land Use issues. McKenna planners guided the discussions and recorded the input given by the group members. These results are also summarized below.

The meeting closed with a brief report of the results from each discussion section, and closing remarks by the chairman of the Planning Commission.

## Results

Presented below are the results from both the visual preference survey conducted at the workshop and the notes taken during each small-group discussion session. A brief summary of the results is followed by the complete list of responses.

### *Visual Preference Survey*

The visual preference survey revealed a broad range of preferences among attendees. Only 25 of the 92 slides elicited a strong positive or negative reaction (average preference equal to or greater than 5 or less than -5). Even among these, a broad range of responses was given, with some slides receiving scores of both +10 and -10, the two extremes.

In general, workshop attendees expressed a positive preference for open, landscaped areas with moderate building density. Evidence of human-scale activity, including welcoming storefronts, sidewalk seating areas, and pedestrian-scale streetlights, rated high among the images shown. Attendees expressed strong dislike for poorly maintained or barren locations, including blank facades, cracked pavement, and un-coordinated visual elements, including signage.

# BELLEVILLE 2005 MASTER PLAN

## Visual Preference Survey Sample Images

As part of the public visioning workshop held in October 2005, residents of Belleville rated a series of images from across Southeast Michigan and around the country. From these results, preferences for certain elements are determined and incorporated into future planning goals and objectives.

### Positive (score = 5 or greater)

### Negative (score = -5 or less)



Score: 7 Shaded outdoor seating, movable chairs, multi-story buildings, green space, pedestrian friendly



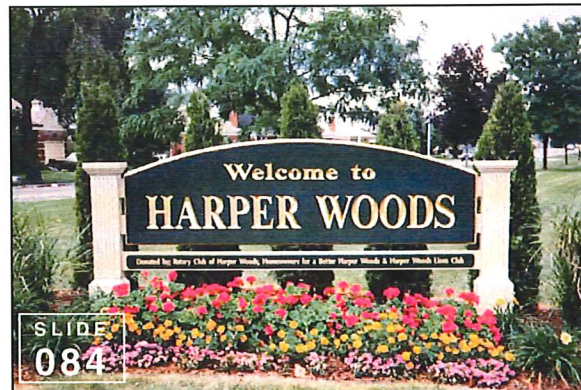
Score: -8 Unscreened outdoor storage, no distinctive architecture, cracked sidewalks, barren, lack of maintenance



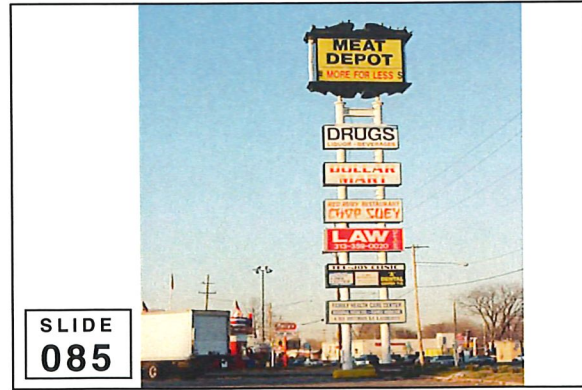
Score: 6 On-street parking, multiple stories, architectural features, traditional awnings, small-town feel



Score: -8 Overgrown sidewalks, hodge-podge signage, single story, flat roof, automobile oriented



Score: 6 Well-maintained landscaping, harmonious colors, classy presentation



Score: -7 Exceptional height, uncoordinated signage, very automobile focused, cluttered



BELLEVILLE 2005 MASTER PLAN

Positive (score = 5 or greater)



Score: 6 Multiple-story, mixed use buildings, retail on first floor with residential above, pedestrian amenities, zero setbacks



Score: 6 Landscaping along street, auto traffic separated from pedestrians, street-scape materials (brick pavers, decorative trash cans, and fencing)



Score: 5 Village-style housing with sidewalks and open green space, distinctive streetlights and signage, sense of community

Negative (score = -5 or less)



Score: -6 Wide and unmarked pedestrian crossing, cracked pavement, blank walls, lack of maintenance



Score: -6 Garish colors, parking directly in front of store, windows blocked with posters, flat roof, one story building, auto-oriented



Score: -5 Blank wall, no screening of parking areas, gap in "street wall" of buildings, uninviting

*Downtown Discussion Session*

The Downtown issues session focused on land use and identity issues for Belleville's downtown area. Major issues that were raised during this session included capitalizing on the presence of Belleville Lake, creating a common aesthetic for downtown, and promoting the downtown as a cultural and retail destination for the region.

**Group 1**

Create pedestrian and park connections  
Capitalize on and maximize views to the water  
Clean up scrub in Horizon Park  
Increase the aesthetic appeal of streetscape  
Create a sense of continuity throughout  
downtown  
Develop and enforce sign guidelines  
Install historic signage  
Install wayfinding signage  
Use brick paving on Main Street  
Identify how the City can capitalize on liquor  
licenses to promote the downtown  
Redesign Fourth Street Urban Plaza as a  
dynamic pedestrian activity node  
Recognize the downtown as a shared asset  
between the City and the Township  
Institute a Brownfield Redevelopment  
Authority (BRA)

**Group 2**

Doane's Landing park has unique character  
Maintain open spaces and connections  
(walkway) to the water  
Keep the library downtown  
Incorporate municipal facilities into new  
downtown complex (Community Center)  
Invest in improvements to streetscape and  
landscaping  
Create attractions on Main Street to make  
people get out of their cars  
Farmer's Market and Harvest Festival  
Bring in musical performances to the park  
Provide starter housing opportunities  
Fourth Street is the center of activity with good  
pedestrian connections  
Provide more to do in downtown – coffee  
shops, bakeries, etc.  
Reconstruct bank parking lot as part urban  
plaza

**Group 3**

Take advantage of the lakefront  
Maximize views of bridge and lake  
Create pedestrian connections to lakefront and residential  
Keep the library and museum downtown  
Capitalize on Farmer's Market  
Expand "Music in the Park" on Sundays  
Promote Belleville as the cultural center of the region  
Bring in a bakery – good smells  
Provide off street parking, possibly in an architecturally significant structure (with first floor retail)  
Provide parking in rear of buildings that is easily accessible (Liberty Street)  
Fourth Street Square redevelopment  
Put first floor retail in parking garage (see Michigan Avenue in Dearborn)  
Encourage first-floor retail in downtown buildings  
Three opportunities: Third and Main, Residential on Liberty, Lake connections at Fourth Street  
Downtown merchants should operate as malls do, with consistent hours, sales, special events, etc.

*Sumpter Road Corridor Discussion Session*

The Sumpter Road Corridor session identified types of land uses that residents would like to see along the corridor and design elements to tie the corridor together. Grocery, restaurant, and food options (deli, bakery, coffee shop) were popular, while strong preferences were voiced against industrial or auto-related (e.g., gas station) uses. Providing non-motorized transportation amenities along the corridor was important, as was creating a common, “old world” aesthetic through gateways, lighting, and architectural standards.

Types of Land Uses

**Group 1**

Grocery store south of Hull Road  
Public parks (by future fire station?)

**Group 2**

Deli and/or bakery  
No gas stations or hardware stores  
Grocery in the city  
Pocket parks  
Higher density residential  
Restaurants

**Group 3**

Grocery  
Restaurant  
Coffee shop (e.g., Starbucks)  
Redevelop the vocational high school  
to improve appearance  
More office space  
Garden center  
No Industrial

Design Elements

**Group 1**

Widen Sumpter Road to accommodate increased  
traffic from new development  
Statues are too much for a welcome sign in this area  
Tie corridor together with decorative lighting and a  
consistent “look”  
Add a bike path and/or sidewalks

**Group 2**

Tie in gateway features with a theme for the corridor  
Use the same streetlights as downtown  
Build pedestrian bridge across Sumpter Road  
Camouflage the railroad tracks  
Add a pedestrian path and/or bike path

**Group 3**

Keep the historic/old world/small town character  
Maintain a continuous theme throughout the corridor  
Coordinate architectural design with the Township  
Focus on pedestrian use  
Extend streetscape of Sumpter Road corridor onto  
Hull Road  
Higher density uses with green space and setbacks  
Move parking to rear of buildings – maximum of two  
parking rows in front  
Support the development of a form-based code



*Future Land Use and Everything Else Discussion Session*

The Future Land Use (and “Everything Else”) session elicited a wide range of responses from attendees, but a strong focus on the downtown was evident. Major issues raised included the City’s relationship with the lake, the provision of unique retail opportunities in the City, mixed use development (especially in the downtown), and making the City and downtown into an attractive destination.

**Group 1**

Maintain visual and physical access to the lake for recreation  
Provide boat rentals and/or a cruise service on lake  
Make the lake more visible – currently too many trees (Horizon Park)  
In Saugatuck, you know you’re on the water – Belleville is a waterfront town that ignores the water  
Provide public boat slips (DDA project?) to allow people to boat to downtown from housing  
Provide mixed residential/commercial development  
Encourage live-work opportunities  
Encourage mixed uses in lakefront redevelopment  
Increase density through the use of PUD  
Downtown should be first floor retail, second floor residential or services, third floor residential  
Belleville is currently a service-oriented town (professional offices, etc.) – needs more retail  
Concentrate on attracting smaller, more unusual retail stores (not major retailers)  
Redevelop downtown through large parcel projects – wait until multiple lots can be put together (no piecemeal development)  
DDA area is more residential than commercial – should be the other way around  
Downtown shops should encourage pedestrian activity  
Make downtown a destination  
Maintain the viability of existing businesses  
Coordinate with the Township DDA and planning staff

**Group 2**

Redevelop high school site if available  
The downtown is only one of three routes from south to north – capitalize on the location to attract visitors and shoppers  
Compare the downtown to the good example of Chelsea’s downtown  
Bring in specialty retail – hobby shops, antique shops  
Involve local businesses in festivals to keep them viable and visible  
The city is dead at night (besides restaurants)  
Create more destination events like the Strawberry Festival or the Harvest Festival  
Encourage motorcycle nights or car shows – need a good location, availability of food and activities – could keep downtown active in the evenings  
Encourage the old world tradition of the City; capitalize on centennial celebration  
Belleville is Van Buren Township’s downtown.  
Children and youth need a place to hang out that is safe  
Provide opportunities for children while their parents patronize businesses  
The skate park is too far away, no shade or benches, no accommodation for parents to wait  
Encourage a broader range of ages at Music in the Park – the band shell is a gem

**Group 3**

If the high school moves, use the property for mixed-use development, single family residential, soccer fields, community access

Encourage mixed-use development by streamlining requirements and red tape

Don't block views of the lake with parking

Development should think beyond the lot lines  
– create larger projects on accumulated parcels

Move City Hall to the other end of Main Street—provides opportunity for downtown redevelopment at Five Points

Develop higher-end residential property on Liberty Street

Provide affordable and starter housing in the community (NOT mobile home parks)

Three story downtown development – first floor retail, second floor office, third floor lofts

Encourage a range of restaurants in the city

City needs businesses with intentional customers; people who come to Belleville to come to Belleville, not to drive through – possibly specialty retail like camera shops, hobby shops

DDA should upgrade streets and provide parking to attract businesses and get the ball rolling – if parking exists in structures, the requirements for parking provision with new development can be relaxed

Build a parking structure behind the drugstore at the bank site – incorporate first floor retail into structure

A parking structure should not be viewed as solely retail parking, but also parking for events, recreation, etc.

Make the city a cultural draw, with art, festivals, etc.

Belleville is Van Buren Township's downtown, but it lacks momentum

## ***DEVELOPMENT OPPORTUNITIES***

Belleville is a community that is largely built out and looking at re-development opportunities. Prime parcels around the City including within the Central Business District can be expanded, developed, and redeveloped. The following sites are determined to be integral to the City and the overall well being of the community. Land use and site design are key issues. In addition, the City has adopted zoning legislation that provides flexibility in site design and setback requirements as well as mixed-use and density bonus provisions. Guidelines for the development of these parcels are addressed here to serve as a measurement for future development proposals.

**AMERMAN PROPERTY** – The area commonly referred to as the Amerman property is bounded by the railroad to the south and east, Columbia Street to the north, and Sumpter Road to west. The total site is approximately 4.3 acres and surrounded by mostly residential uses. A single-family home and a ranch-style office building are currently located on-site with multiple out buildings. Residential development at this location is appropriate based on the surrounding land uses, walking proximity to Victory Park, schools, and downtown. Innovative site and building design that is sensitive to the surrounding residential character is necessary.

In 2005, the City approved a planned unit development (PUD #3) for the Amerman property. This proposed development consists of sixty-one (61) units of multiple-family residences in five buildings ranging from two to three stories tall. Pedestrian pathways and linkages to Victory Park and the Downtown should be encouraged.

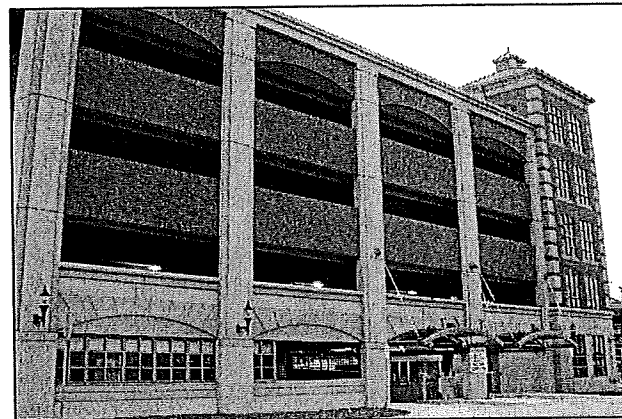
**DOWNTOWN BELLEVILLE** – The Downtown area boundaries begin at Main Street and Denton Road and extend southeast to ‘Five Points’ – East Huron River Drive and West Columbia. To the northeast, the Downtown area includes the lakefront, while Church Street and Columbia Avenue form the southwestern boundary. Gateways into the Downtown area include Horizon Park, Victory Park, and Doane’s Landing Park. Infill development - the location of buildings on vacant sites within a built-up area - and multiple redevelopment opportunities are present within the Downtown. Recently adopted zoning provisions may provide for residential use of commercial buildings above the first floor, encouraging the redevelopment of under-utilized second stories to maximize existing infrastructure. Residential development in the downtown should focus on providing opportunities for first-time buyers and young professionals.

**Belleville Lakefront** – Belleville Lake is a valuable asset to the City, and steps should be taken to capitalize on and maximize its presence. Overgrown scrub vegetation should be cleared from the lakefront parks to maintain pedestrian access and views of the lake. Slope stabilization and a linear, non-motorized pathway and/or boardwalk should be developed at Horizon Park, and water-related businesses (boat rentals, public docking, cruises, etc.) should be encouraged.

**Character of Main Street** – Improvements to the streetscape of Main Street will increase the aesthetic appeal of downtown, attracting merchants, visitors, and residents. A sense of continuity should be created along Main Street through the use of brick pavers, coordinated signage (e.g., wayfinding, historic interest, and merchant identification), landscaping, and architectural elements. Pedestrian linkages should be created between activity nodes and residential areas, and informational kiosks and a walking tour brochure should be considered.

**Community Facilities and Activities** – Belleville’s downtown is the cultural center of the region and the municipal center of the City. Community buildings such as the library, area museum, and municipal offices should be a high priority to remain in the downtown. In partnership with the Township, municipal offices for the area could be incorporated into a downtown Community Center complex. Cultural activities, including Music in the Park, destination events such as the Strawberry Festival, and the Farmers’ Market, should be expanded and strengthened.

**Downtown Retail Area** – It is intended that entertainment uses, specialty retail, and neighborhood goods and services (e.g., bakeries, coffee shops) will be located in the downtown. Any use that is automobile-oriented, such as quick oil or vehicle service stations, car washes, fast-food restaurants, or any use that requires service from or for your vehicle, shall not be located in the Downtown. Retail merchants should operate with consistent hours, extending into the evening, and coordinated sales events similar to shopping malls. Downtown parking should be provided in off-street lots or an architecturally significant parking structure with first floor retail space. Architectural design guidelines, minimum building heights, build-to lines, and other pedestrian-friendly design elements should be adopted as part of an overlay district.



*Downtown parking can be provided in well-designed structures that match the character of the area and allow for street-level retail spaces.*

**Fourth Street Urban Plaza** – The area along Fourth Street, between Liberty and Main, should be developed as a dynamic pedestrian activity node, with café seating, benches, shade, and shelter (e.g., gazebo or pergola). This space should be available for both spontaneous and planned activities. The City should work to strengthen views and access to Belleville Lake from the plaza. Future redevelopment of Downtown businesses should include a cluster of cafés and specialty shops around the Fourth Street Plaza to encourage pedestrian activity.

**Lakeside Residential** – The residential areas along North Liberty Street that face Belleville Lake should be developed at higher densities and with detailed design standards. Residential structures in this area should be considered as having two fronts, one facing the lake and the other facing the public realm of Liberty Street.

**Second Street Property** - This parcel is located north of Columbia Avenue West, south of Main Street, and east of Second Street. The property is owned by the City and is approximately an acre in size. It is surrounded by residential uses on the west and north sides, and commercial uses to the east and south. It is intended that access to this parcel will be from Second Street; in addition, alley improvement may be required as part of the development of this site. It is intended that this parcel be used for mixed-use development, combining retail, office, and residential uses in a two-story to four-story, architecturally significant structure.

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## BELLEVILLE MASTER PLAN 2006

**Third & Main Street** - This area is located in the heart of the Central Business District and is intended to be the central pedestrian node of the Downtown. It is located within an easy walking distance from the lakefront, City Hall, parks (Victory, Doane's Landing, and Horizon), the library and museum, and future shopping and entertainment in the Downtown. It is intended that this area shall be developed with architecturally significant structures that complement the downtown and create a pedestrian friendly destination. Development could include first floor retail uses with second floor office and third- or fourth-floor residential uses, as part of a mixed-use planned unit development. It is ideally situated along an alley that leads into Fourth Street Urban Plaza. Alley improvements may be required as part of the development of this site.

**SUMPTER ROAD CORRIDOR** - From Hull Road north to the railroad crossing, the area along Sumpter Road presents an opportunity to create a coordinated entrance into Belleville from the south. Close cooperation with Van Buren Township will be required, as most of the western side of Sumpter Road and a few parcels on the east are in the Township. Gateway features should be added to the corridor, including decorative streetlights (perhaps matching the Downtown area), banners, ornamental fencing or low brick walls, coordinated signage, and improved landscaping. A boulevard with parallel service drives may enhance the image of the City while reducing traffic conflicts along Sumpter Road. Facilities for pedestrian and non-motorized vehicles should be located along the entire length of the corridor.

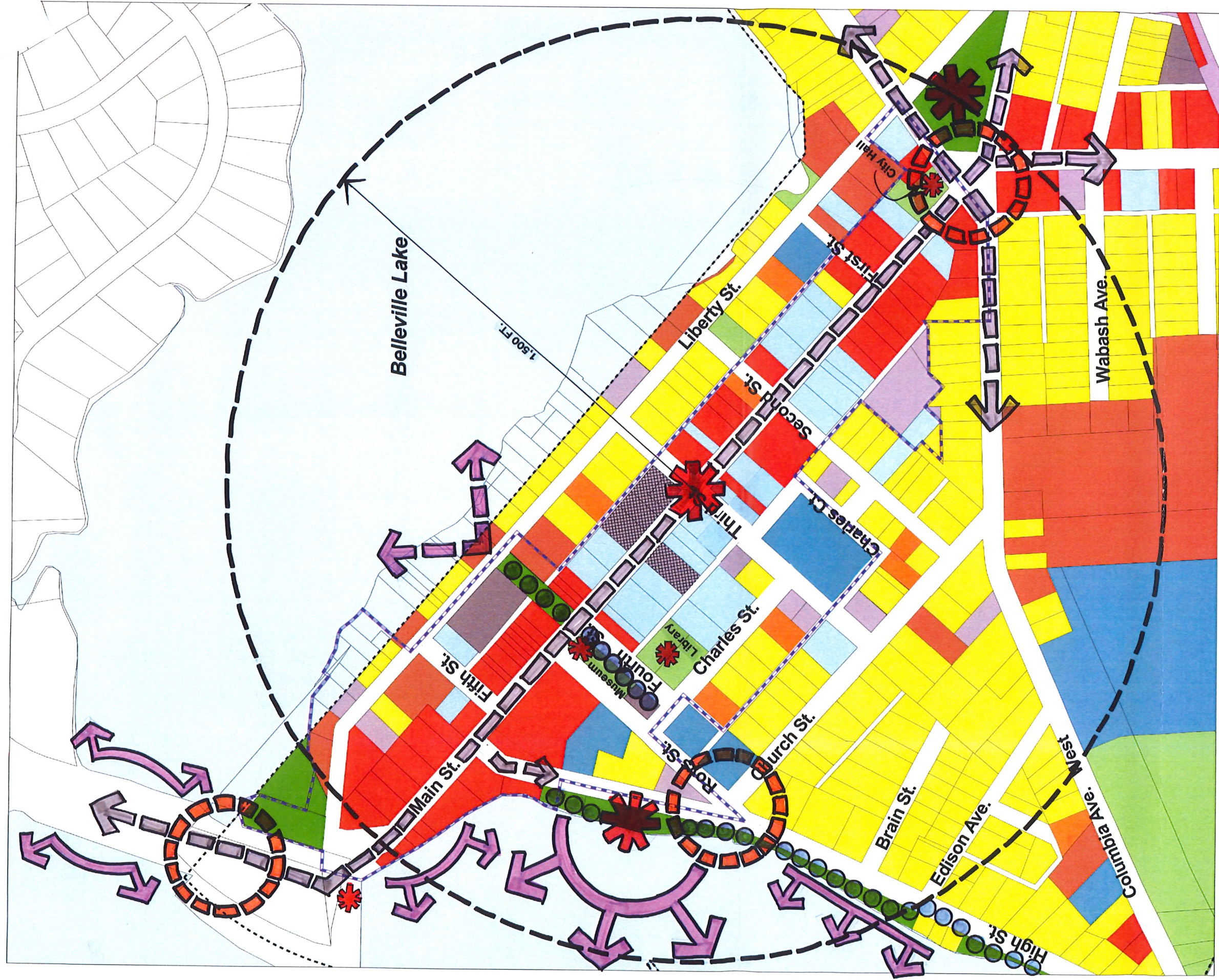
**Gateway Industrial** - This site is located just south of the railroad crossing on the east side of Sumpter Road. It is privately owned with industrial parcels available. As the only industrial park in the City, quality site design and building materials are important. This industrial park is adjacent to the Victoria Commons Park and subdivision. It is important that industrial uses located here do not create significant nuisance or impact to the park or neighbors.

**Gateway Office** - The planned office area at the northern end of the corridor should maintain the character of a small town, with high architectural standards. Medical, dental, and other professional services are appropriate for this area. Convenient pedestrian access should be provided within the area and as connections to surrounding uses.

**Multiple-Family Residential** - Existing and future residential areas along the Sumpter Road Corridor should provide architectural diversity, adequate green and open space, and non-motorized connections to schools, office areas, and the neighborhood commercial core.

**Sumpter Road Commercial Core** - The commercial uses along Sumpter Road should be oriented toward neighborhood uses, including restaurants, delis, bakeries, coffee shops, and possibly a garden center. Auto-related or industrial uses should be discouraged in this area. Commercial development should be of a consistent character, with pedestrian amenities and side or rear parking.





- Existing Land Use**
- Single Family Residential
  - Multiple Family Residential
  - Duplex
  - Institution (Public)
  - Institution (Private)
  - Office
  - Commercial
  - Light Industrial
  - Heavy Industrial
  - Vacant
  - Parks/ Open Space/ Community Event Areas
  - Vehicular Parking
  - Lakes
  - DDA Boundary
  - City Boundary

- LEGEND**
- Gateway
  - Vehicular Corridor
  - Pedestrian Pathway
  - Focal Point/ Major Feature
  - View Shed
  - Infill
  - 1,500 ft = 5 minute walk
  - 0 Ft. 150 Ft. 300 Ft.
  - Mckenna ASSOCIATES INCORPORATED

## Map 3 Existing Land Use - Downtown Opportunities and Analysis

City of Belleville, Michigan  
6 Main Street, Belleville, Michigan 48111  
(734) 697-9323

9/7/05





**MUNICIPAL FACILITIES**

- Keep library and museum downtown.
- Partner with the Township to construct a Community Center.
- Incorporate new municipal facilities into new Community Center.
- Promote downtown as the cultural center of the region.
- Update Victory Park.

**COMMUNITY ACTIVITIES**

- Expand music in the park.
- Improve Farmer's Market and outdoor festival space.
- Reconstruct bank parking with urban plaza amenities.
- Sponsor more destination events like the Strawberry & Harvest Festivals.

**RETAIL**

- Market speciality and unique retail that operate with consistent hours.
- Provide more "community" retail businesses (e.g. coffee shops, bakeries, etc.).
- Off-street parking in the rear.
- Construct architecturally significant parking structure with first floor retail.
- Encourage first floor retail in multi-story buildings.

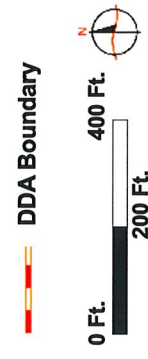
**WAYFINDING**

- Install wayfinding signage and kiosks.
- Install historic signage and create walking brochure.

# Map 4 Downtown Belleville Plan

City of Belleville, Michigan

11/08/05



Base Map Source: ESRI, Inc., 2002







Future Land Use	
Single Family	Light Yellow
Multiple Family	Yellow
Commercial Core	Red
Gateway Office	Blue
Gateway Industrial	Grey
School	Light Blue
Park/Open Space/Gateway	Dark Green
Quasi-Public	Purple
Municipal Boundary	Dashed Red Line

#### GATEWAY OFFICE

- Redevelop Vocational High School.
- Encourage medical facilities.
- Maintain small town character.
- Adopt architectural standards.

#### MULTI-FAMILY RESIDENTIAL

- Provide pedestrian connections
- Create green space

#### GATEWAY FEATURES

- Decorative lighting w/banners.
- Bike paths/wide sidewalks with respite stations (seating and trash receptacles).
- Landscaping.
- Ornamental fencing, brick walls & columns w/limestone caps.
- Sculpture.
- Vertical elements (clock tower)
- Gateway signage.
- Consider multi-way boulevard w/raised median and slow moving service lanes.

#### GATEWAY INDUSTRIAL

- Improve street appeal.
- Landscape front parking lots.
- Sign controls.

#### PARK/OPEN SPACE

#### SINGLE FAMILY

#### SOUTH MIDDLE SCHOOL

#### COMMERCIAL CORE

- Neighborhood commercial uses:
  - Deli or bakery
  - Restaurants
  - Coffee Shops (e.g. Starbucks)
  - Garden Center
- No gas stations or auto-related uses.
- No industrial uses.
- Parking in rear or side yards.
- Reduce sign clutter.
- Provide form base codes.
- Reduce curb cuts.
- Provide pedestrian friendly environment (e.g. Human scale lighting, trees, seating, etc.)

#### MULTIPLE FAMILY

#### QUASI-PUBLIC

#### FUTURE BELLEVILLE HIGH SCHOOL SITE

- 103 acre site.
- Expansion flexibility.
- Athletic fields.
- Easy access by school buses.
- Pedestrian plaza and pathways.

## Map 5 Sumpter Road Corridor

11/04/2005

City of Belleville,  
Michigan



Data Source: Wayne County, 2004  
Aerial Source: SEMCOG, 2002

McKenna  
CONSULTANTS



COMMUNITY MASTER PLAN

It is intended that Belleville be known as a well-planned, family-oriented City, a “quality of life” City with excellent recreational and cultural activities, as well as a unique downtown that offers a variety of restaurants and entertainment.

Future Land Use

Table 22: Master Plan Future Land Use Allocation

Future Land Use	Total Acres	Percent of Total
Single Family Residential	378.55 acres	33.1%
Lakefront Residential	31.72 acres	2.8%
Multi-Family Residential	226.77 acres	19.8%
Office	57.26 acres	5.0%
Downtown Mixed Use	43.60 acres	3.8%
Neighborhood Commercial	27.47 acres	2.4%
Industrial	80.77 acres	7.1%
Parks / Open Space	69.56 acres	6.1%
Public / Quasi-Public	227.36 acres	19.9%

SOURCE: McKenna Associates, 2005

The Community Master Plan's Future Land Use Map illustrates that single-family residential will remain as the predominant land use in the community. It is anticipated that the land used for single family residential will increase by 0.8% with the implementation of the Master Plan. The implementation of second-story, residential development in the Central Business District would result in a higher percentage of residential use.

No significant change in the total amount of land designated for multi-family residential uses is proposed. The City currently provides about 20% of its overall developable land for this purpose. Some of the existing multiple-family residential area along Liberty Street is re-designated as Lakefront Residential, accounting for the minor changes in land use percentages in the table above.

The amounts of commercial and industrial properties appear to increase slightly. These areas are not currently built-out. The land use inventory and master plan percentages are based on parcel size, not building footprint. As a result, the potential for all these areas to build out and up has significant meaning. The Existing Land Use (Table 18) consolidates commercial uses for a total commercial land use of nearly 5%. The Master Plan Future Land Use Allocation table above separates downtown business from neighborhood commercial uses for a total commercial land use allocation of 6.2%.

Future Land Use Categories

**Single Family Residential** – One-family dwellings on neighborhood-scale lots. Sidewalks and pocket parks should be encouraged throughout these districts.

**Lakefront Residential** – Single and multiple family dwellings subject to architectural standards and the provision of two public faces, one oriented toward the lake, the other oriented toward the street. Along Liberty Street, housing units are primarily townhouses, row houses, or condominiums, with higher overall densities than other residential areas within the City. Along East Huron River Drive, housing units sit on larger lots and are primarily single-family in nature.

**Multiple Family Residential** – Townhouses, apartment buildings, and/or mobile homes in organized areas of the City. This use is suitably located as a transition use between single-family residential and more intensive uses. Due to higher density, ample green space and pedestrian connections to schools, employment, and shopping shall be provided.

**Office** – Office and professional uses in Belleville are classified into two types:

Gateway Office – Located in the Sumpter Road Corridor Sub-area, gateway office uses maintain high architectural standards, promote a small-town character, and are primarily one to two stories in height. Medical and dental uses are to be encouraged in the gateway office district. Since this previously industrial area is adjacent to the railroad, adaptive reuse of buildings is encouraged.

East Huron River Drive Offices – This office district is located in a lower-density residential area and serves as a gateway into the City from the east. Office uses here should not generate high volumes of traffic, and architectural standards should encourage residential-style structures or the reuse of former houses.

**Downtown Mixed Use** – Commercial uses in the Downtown area should be pedestrian-focused and diverse. Specialty retail and food service (bakery, coffee shops) establishments are to be encouraged. Commercial uses should be located on the first floor of two to three story mixed-use buildings, with office and/or residential uses on the upper floors. Office uses located in the mixed-use area should be primarily professional in nature, including law offices and services other than medical. Cultural and municipal uses are appropriate in this district as well. Structures should be held to high architectural standards consistent with an old-world, small-town character, including “built-to lines” and pedestrian scale. Minimum two-story buildings up to four-story buildings may be permitted in Gateway locations and the Third and Main redevelopment area.

**Neighborhood Commercial** – Located along South Street and Sumpter Road, neighborhood commercial uses allow for automobile access but still provide a pedestrian-friendly environment. Buildings should typically be one story in height with consistent architectural character throughout the district. Minimum parking is permitted in the front yard, with side and rear parking encouraged. Service stations and other auto-oriented uses should be discouraged in neighborhood commercial districts.

**Industrial** – Areas along the railroad corridor have been designated for manufacturing, warehousing, and other industrial uses. Guidelines should be instituted to reduce conflicts with neighboring land uses; these guidelines may include landscaping, sign controls, lighting restrictions, increased street appeal, and adequate screening of industrial activity from adjacent uses. Automobile related uses, such as auto sales, repair shops, oil changes, and gas stations should be encouraged in industrial districts.

**Parks and Open Space** – Areas along the lakefront and within neighborhoods have been designated for active and passive recreational uses. Parks should be well maintained and provide barrier-free access to sports areas, the lakefront, and walking trails. The Fourth Street Urban Plaza should include shaded benches, landscape plantings, gathering areas, and café-style seating to encourage pedestrian activity in the Downtown.

**Public and Quasi-Public** – These large tracts of land are occupied by public and private schools, religious institutions, and municipal facilities. If a change in ownership of these areas occurs in the future, opportunities exist to redevelop the sites as residential or mixed-use developments. The designation of public and quasi-public areas not does restrict the placement of these uses in other districts, contingent upon the requirements of the Zoning Ordinance.

**Goals & Objectives**

Residential

- Goal: **Provide diverse, high-quality housing.**  
Objectives: Encourage residential infill development that utilizes existing infrastructure.  
Promote second- and third-story residential uses in the Downtown area.  
Designate areas of the City for affordable starter housing.
- Goal: **Reduce conflicts between residential areas and neighboring uses.**  
Objectives: Use rezoning where applicable to resolve land use incompatibility.  
Ensure that the Zoning Ordinance adequately addresses current land uses and non-conforming land uses.

Commercial

- Goal: **Focus on attracting retail uses to the Downtown.**  
Objectives: Encourage the development of specialty retail uses, including hobby shops, photography stores, antique dealers, bakeries, delis, etc.  
Upgrade streets and parking facilities to attract shop owners, with parking in the rear and side yards.  
Provide municipal parking structures to accommodate shoppers.  
Encourage the reuse of existing storefronts instead of new buildings.  
Implement facade improvement projects and design guidelines throughout the City.

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- Goal: **Provide appropriate commercial uses along the Sumpter Road Corridor.**
- Objectives: Coordinate with Van Buren Township to attract new businesses.  
Create a more pedestrian friendly environment including pathways, parks, and plazas.  
Encourage the development of a grocery store and/or pharmacy in the corridor.  
Minimize auto-oriented commercial uses within the City.  
Encourage commercial development and infrastructure improvements (e.g., pedestrian paths) to be compatible with the existing middle school and potential new high school along the corridor.

### Industrial

- Goal: **Create opportunities for industrial activity in appropriate locations.**
- Objectives: Encourage infill industrial development along the railroad and in existing industrial areas.  
Minimize or eliminate views of industrial operations from City gateways and corridors.  
Plan light industrial uses as buffers between industrial and residential or open space areas.  
Implement design guidelines for all industrial uses in the City.

### Parks and Recreation

- Goal: **Capitalize on the City's relationship to Belleville Lake.**
- Objectives: Develop lakefront park areas that enhance views of the water.  
Create pedestrian paths to and along the lakefront.  
Ensure visual and physical access to the lake, through maintenance and park development.  
Provide public boat slips to encourage trips to Downtown by boat.  
Encourage a boat rental and/or lake cruise service.
- Goal: **Maintain public parkland at a high standard of quality.**
- Objectives: Clear out brush from Horizon Park to open views of the lake.  
Encourage recreation that has minimal impact on parkland and lakeshore areas.  
Ensure that the City's Parks and Recreation Plan is kept up-to-date.  
Provide slope stabilization along the lakeshore.  
Install a non-motorized pathway, with amenities, within Horizon Park.
- Goal: **Provide safe recreation areas for children and youth.**
- Objectives: Modernize and upgrade playground and park facilities at Victory Park.  
Develop recreation facilities that are centrally located in the City.  
Create opportunities for children in the Downtown while parents are patronizing local establishments.  
Provide amenities such as shaded waiting areas for parents at youth facilities.  
Provide pedestrian activity nodes within five-minute walks of each other.  
Provide teen-oriented activities and facilities.

## Transportation

Goal: **Promote non-motorized transportation throughout the City.**

Objectives: Add pedestrian walks and/or bike paths to the Sumpter Road Corridor.  
Create pedestrian connections between residential areas, parks, schools, Downtown, and the lakefront.  
Provide pedestrian plazas, parks, and respite stations at strategic locations.  
Provide secure parking facilities for bicycles throughout the Downtown and in City parks.

Goal: **Use transportation improvements to enhance the City's image.**

Objectives: Develop gateways at major entrances to the City.  
Ensure that transportation facilities (roads, paths, parking, etc.) project a positive image through excellent maintenance and attractive materials.  
Investigate options for solving current transportation challenges (e.g., conflicting movements at the Five Points intersection).

## Downtown

Goal: **Strengthen the Downtown by allowing for mixed-use development.**

Objectives: Encourage first floor retail, residential, and office uses in the same building.  
Permit live-work opportunities in the Downtown.  
Encourage first-floor retail uses in parking structures.

Goal: **Promote Downtown Belleville as the cultural hub of the region.**

Objectives: Involve local merchants in festivals and seasonal events.  
Provide opportunities for common-interest groups (e.g., motorcycle clubs, antique car collectors) to gather in the downtown.  
Expand the "Music in the Park" program to attract visitors of all ages.  
Develop the old world tradition of the City.  
Keep library and museum in downtown.

Goal: **Attract visitors and patrons to the Downtown.**

Objectives: Encourage a range of restaurants in the Downtown.  
Incorporate municipal facilities into the Downtown.  
Create attractions on Main Street to develop the Downtown as a destination.  
Provide ample off-street parking for cars and bicycles.  
Increase the aesthetic appeal of the Downtown through streetscape enhancements, landscaping, public art, and signage that create a sense of continuity.

Goal: **Create dynamic urban spaces.**

Objectives: Adopt an overlay zoning district (with design guidelines) for the Central Business District.  
Redevelop Fourth Street Plaza to provide a dynamic public space.  
Create Downtown Center at Main and Third Street with mixed-use buildings, setbacks, scale, and architectural design.

Sumpter Road Corridor

Goal: **Create a cohesive, welcoming appearance for the Sumpter Road Corridor from Hull Road north to the railroad crossing.**

Objectives: Encourage gateway features that create an attractive theme for the corridor.  
Use decorative lighting, landscaping, and streetscape features to unite the corridor.  
Coordinate with Van Buren Township to establish a joint overlay district for the corridor, incorporating concepts such as architectural design guidelines, specific uses, streetscape improvements, pedestrian circulation, gateway elements, etc.  
Encourage high standards of site design and building materials for office and industrial developments in the corridor.

Goal: **Develop a vibrant mix of land uses on both sides of Sumpter Road**

Objectives: Ensure that office and industrial uses in the corridor blend with residential and commercial uses and do not create significant nuisances or negative impacts on neighboring uses.  
Encourage residential areas along the corridor to provide adequate open space and present an attractive “front door” that enhances the overall character of the corridor.  
Promote neighborhood-oriented commercial uses along the corridor, including restaurants, bakeries, cafes, and non-automobile related services.  
Encourage pedestrian-friendly commercial areas, with automobile parking along the sides or rear of buildings.







## ***IMPLEMENTATION STRATEGIES***

The implementation program is an integral component of the City's Master Plan. The strategies and activities described in this chapter are tools for putting the Plan's recommendations into practice. To implement the goals and objectives provided in this plan and to achieve the preferred future land use plan, it will be necessary for the leadership of Belleville to be forward thinking and committed. It will also be necessary for the residents of the community to understand and actively support the City's Master Plan. The following strategies may be used as individual efforts or combined with others to achieve the desired results. The key is to define those strategies and activities that will best implement the Master Plan and to then proceed with those strategies and activities.

### **Public Policy and Administrative Action**

#### Public Information and Education

To effectively implement the Master Plan, the Planning Commission and the City Council must educate the citizens of the community on both the goals, and the regulatory and incentive measures that needed to implement the plan and realize the goals. That is, the spirit of the Master Plan must be communicated not only in terms of the "what" story, but also the "how" and "why". An informed and involved citizenry can then offer support and assistance in working toward the community they desire to have in the future.

An example of needed public information is in educating the public of the importance of promoting community and economic development in order to expand the tax base and bring in additional revenues to support the provision of public services and facilities. Through such efforts, the public is far more likely to initiate and support programs that promote economic development in the City.

The following information outlines examples of programs that can be undertaken to help inform the public about important land use goals and implementation techniques:

- A condensed version of the future land use plan, highlighting the goals of the plan
- Informational brochures on various topics important to the city
- Programs in the school system concerning land use issues
- Regular informational sessions conducted by the Planning Commission and City Council
- Media, including newspaper and cable TV outreach on land use issues

#### Continued Cooperation Between Local Units of Government

The City should continue cooperating with the Township to promote a proper system of development. The City and area communities should regularly communicate and share thoughts on matters that maximize benefits for their citizens. In addition to coordinating planning and development, cooperation in the provision of public services among jurisdictions can be an effective means to reduce costs.

### Intergovernmental Cooperative Agreements

Property owners outside of the City may request to be annexed into the City for a variety of reasons, especially to gain access to sewage treatment. The City should adopt a policy for such requests, reflecting infrastructure capacity.

Public Act 7 of 1967, as amended (Urban Cooperation Act) provides a process whereby the City and the Township can develop an intergovernmental agreement for an urban growth boundary, extension of public utilities, shared public services, tax revenue sharing, preservation of open space and active agricultural lands, and other areas of joint concern.

Public Act 425 of 1984, as amended (Intergovernmental Conditional Transfer of Property by Contract) provides a process whereby the City and the Township can negotiate individual land transfers between the jurisdictions. Using P.A. 425 as a tool in annexation requests can improve relations between the two jurisdictions.

### Continuous Planning

Community planning is a dynamic process that does not end with the completion of the Master Plan. Urban areas experience continual change. Planning involves identifying and responding to change by the City Council and Planning Commission. In order to sustain the planning process and generate positive results, maintain momentum, and respond to change, the Master Plan should be reviewed and updated on a regular basis. Public Act 265 of 2001 requires City to review its Master Plan at least every five years and coordinate the review with neighboring communities.

In addition, detailed plans for specific areas and issues such as a pedestrian pathway plan, architectural design guidelines, and a downtown redevelopment plan are intended outgrowths of the Master Plan. Thus implementing the Master Plan will require additional planning projects over the next five years.

### Fiscal Impact Analysis

Fiscal impact analysis provides a projection of direct, current, public costs and revenues associated with a proposed development. It describes and quantifies public costs (police, fire, public works, transportation, and educational facilities) that are incurred by the development, as well as the revenues generated from property taxes, user charges, intergovernmental transfers, and other fees. When significant projects are proposed, the City should require the developer to provide a study of the fiscal implications of the proposed project.

### Establishing Priorities

The Master Plan contains many recommendations. There is insufficient staff or volunteer support to implement all of the recommendations in a carefully planned, deliberate manner. Consequently, a process for establishing priorities must be established as soon as the Master Plan is adopted. Participants involved in setting priorities should include City staff, the Planning Commission, DDA, City Council, and other officials who should be involved in implementation of the Plan. As a matter of policy, Master Plan priorities should be reviewed on a periodic basis to evaluate progress and re-evaluate priorities.

### Annual Work Plan

This Plan establishes an extensive program of projects and activities. To effectively implement this program, the City Council and the City Planning Commission should hold an annual joint meeting. At the meeting the two bodies can review past progress on Master Plan activities, evaluate and prioritize remaining activities, and agree upon a work plan for the year. Ideally, the work plan will address several of the objectives established in this Plan, so that over the next five years a majority of the objectives will have been implemented. At the annual meeting, the Council and the Commission may decide to add or remove objectives from the work plan, in response to changes in circumstances.

### **Land Use Controls**

One of the most influential strategies that can be used to implement a Master Plan is the system of regulatory measures established by the community to guide future development and land use. These regulations include the zoning ordinance, land division controls, and development standards. However, simply creating and using such regulations is not sufficient to actually implement the Master Plan. The ordinances must contain specific procedures and techniques that are created to achieve the objectives and eventually the goals of the future land use plan.

The future land use categories in the Master Plan provide the foundation for evaluating future zoning requests. Zoning actions that are inconsistent with the Future Land Use Map usually receive unfavorable review by the courts, if challenged. The Master Plan should always be the first source of information and policy guidance in the evaluation of zoning change requests and new development proposals.

All ordinances currently in place should be critically evaluated by the City to determine if they effectively implement the objectives of the Master Plan in their related areas. The following sections in particular should be evaluated to ensure they achieve the desired objectives of the individual land use categories:

- The permitted land uses and uses permitted after special or conditional approval of the zoning ordinance
- Definitions of both land uses and regulated elements
- Site plan review procedures (to ensure adequate information is submitted)
- Regulations and requirements concerning architectural design, landscaping, parking, and signage within the zoning ordinance

The following is a brief discussion of the regulations and standards that the City employs to guide future development and land use.

### Subdivision Regulations

The City's Subdivision Regulations outline the procedures and standards used in exercising the City's authority to review and approve proposed subdivisions, pursuant to the Land Division (Michigan

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Public Act 288 of 1967, as amended). Subdivision control ordinances typically require the appropriate design of lots and blocks, subdivision access, and such necessary internal improvements as streets, drainage, and water and sewer facilities. Requiring developers to install all required infrastructure and improvements, and by requiring a minimum level of quality, the City can lessen the ultimate costs to the public resulting from new developments.

### Condominium Regulations

During the recent past, site condominium developments have become a popular alternative to subdivisions as a way of developing land, in part due to changes in the State's condominium regulation. The popularity of this type of ownership continues to grow. The City should expect site condominium proposals, and encourage their use when appropriate.

### Zoning Regulations

Zoning is the primary regulatory tool used by the City to implement the Master Plan. According to Section 1(3) of the City and Village Zoning Act (Michigan Public Act 207 of 1921, as amended), "...the land development regulations and districts authorized by this act shall be made in accordance with a plan designed to promote and accomplish the objectives of this act." Strict enforcement of zoning regulations and standards will allow the City to develop and redevelop in a coordinated manner, one site at a time.

### Rezoning to Implement the Master Plan

The land use classifications on the Future Land Use Map provide the basis for evaluating future rezoning requests. Zoning actions that are consistent with the Future Land Use Map usually receive favorable judicial review if challenged. The Master Plan should always be the first source of information and policy guidance in the evaluation of zoning change requests and new development proposals.

The future land use plan describes several instances in which the Planning Commission should, or may wish to consider, amending the zoning district classification of several properties, once the Master Plan is adopted. In addition, the Zoning Ordinance should be the first ordinance that the City reviews and amends, if appropriate, to assure that it can and will effectively implement the Master Plan.

### Planned Development

Planned development involves the use of special zoning requirements and review procedures that provide design and regulatory flexibility, so as to encourage innovation in land use planning and design. Planned developments generally achieve a higher quality of development than might otherwise be possible. Applied judiciously, they are an effective zoning technique to achieve development in accordance with the goals and objectives of the Master Plan and the vision of the community.

Planned development can encourage innovative development designed to fit the historic character and development pattern of the City within the proposed expansion areas around the City's perimeter.

### Overlay Zoning

Overlay zoning allows the City to impose a new set of regulations on a special area within an existing zoning district. In an area where an overlay zoning is established, the property is placed simultaneously in the two zones, and the property may be developed only under the applicable conditions and requirements of both zones. Overlay zoning has been used in other communities to address special conditions and features, such as historic areas, wetlands, and environmentally sensitive areas, without disrupting the underlying zoning plan.

### **Financial Planning and Capital Improvements Program**

To identify funding needs for public services and facilities and to identify revenue resources and needs, the City should prepare, and annually update, a five-year financial plan. Such a plan uses past revenue and expenditures to project the City's cash flow over the following five-year period. As the financial plan is updated each year, the City can receive an early indication of funding holes and investment opportunities.

Based on the financial plan, the City can evaluate, prioritize, and structure financing of public improvement projects, through the preparation and annual updating of a capital improvement program. Such a program provides a basis for systematic review of proposed improvements related to the Master Plan and creates an opportunity to coordinate timing, location, and financing of those projects. To that end, three objectives can be achieved:

- Financial analysis can minimize the impact of improvement projects on the local revenue stream;
- Project scheduling can give an advanced picture of future need and development activities; and
- The Planning Commission can demonstrate its coordinating role in serving other elements of local government in formulating project recommendations.

Generally, the capital improvement process includes the following steps:

- Inventory potential projects within the City, including preliminary cost estimation and initial prioritization
- Evaluate proposed projects and funding sources
- Conduct financial analysis of the proposed projects in terms of costs and benefits
- Realistically schedule projects for up to a six-year period



- Recommend first-year projects to the City Council
- Formally approve and fund the capital improvement budget

Because capital improvement programming is a fundamental policy, the City Council must establish spending levels and designate projects for implementation during the budget process. The role of the Planning Commission is primarily to coordinate material submitted by others and to work with financial officials in assembling facts for decision by the Council.

Financial planning and capital programming should be viewed as more than just an administrative task and could be used throughout the City for many improvements. The City's current financial condition may make the creation of a capital improvements program seem futile. However, without a forward view toward sound fiscal planning and project implementation, the City will not coordinate its community development investments. It is often frustrating to attempt to match limited revenues with expanding expenditure requirements. By creating and documenting a capital "wish list", funding opportunities can be explored and available funds matched to the stated needs of the City in a strategic manner.

### **Special Purpose Funding District/Authorities**

Certain recommendations in the Master Plan can be accomplished using a targeted approach through creation of special districts or authorities allowed under State of Michigan law. The following may be applicable:

#### **Brownfield Redevelopment Authority (BRA)**

Michigan Public Act 381 of 1996, as amended, allows for the creation of one or more Brownfield Redevelopment Authorities (BRA) to identify, plan, and provide funding for reuse of brownfield properties.

BRAs create and implement redevelopment financing plans, that can identify eligible environmental activities for the site, plan for tax increment financing capturing state and local property taxes, and/or assistance to the property owner for Single Business Tax Credits. Tax increment financing allows BRAs to capture property taxes from the increased value as a result of development to pay for the activities needed for the development, and to establish a local site remediation fund.

Captured taxes could include all additional state and local property taxes (in some cases including taxes levied for school operating purposes) that result from an increase in value of eligible property over a base year (the year the property was added to the brownfield plan). Captured property taxes can be used to cover the costs of a variety of eligible activities, including baseline environmental assessments, due care activities, and additional cleanup activities.

The BRA may also issue revenue and tax increment financing bonds and notes to finance eligible activities and then capture taxes from the eligible property to pay off the obligations. The authority may also establish local site remediation revolving fund and place excess captured taxes from properties at which eligible activities are conducted into the local fund.

### Local Development Financing Authority (LDFA)

Michigan Public Act 281 of 1986, as amended, provides for the establishment of a local development finance authority (LDFA) to undertake economic development activities to promote manufacturing of goods or materials, agricultural processing, or high technology activity. A typical LDFA project might involve construction of roads and utilities deemed necessary for a specific manufacturing or high technology development project. LDFA activities are most frequently financed through tax increment financing or through issuance of revenue bonds that are retired using tax increment revenue.

### Neighborhood Area Improvements Act

Michigan Public Act 208 of 1949, as amended, authorizes municipalities to designate neighborhood areas for the purpose of planning and carrying out local public improvements for the prevention of blight in such areas. The Act calls for preparation of neighborhood betterment plans by the Planning Commission. The Act also provides methods of financing improvements within the neighborhood, including special assessment districts and issuance of neighborhood improvement bonds. This act might prove useful in funding community development and redevelopment activities in the older areas of the City.

### **State and Federal Programs**

The following is a list of selected programs and funding sources currently available from various state and federal agencies:

#### Neighborhood Preservation Program (NPP)

The State of Michigan's Neighborhood Preservation Program is a targeted strategy available throughout the state to communities and nonprofits that are working to strengthen their neighborhoods and improve the quality of life for residents. Communities and nonprofits may apply to designate a neighborhood of local strategic importance by showing how NPP funding will achieve results that address the housing and infrastructure needs of the target area. The NPP supports affordable housing efforts in the targeted neighborhood through:

- Low-interest rate mortgage loans through the Michigan State Housing Development Authority (MSHDA) Single Family Program.
- Mortgage financing for rental developments of 12-30 units
- Public improvements.
- Demolition.
- Beautification.

- Marketing

### HUD Section 202/8

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

### **Financing Tools**

Successful implementation of the Master Plan will depend on the ability of the City to secure necessary financing. Grant and redevelopment incentive programs are available from time to time, vary in requirements and available funding, and often have eligibility requirements. Besides the general fund, the following sources of revenue are generally available to the City:

#### Special Assessments

Special assessments are compulsory contributions collected from the owners of property benefited by specific public improvements, such as paving and drainage improvements, to defray the costs of such improvements. Special assessments are apportioned according to the assumed benefits to the property affected. It is an excellent way to allow for the payment of a wanted or required improvement over time by making annual bond repayments.

#### Bond Programs

Bonds are one of the principal sources of financing used by communities to pay for capital improvements. General obligation bonds are issued for specific community projects and are paid off by the general public with property tax revenues. Revenue bonds are issued for construction of projects that generate revenue. The bonds are then retired using income generated by the project (for example, water and sewer service charges).

#### Michigan Municipal Bond Authority (MMBA)

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

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

### Tax Increment Financing

Tax increment financing is authorized by the Brownfield Redevelopment Act, Downtown Development Authority Act, and the Local Development Finance Authority Act. When a tax increment finance district is established, the state equalized value of all properties in the district is recorded. Every year thereafter, the property tax revenue generated by any increase in the total state equalized value is captured by the BRA, DDA, or LDFA. Often revenue bonds are issued to meet the large cost of the improvements, and the annual collection of tax increment revenues is used to repay the bonds.

### Michigan Natural Resources Trust Fund (MNRTF)

Michigan Natural Resources Trust Fund (MNRTF) grants are available for land acquisition and park development. Established criteria for the grant includes protection and use of significant natural resources, use of inland waters, and project need.

### Land and Water Conservation Fund (LWCF)

Grant opportunities are available from the LWCF for the development of lands and facilities for outdoor recreation. Criteria for this fund include the need for proposal, the capability of the applicant, and site and project quality.

### Transportation Enhancement Act (SAFETEA-LU)

Transportation Enhancement Act grants are available for improvements to the City's transportation system, including motorized and non-motorized systems. This federal program provides funding for all types of transportation-related projects, and has been used throughout Michigan by communities to further a range of improvements.

### Industrial Property Tax Abatement

Property tax incentives are available through Michigan Public Act 381 of 1996, as amended, to eligible businesses to renovate or expand aging manufacturing plants or to build new plants. They can reduce property taxes (real and personal) for up to 12 years. For an obsolete plant or machinery that is being replaced or restored this results in a 100% exemption from the property tax on the value of the improvement. For a new plant, the local unit of government is able to reduce the local millage by half, and the Michigan Economic Development Corporation is able to abate the 6-mill statewide education tax.

Private Sources

Private sources for grants also exist. Foundations and utility companies are a common source for private grants for municipal projects. These grants are usually for special stated purposes and are limited to eligible applicants in specific geographic areas.



## APPENDIX

- A. City of Belleville Visual Preference Survey Results
- B. Horizon Park Concept Plan
- C. Resolution
- D. References

**APPENDIX A**

City of Belleville Visual Preference Survey Results

City of Belleville Visual Preference Survey Results

		Survey #																												
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Average		High	Low		
	Slide #																									Slide #				
Downtown	1	2	2	10	10	5	1	0	5	6	1		6	6	9	0	4	4	2	7	8	7	8	9	5	1	Downtown	10	0	
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Industrial, Big Box, & Auto	36	-7	-9	-4	-8	-10	-4	1	-10	-2	1	-10	-3	-5	-5	0	-2	-10	-9	0	-7	-5	-6	2	-5	36	Industrial, Big Box, & Auto	2	-10	
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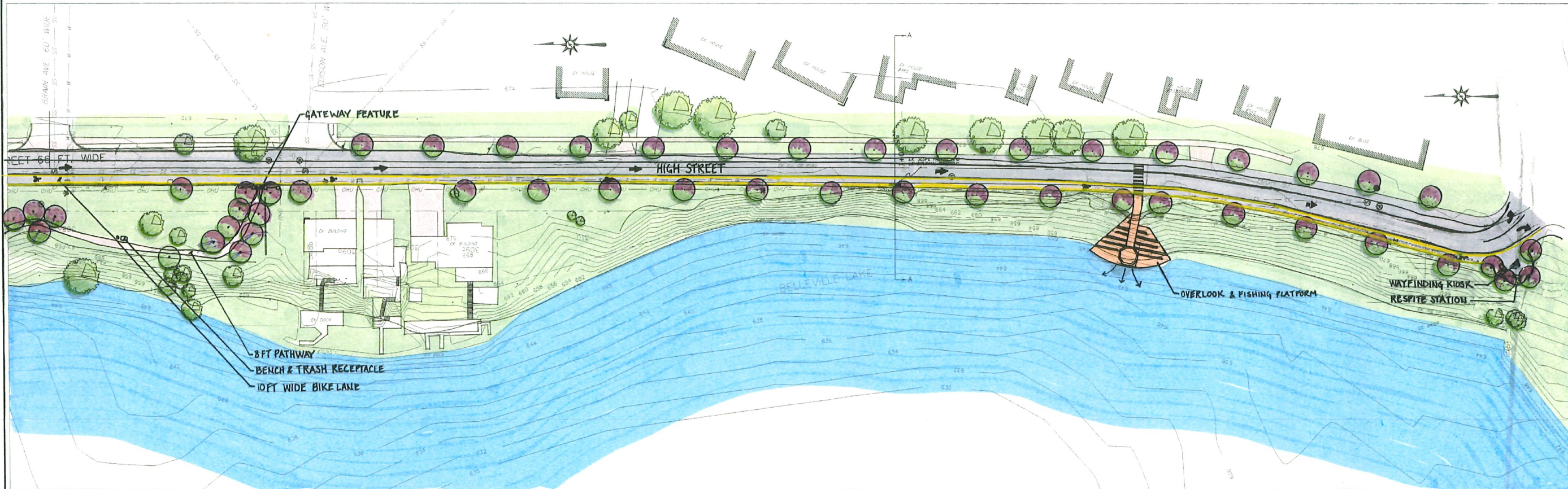
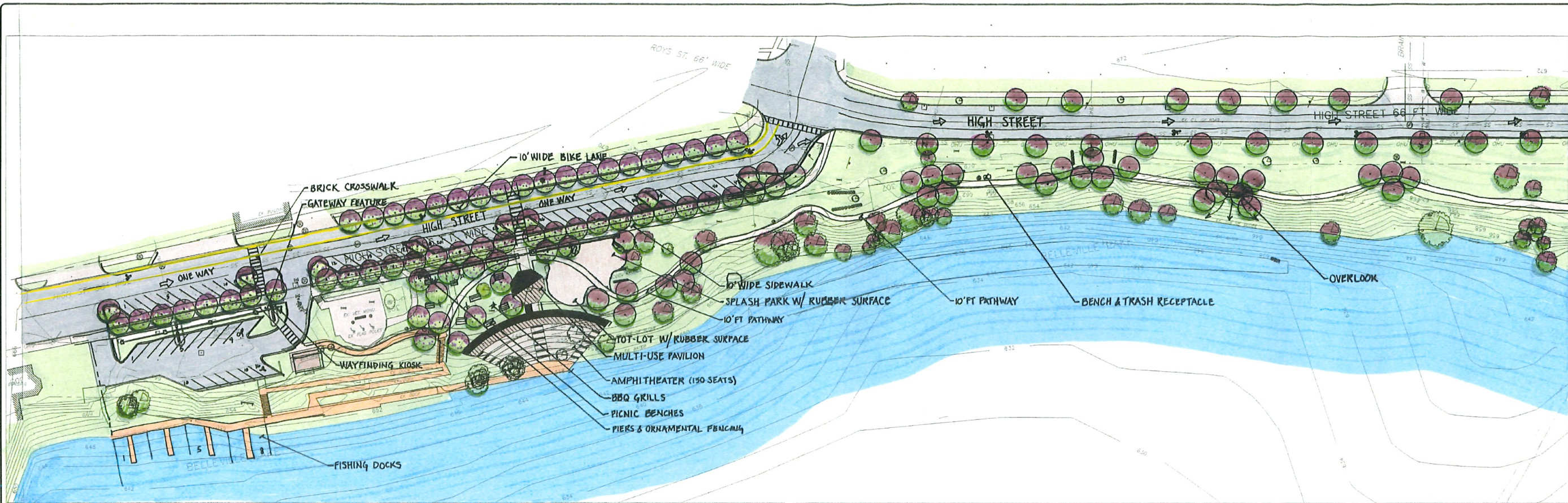
City of Belleville Visual Preference Survey Results

		Survey #																											
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Average		High	Low	
	Slide #																								Slide #				
Strip Commercial	47	3	0	5	4	0	-2		-5	-10	-1	-2	2	0	8	1	1	-6	-6	1	-6	3	3	7	0	47	Strip Commercial	8	-10
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Signs	84	7	6	9	8	10	1	9	8	2		4	3	-1	9	0	1	6	9	9	5	5	7	9	6	84	Signs	10	-1
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**APPENDIX B**

Horizon Park Concept Plan





**McKenna**  
ASSOCIATES  
INCORPORATED  
General Contact:  
Email: info@mkna.com  
NORTHVILLE, MICHIGAN  
235 East Main Street, Suite 105  
Northville, Michigan 48167  
Tel: (888) 228-4336 Fax: (248) 596-9930

SEAL:

REVISIONS:

Horizon Park Belleville, Michigan	PROJECT CLIENT: City of Belleville 6 Main Street Belleville MI 48111-2736
PROJECT LOCATION: High Street between Belleville Road and Columbia Avenue Belleville, Michigan	

SHEET TITLE:  
**Conceptual  
Site Plan**

BASE DATA PROVIDED BY:  
Hennessey Engineers

PROJECT MGR:  
Jim L.

DRAWN BY:  
Dean H.

DATE: June 8, 2015

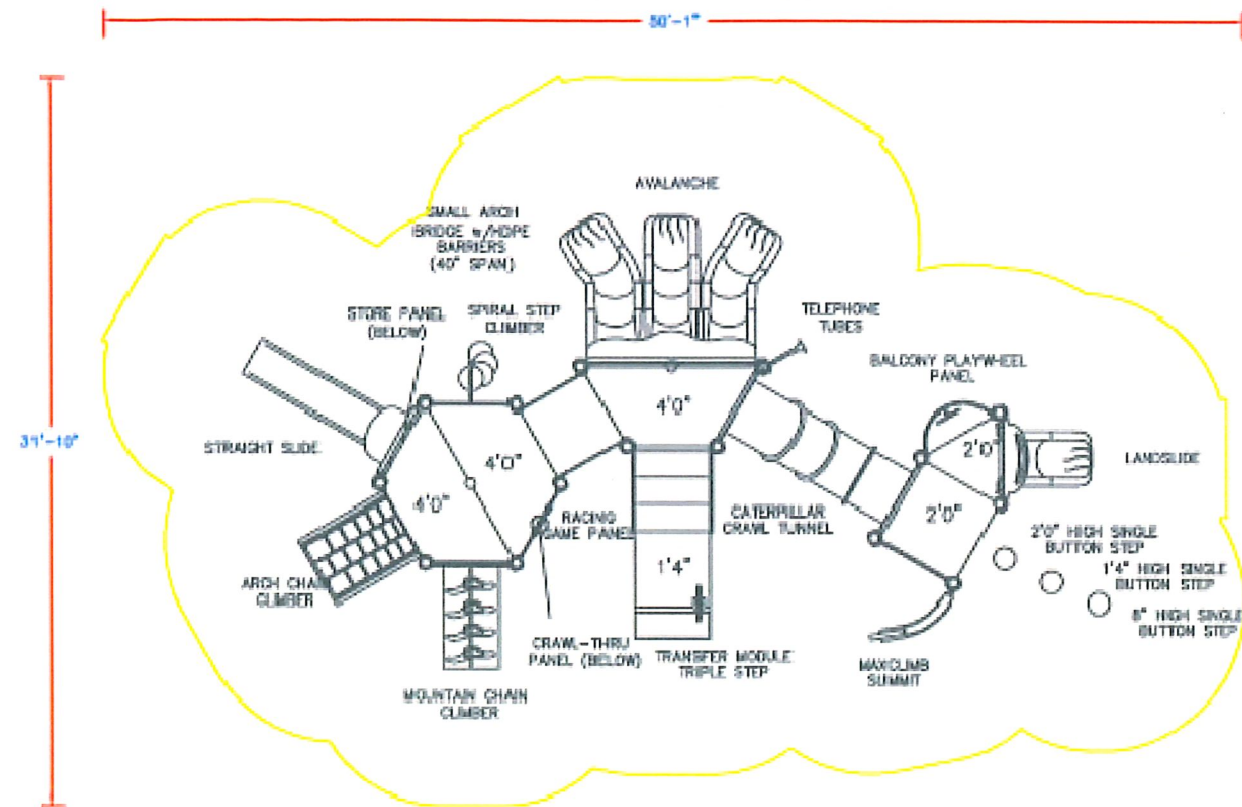
SCALE: 1"=40'

PROJECT #:  
L20456A

**CSP-1**

SHEET 1 OF 1



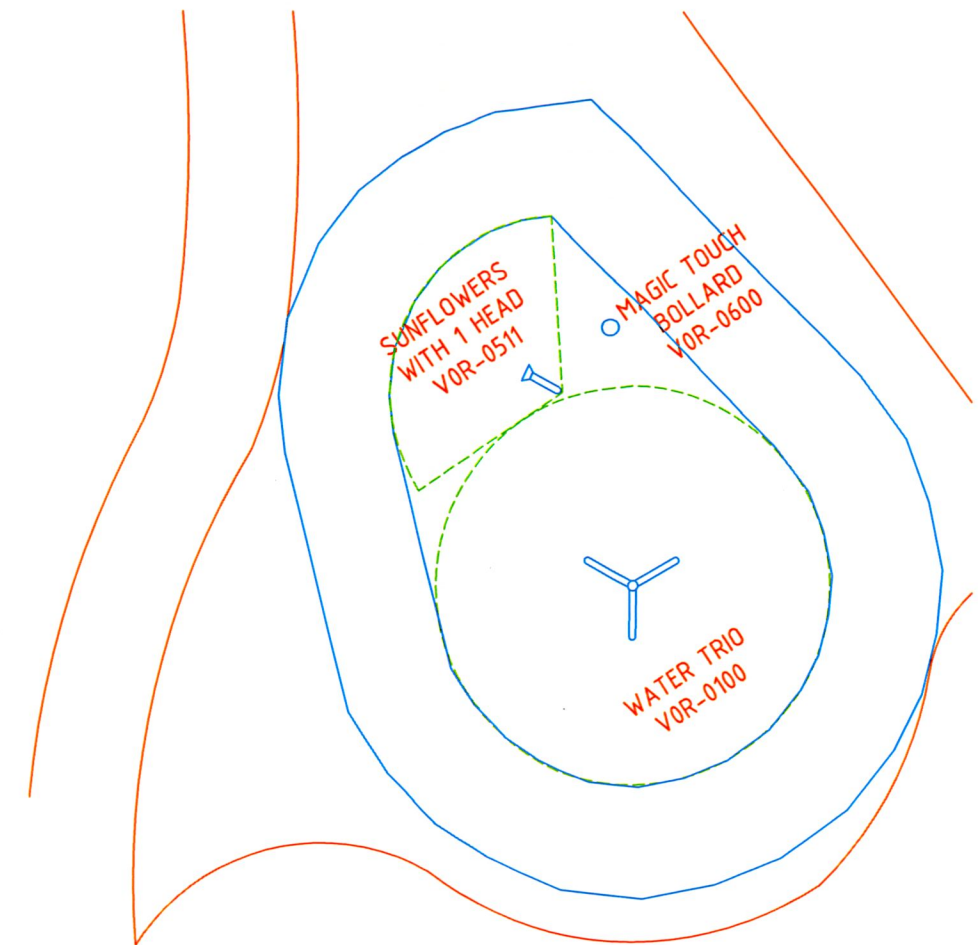


Jenning Tot-lot Playscape (Scale: 1"=4')



Tot-lot Playscape Perspective

Tot-lot Playscape Perspective  
(Reverse side)




Vortex International Recirculating SplashPark (Scale: 1"=50')



Splash Park Water Features (left to right-Button Actuating Bollard, Sunflower Spray, and Bucket Trio)

P:\Unassigned\Projects\Scheduled Projects\Bellevue\_Hampton Park\DOE\_Bellevue Hampton Park\_C0-03-C0.16

							
		Project: <u>Belleville Horizon Park</u> Location: <u>City of Belleville</u>				Date: <u>August 3, 2005</u>	
		Estimate: <u>Amphitheater, Tot lot, Splash Park, Trees, Sidewalks</u>				Sheet <u>1 of 1</u>	
RANK (1-5)	QTY. DESIRED	ITEM	QTY.	UNITS	UNIT COST	TOTAL	
		AMPHITHEATER/PERGOLA	1	LS	\$250,000.00	\$250,000	
		PAVILION 40'X40' (no restroom)	1	EA	\$70,000.00	\$70,000	
		TOT LOT PLAYScape	1	LS	\$45,000.00	\$45,000	
		SPLASH PARK (recirculating system)	1	LS	\$75,000.00	\$75,000	
		PEDESTRIAN CIRCULATION					
		5' CONCRETE SIDEWALK, 4" THICK	2210	SFT	\$3.50	\$7,735	
		ASPHALT PATH	1100	SYD	\$25.00	\$27,500	
		BOARDWALK	350	LFT	\$360.00	\$126,000	
		PARKING	1	LS	\$16,168.00	\$16,168	
		GATEWAYS	1	EA	\$21,000.00	\$21,000	
		BRICK PIERS AND ORNAMENTAL FENCING	1	LS	\$63,250.00	\$63,250	
		OVERLOOK	1	LS	\$35,000.00	\$35,000	
		OVERLOOK AND FISHING PIER	1	LS	\$225,000.00	\$225,000	
		TRANSIENT BOAT DOCKS	205	FT	\$300.00	\$61,500	
		PEDESTRIAN AMENITIES					
		5' ORNAMENTAL BENCH	11	EA	\$2,000.00	\$22,000	
		ORNAMENTAL TRASH RECEPTACLE	6	EA	\$1,725.00	\$10,350	
		KIOSK	2	EA	\$5,000.00	\$10,000	
		BIKE RACKS	2	EA	\$1,600.00	\$3,200	
		PICNIC TABLES	8	EA	\$1,000.00	\$8,000	
		BBQ GRILLS	8	EA	\$600.00	\$4,800	
		LIGHTING	22	EA	\$3,500.00	\$77,000	
		LANDSCAPING	1	LS	\$111,225.00	\$111,225	
					Total	\$1,269,728	
					15% Contingency	\$190,459	
					Site Investigation	\$50,000	
					Design Fees	\$75,000	
					Construction Staking	\$20,000	
					Site Inspection	\$50,000	
					Construction Administration	\$17,000	
					Quality Assurance/Quality Control & Testing	\$15,000	
					Grand Total *	\$1,687,187	
1 = HIGHEST PRIORITY							
5 = LOWEST PRIORITY							
*Grand Total to change when grant \$ figures increase							

**APPENDIX C**

Resolution

## City of Belleville

6 Main Street ◊ Belleville, MI 48111-2788  
734-697-9323 ◊ Fax 734-697-6837 ◊ [www.belleville.mi.us](http://www.belleville.mi.us)



### RESOLUTION TO ADOPT THE MASTER PLAN OF THE CITY OF BELLEVILLE, MICHIGAN

*WHEREAS*, The City of Belleville, Michigan Master Plan was last adopted in August 2000; and

*WHEREAS*, the Municipal Planning Act of 285, of 1931, as amended, requires the Planning Commission to review the Master Plan at least every 5 years after adoption, and to amend the plan as needed or adopt a new plan; and,

*WHEREAS*, on June 9, 2005, the Planning Commission held an introductory meeting to review existing documents, demographics, base maps, and trends for the purpose of updating the Master Plan; and,

*WHEREAS*, a Letter of Intent to update the plan was mailed to: (1) all planning commissions located within or contiguous to the municipality (Van Buren Charter Township); (2) the regional planning commission (SEMCOG); (3) the county planning commission (Wayne County); and (4) each registered public utility company and railroad company owning or operating a public utility or railroad within the City; and,

*WHEREAS*, workshops were held on July 21, 2005 and October 15, 2005 by the Planning Commission to receive public comment; and,

*WHEREAS*, the City Council reviewed the draft plan and authorized the distribution of the plan for the required review period; and,

*WHEREAS*, the Planning Commission held a public hearing on October 12, 2006 to discuss and consider the proposed plan; and,

*NOW THEREFORE, BE IT RESOLVED*, that the City of Belleville Planning Commission hereby adopts the Master Plan update as amended dated November 9, 2006, including all text, descriptive material, and maps; and

*BE IT FURTHER RESOLVED*, that the City of Belleville Planning Commission hereby directs the distribution of the adopted plan to the City Council and required entities in accordance with Sec. 8. (5) of PA 285, of 1931, as amended.

  
Jack Loria, Planning Commission Chair

  
Rena G. Xuereb, Recording Secretary

CARRIED UNANIMOUSLY  
Adopted November 9, 2006

APPENDIX D

References

## References

City of Belleville

City of Belleville Community Master Plan, August 2000

Iconoculture 2004, Del Webb and John Handely, "Modern Living Trends," Chicago Tribune, June 5, 2005.

Nathan Fox, "This New House," Mother Jones, March/April 2005.

Southeastern Michigan Council of Governments

US Department of Commerce: Bureau of the Census. Census 2000



BELLEVILLE MASTER PLAN 2006

COMMUNITY PLANNING CONSULTANT

McKenna Associates, Incorporated

Community Planning ■ Urban Design  
Landscape Architecture  
235 East Main Street, Suite 105  
Northville, Michigan 48167  
(248) 596-0920

McKenna Associates, Inc., is the largest firm in the Midwest dedicated to quality of place by providing community planning, urban design, landscape architecture, economic development, and related services to communities and select private clients. Our professionals provide efficient service with a firm commitment to the public good, recognizing their responsibility for technical and creative leadership. Each client of the firm has access to a team of planning and design professionals who are at the forefront of planning, zoning, economic development, and design practice.

- Phillip C. McKenna, AICP, PCP.....President
- Terry Croad, AICP, ASLA..... Project Director
- Seth Shpargel.....Associate Planner
- Peter Z. Acuff.....Assistant Planner
- Sabah Aboody-Keer..... Map Production
- John Otwell.....Graphic Designer

**BELLEVILLE MASTER PLAN 2006**

**NOTES:**

**BELLEVILLE MASTER PLAN 2006**

**NOTES:**