

2023



WASHINGTON TOWNSHIP MASTER PLAN



Prepared by
Washington Township
Planning Commission

DRAFT 09/14/23

giffels 
webster





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Master Plans and the Planning Process

A Master Plan is a guiding document future development of a community. It addresses future land uses, community development, and other community features in a coordinated fashion, and it includes a clearly stated vision supported by goals and objectives, and an implementation plan with specific action items that will work toward that vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment.

The Washington Township Planning Commission commenced the Master Plan process in October, 2021, with development of the plan beginning in earnest in late spring, 2022. Through the summer and fall of 2022, the Township held a series of public workshops where various aspects of development were discussed, and the public was asked to provide its feedback.

In 2023, a similar workshop was held to discuss updates to the Future Land Use Map, and the Planning Commission held a series of meetings to discuss the plan's content, culminating in a public workshop in August to unveil the full plan.

The Master Plan looks ahead 20 years and plans for projected growth and other change in that timeframe, with reviews and any necessary updates occurring every five years to maintain consistency with the Michigan Planning Enabling Act of 2008.

Master Plan Outline

1. What Is a Master Plan?
2. History and Regional Setting
3. Demographics
4. Existing Land Use
5. Public Engagement Summary
6. Vision Statement
7. Goals & Objectives
8. Community Facilities Plan
9. Housing Plan
10. Commercial, Office & Industrial Areas Plan
11. Village Center
12. Transportation Plan: Complete Streets, Thoroughfare Plan
13. Future Land Use Plan and Map
14. Implementation Plan, including Zoning Plan



The crowd from one of 2022's well-attended public workshops.



A Growing Township Looks to the Future While Keeping A Foot in the Past

Successful planning requires that we understand where we've been, where we are, and where we're likely to be in the future. Managing growth in a thoughtful way will be key to securing the Township's future as a desirable place to live.

Where Washington Township Stands Today

Development in Macomb County has generally advanced northward along two primary corridors: The Gratiot/I-94 corridor, and M-53. Washington Township is located in the M-53 corridor, and as Shelby Township to the south becomes ever more developed, Washington has begun to feel increasing development pressure. This pressure is unlikely to abate in the coming decades.

Washington now has over 26,200 residents, a 12.7% increase from 2010—in the preceding decade, Washington grew at almost twice the rate of its southern neighbor. At the same time, the Township's population has become more demographically diverse, and the Township now also has one of the highest percentages of households with children in the area.

Washington is also significantly more affluent than Michigan as a whole, with real median household income rising more than 3 percent from 2010 to 2020 and per capita incomes have risen more than 10 percent. Educational attainment has risen along with incomes, with more residents identifying as college graduates.

Even as the Township has attracted families with children, the population of the Township overall is projected to grow older between 2023 and 2045. Growth is anticipated to be robust over that time period, with a population in 2045 nearly 50 percent higher than today.

The challenge for Washington Township will be to absorb new growth in a way that does not erase the identity of the existing community.

Major Themes of Public Input

1. Preserving the Township's natural environment and rural character to the extent possible is important to many residents, who understand that the Township is growing and that, in a sense, it is the current frontier for growth in the M-53 corridor. Most input received called for balancing that growth with consideration for historical resources, terrain, habitat, and agriculture.
2. Traffic is a major concern. Most major roads in the Township are considered by respondents to be at least somewhat dangerous, either due to high speeds, congestion, or other factors. As development continues, finding ways to mitigate vehicle volumes and conflicts, both with other vehicles and other road users (including wildlife) will be an important consideration.
3. Most residents would like to see greater availability of goods and services, entertainment, and other commerce in the Township, but would like it to be concentrated in corridors that already have a relatively high level of development, rather than spreading away from Van Dyke, M-53, and 26 Mile Rd.
4. New development should be in harmony with existing development. For some residents, this means concentrating higher intensity development in specific areas, away from lower-density development, while for others, this means concentrating on transitions between uses that will minimize impacts of new development.
5. The development of a village center remains a worthy goal, but it must consider the external impacts of one area of the Township becoming much more built up than the rest. A central organizing authority for the village center, such as a DDA, may be necessary to guide its development as a cohesive district.

Vision Statement

As Washington Township continues to grow, new development will occur in a planned manner that respects the history, natural environment, and rural character of the community and preserves agricultural uses even as it acknowledges the need for progress. Washington Township's future will be built on a strong, diverse economy, housing opportunities that serve an array of needs, a high quality of life, and well-managed growth.

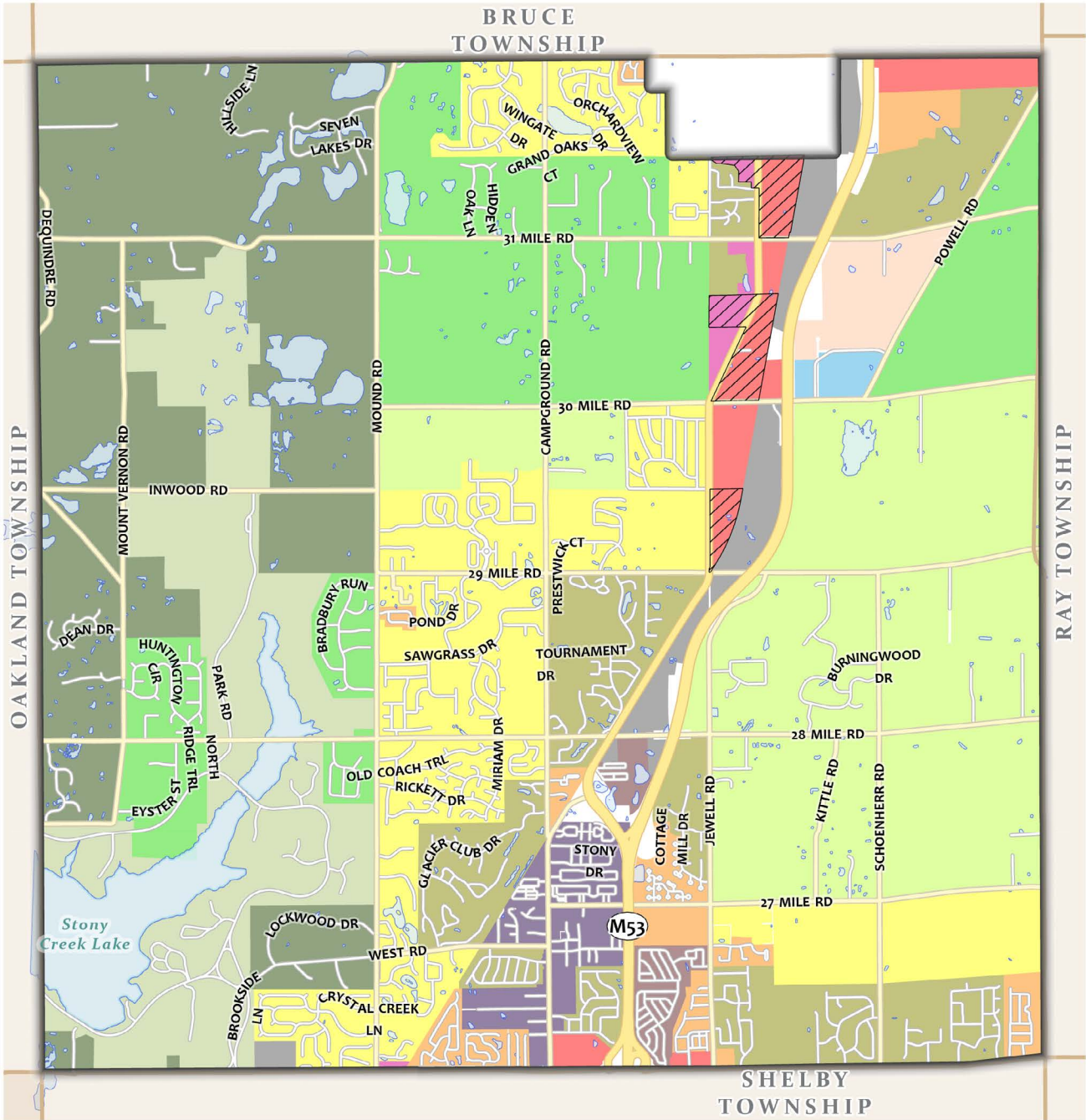
Goals and Objectives of the Master Plan

1. **Economic Development.** The Township will work to make itself attractive to businesses with the potential to provide professional employment opportunities, and plan to provide land for their facilities.
2. **Access to Services.** The Township will ensure that land is available for commercial development that provides services to residents in appropriate locations.
3. **Housing.** The Township will provide and permit housing that serves a variety of needs, facilitates aging in place, and offers a high level of quality and aesthetic appeal.
4. **Environmental Quality.** New development and redevelopment, when it occurs, will respect the natural environment and preserve its important features to the maximum extent possible.
5. **Transportation.** The Township's road and pathway system will provide safe and efficient circulation for all users, including pedestrians, bicyclists, and drivers. Road design will respect the context of the area surrounding the road.
6. **Community Facilities and Services.** The Township will provide high-quality facilities and services that meet the needs of current and future residents and businesses.
7. **Unique Places.** The Township will recognize its unique areas and sites, including its historical, agricultural, natural, and principal commercial or mixed use areas and support their future development in accordance with each of their needs and characters.
8. **Harmonious Development.** Where more intense uses are developed close to less intense uses, screening, setbacks, and other measures will be used to ensure that potential negative impacts are minimized.

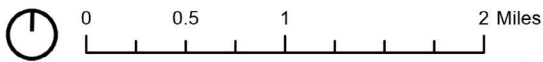


The plan recognizes the Township's historical character and puts forth strategies to manage future development in a way that preserves some of the natural landscape and does not assume that the same level of development is appropriate for all locations in the Township.





Data Source: Landuse: Washington Township. Roads: Macomb County. Water Features: SEMCOG 2022. Map Exported: August 23, 2023. ©2023 Giffels Webster.



- | | | |
|----------------------|--------------------------------|--------------------------------|
| Rural And Estate | Manufactured Housing Community | Industrial/Research/Technology |
| Large Lot | Community Wide Commercial | Recreational |
| Low Density | Local Commercial | Recreation/Support |
| Suburban Residential | Washington Village | Multi-Family Overlay |
| Moderate Density | Industrial | |
| Multiple-Family | | |

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Introduction





Introduction

What is a Master Plan?

A Master Plan is a guiding document future development of a community. It addresses future land uses, community development, and other community features in a coordinated fashion, and it includes a clearly stated vision supported by goals and objectives, and an implementation plan with specific action items that will work toward that vision. If followed carefully, the Master Plan will have a lasting impact on the built and natural environment. The Plan will likely be implemented over short-term, medium-term, and long-term timelines as specified in the Implementation Plan.

The Master Plan looks ahead 20 years and plans for projected growth and other change in that timeframe, with reviews and any necessary updates occurring every five years to maintain consistency with the Michigan Planning Enabling Act of 2008. The information and concepts presented in the Master Plan are used to guide local decisions on public and private uses of land and the provision of public facilities and services. It should be continually referred to in decision making.

The Washington Township Master Plan includes a Future Land Use Plan as well as other chapters addressing housing, community facilities, transportation and complete streets, and the Township's non-residential development areas. The Master Plan enables the Township to address all these related topics in a coordinated fashion.

Statutory Authority

The Washington Township Planning Commission derives its authority to create a master plan from the Michigan Planning Enabling Act of 2008. Under Michigan law, the Planning Commission is the body tasked with developing and adopting the Master Plan. The legislative body of the community may also choose to adopt the plan. In Washington Township, the Master Plan is adopted by both the Planning Commission and the Township Board.

About This Master Plan

Data Used

Washington Township is in a somewhat unique position as it includes part of the Village of Romeo within its borders. All residents who live within the Township borders are Township residents. However, Romeo does its own land use planning, which is the purpose of the master plan. Therefore, since the master plan is primarily focused on land use and the Village makes its own land use decisions, data provided in this plan does not include that for Romeo when it was possible to separate Romeo from the Township. When data is presented that does include Romeo, it is noted. In summary, wherever possible we have used numbers that are specific to the Township residents only, leaving out Romeo residents as they make their own land use policies and decisions. Unless otherwise noted, the data used in this plan is from the U.S. Census Bureau's 2016-2020 American Community Survey 5-year estimates.



History and Regional Setting

History

For thousands of years, the portion of Southeast Michigan that includes Washington Township was home to a shifting population of Native Americans. As American settlement increased in the early 1800s, the location native population was primarily comprised of the Ojibwe, Odawa, and Potawatomi, three groups collectively known as the Anishinaabek.

Following the passage of the Northwest Ordinance in 1789, the Federal government began to survey lands north of the Ohio River, establishing the now-familiar grid pattern that covers the region. Washington Township was first surveyed in 1816, three years after the establishment of Westview Orchards, which is today the oldest continuously operated business in the area. Macomb County was established in 1822. The Township was first organized in 1827, with borders significantly different from today's—these included modern Bruce Township. Bruce was separated as its own township in 1833, the same year the Village of Romeo was first settled.

Washington Township has a long history of agricultural production and is particularly known for its orchards. Various unincorporated communities have existed in the Township over the years, including Washington (where the Village Center area is today), Clifton Mills, in the area near 31 Mile and Mt. Vernon Road, and Mount Vernon, near 28 Mile and Mount Vernon. Some of the early settlement in the southwest portion of the Township was lost when Stony Creek was dammed to create Stony Creek Lake, which is now the centerpiece of Stony Creek Metropark.

Washington Township is home to two unique octagon houses: the Loren Andrus house, prominently located in the Village Center area on Van Dyke, and the William Austin Burt house. William Austin Burt was the patentholder on the typographer, a predecessor to the typewriter, and likely constructed his first working model in his home in Washington Township. He was also a surveyor whose solar compass was a standard instrument for the U.S. government for over a century.

In the late 20th Century, Washington Township began to experience heavier settlement, which has continued into the 21st Century. The Township sought charter township status in order to obtain greater control of its future borders, and was granted a charter in 2010. This plan seeks to connect ongoing growth to the Township's rich history.



Loren Andrus House

Regional Setting

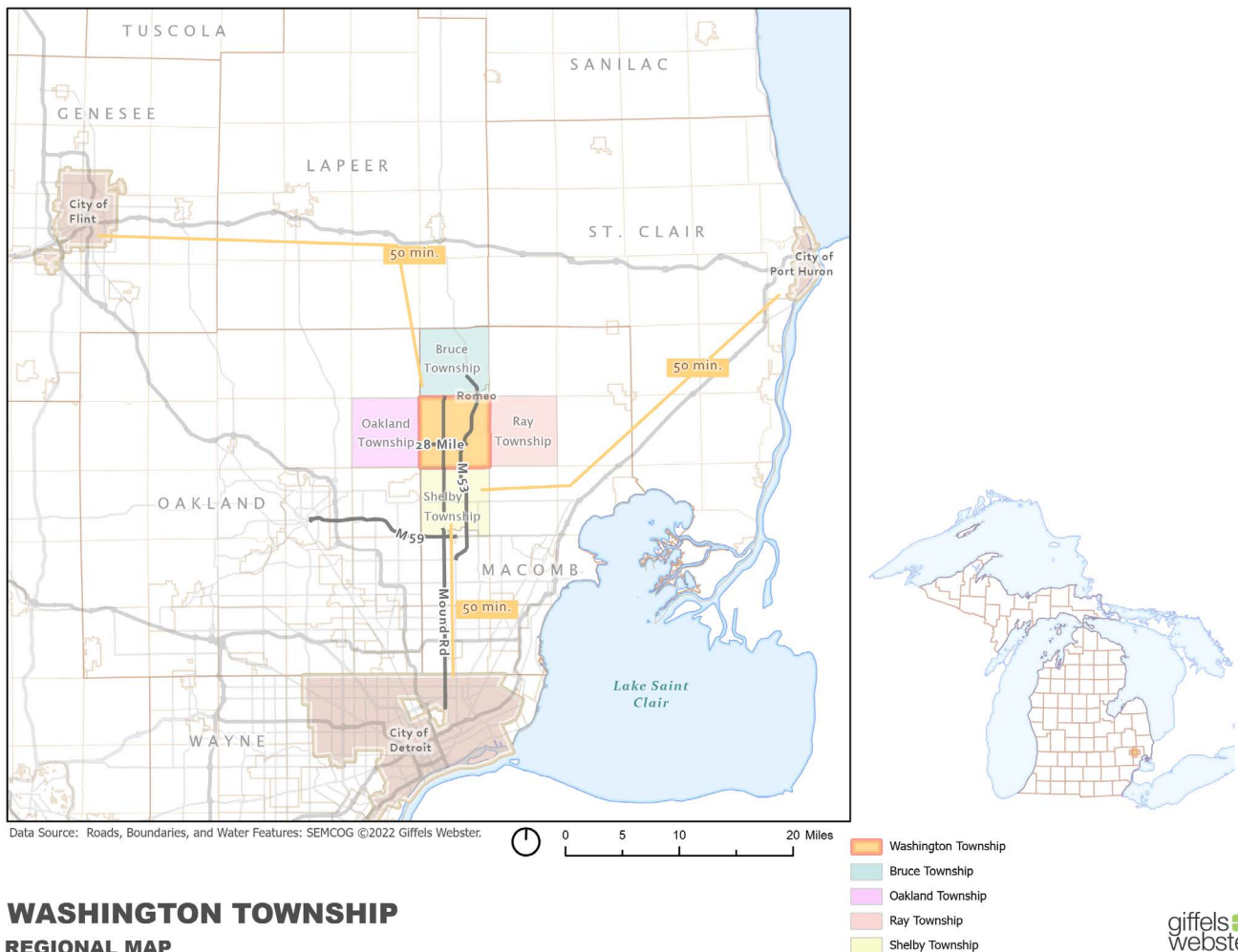
Washington Township is located in northern Macomb County, adjacent to the Oakland County line. To the west, Oakland Township is a mostly rural, affluent township with predominantly large lot development. Ray Township to the east is similarly rural, with most of its land devoted to agriculture. M-53, a mostly limited-access highway, runs north-south through the center of Washington Township. M-53 is the primary corridor for new development in the area, and development has historically moved north along the road as successive townships have been built out (and some have become cities).

Looking south, we find that Shelby Township is being increasingly built out, particularly along Van Dyke Avenue and M-53, driving development pressure north into

Washington Township. To the north, the Village of Romeo which is partially in Washington Township, and partially in Bruce Township, is the historical center of the Northwest Macomb subregion, with a traditional downtown. Bruce Township is predominantly rural, though in the southern part of the Township, development has mostly transitioned from agriculture to large estates.

Downtown Detroit is a roughly 45-minute drive from Washington Township's village center area. As metropolitan Detroit continues to expand geographically, Washington's location along M-53 and Van Dyke positions it in one of the region's most vigorous expansion corridors, with strong highway linkages to border crossings in Port Huron and Detroit, and the Interstate highway system.

Map 1. Regional Map



Washington Township is part of the Detroit-Warren-Dearborn Metropolitan Statistical Area, covering, Macomb, Oakland, Wayne, Lapeer, Livingston, and St. Clair Counties. From 2010 to 2020, this statistical area experienced modest population growth of 2.23% to grow from 4,296,250 residents to 4,392,041 residents. Macomb County itself experienced a faster rate of growth over the same period (4.8%), growing from 840,978 residents to 881,217, though this is far below the county’s historical one-decade high of 119% growth in the 1950s.

In general, Michigan’s population growth has been slow-to-negative in recent decades, and much of the population growth in communities on the edge of metro regions in the state, such as Washington Township, has come from the movement of people within the communities’ own metro regions.

Table 1. Washington Township: Surrounding Communities and Regional Comparison

Characteristic	Washington Township	Bruce Township	Romeo	Ray Township	Shelby Township	Oakland Township	Macomb County	Southeast Michigan
Population	26,207	7,328	3,908	4,022	79,840	19,336	870,893	4,747,794
Population growth*	12.7%	7.4%	4.8%	1.1%	7.6%	19.6%	4.8%	2.7%
Persons per acre	1.13	0.32	3.01	0.17	3.55	0.82	2.81	1.61
Households with children	30.3%	22.5%	24.0%	21.9%	27.6%	41.2%	28.2%	28.2%
Senior population	19.5%	23.3%	22.6%	17.4%	20.0%	14.5%	17.0%	16.2%
Non-white population	7.9%	6.3%	17.1%	4.3%	13.1%	15.3%	21.9%	33.6%
Unemployment	5.0%	3.9%	5.2%	1.0%	3.9%	4.6%	5.6%	6.3%
Mean commute time (min)	29.29	32.21	25.44	30.96	28.35	31.41	27.71	26.58
Median household income	\$93,883	\$92,957	\$51,672	\$92,366	\$79,447	\$154,215	\$64,641	\$64,068
Owner occupied housing units	84.6%	94.9%	68.0%	81.5%	76.7%	96.0%	74.1%	68.9%
Vacancy rate	2.4%	2.7%	2.1%	2.7%	3.8%	6.0%	5.0%	9.3%
Single family housing rate	82.4%	91.7%	71.6%	95.4%	76.2%	92.1%	78.3%	75.7%
Bachelor’s degree or higher	38.2%	30.3%	30.2%	25.0%	35.9%	65.2%	25.9%	33.9%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

* Calculated from the 2010 and 2020 Decennial Census

Highest
Lowest
Above values for Southeast Michigan

Washington Township Today





Washington Township Today

Population and Housing Trends

Understanding where we are going necessarily requires understanding where we are and where we have been. Washington Township is a fast-growing community located in one of the primary growth corridors of Macomb County: the M-53 corridor. Development has gradually moved north along this corridor over the decades, and Washington Township is now squarely in the highest-growth area of the corridor.

Washington Township includes part of the Village of Romeo within its borders. All residents who live within the Township borders are Township residents. However, Romeo does its own land use planning, which is the purpose of the master plan. Therefore, since the master plan is primarily focused on land use and the Village makes its own land use decisions, data provided in this plan does not include that for Romeo when it was possible to separate Romeo from the Township. When data is presented that does include Romeo residents, it is noted. Unless otherwise noted, the data used in this plan is from the U.S. Census Bureau's 2016-2020 American Community Survey 5-Year Estimates.

More people, greater diversity

Washington Township's population has grown 12.7% between 2010 and 2020, and there has been a 14.4% increase in housing units. Similar to the rest of the country, the population is aging as those in the Baby Boomer generation reach senior status, and household size is decreasing from 2.74 persons in 2010 to 2.63 in 2020. The Township is more racially diverse than it was in 2010, with an 11.4% non-white population in 2020 compared to 7.7% in 2010.

Table 2. Population Trends, 2010 - 2020

Population Characteristic	2010	2020	Change 2010 - 2020
Total population	23,296	26,261	12.7%
Under 18*	5,835	5,698	-2.3%
Under 5*	1,372	1,306	-4.8%
5 to 17*	4,463	4,392	-1.6%
60 and over*	4,812	7,027	46%
65 and over*	3,229	5,115	58.4%
65 to 84*	2,991	4,759	59.1%
85 and over*	238	356	49.6%
Race			
White	21,498 (92.3%)	23,279 (88.6%)	-1.2%
Black	33 (1.4%)	288 (1.1%)	-0.3%
Asian	245 (1.1%)	370 (1.4%)	+0.3%
Multi-racial	251 (1.1%)	859 (3.3%)	+2.2%
Other	42 (0.2%)	104 (0.4%)	+0.2%
Housing units	9,020	10,317	+14.4%
Household size	2.74	2.63	-0.11%
*Indicates ACS 2020 data was used instead of 2020 Decennial Census data. 2010 Decennial Census data was used for all characteristics.			



Residents are more financially stable

Measured on both a household and per capita basis, residents in Washington Township are making more money now than they did in 2010. Additionally, smaller proportion of the population and households are in poverty compared to 2010 numbers.

Table 3. Income Trends, 2010 - 2020

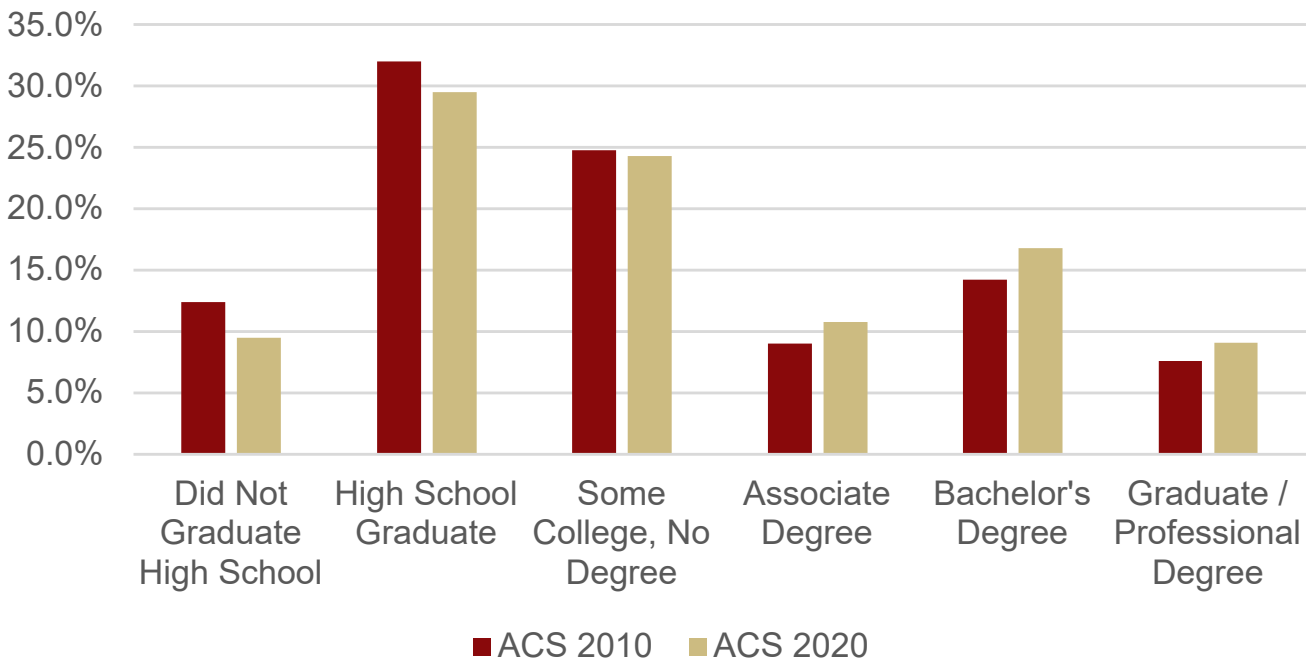
Income Characteristic	2010	2020	Change 2010 - 2020	
Median household income	\$90,987*	\$93,883	\$2,896	3.2%
Per capita income	\$40,243*	\$44,629	\$4,386	10.9%
Persons in poverty	1,585 (7.1%)	1,161 (4.4%)	-424	-2.6%
Households in poverty	528 (6.2%)	531 (5.3%)	+3	-1.0%
*In 2020 inflation-adjusted dollars				
Source: 2006-2010 and 2016-2020 ACS 5-Year Estimates.				

A more educated community

A greater share of Township residents graduated from high school in 2020 compared to 2010, and larger proportions went on to complete at least one additional degree.

Figure 1. Highest Educational Attainment, 2010 - 2020

Highest Educational Attainment



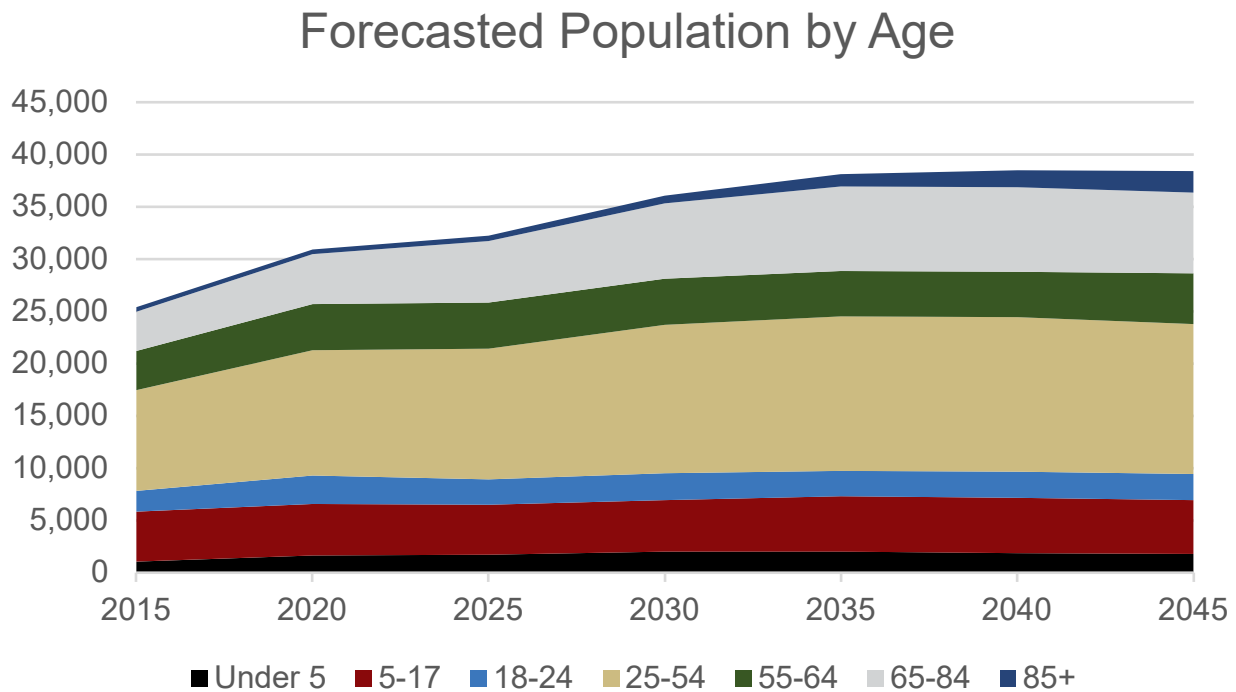
Washington Township 2045 Forecast

SEMCOG creates a forecast for its communities based on current data and trends. Here is what Washington Township can plan for:

More people, and older people

By 2045, the total population is expected to grow 47% (12,164 persons) from 2020 numbers. The total population is forecasted to be just over 36,000 in 2030, and up to 38,521 in 2040. Much of this growth will be among those in the 65-84 and over 85 age categories. Forecasts show that there will be approximately 12,000 people over the age of 60, with 9,813 over the age of 65 and 2,032 over the age of 85. Youth population shares will continue to decrease, with 5,107 and 1,792 youth ages 5-17 and under 5, respectively, expected by 2045.

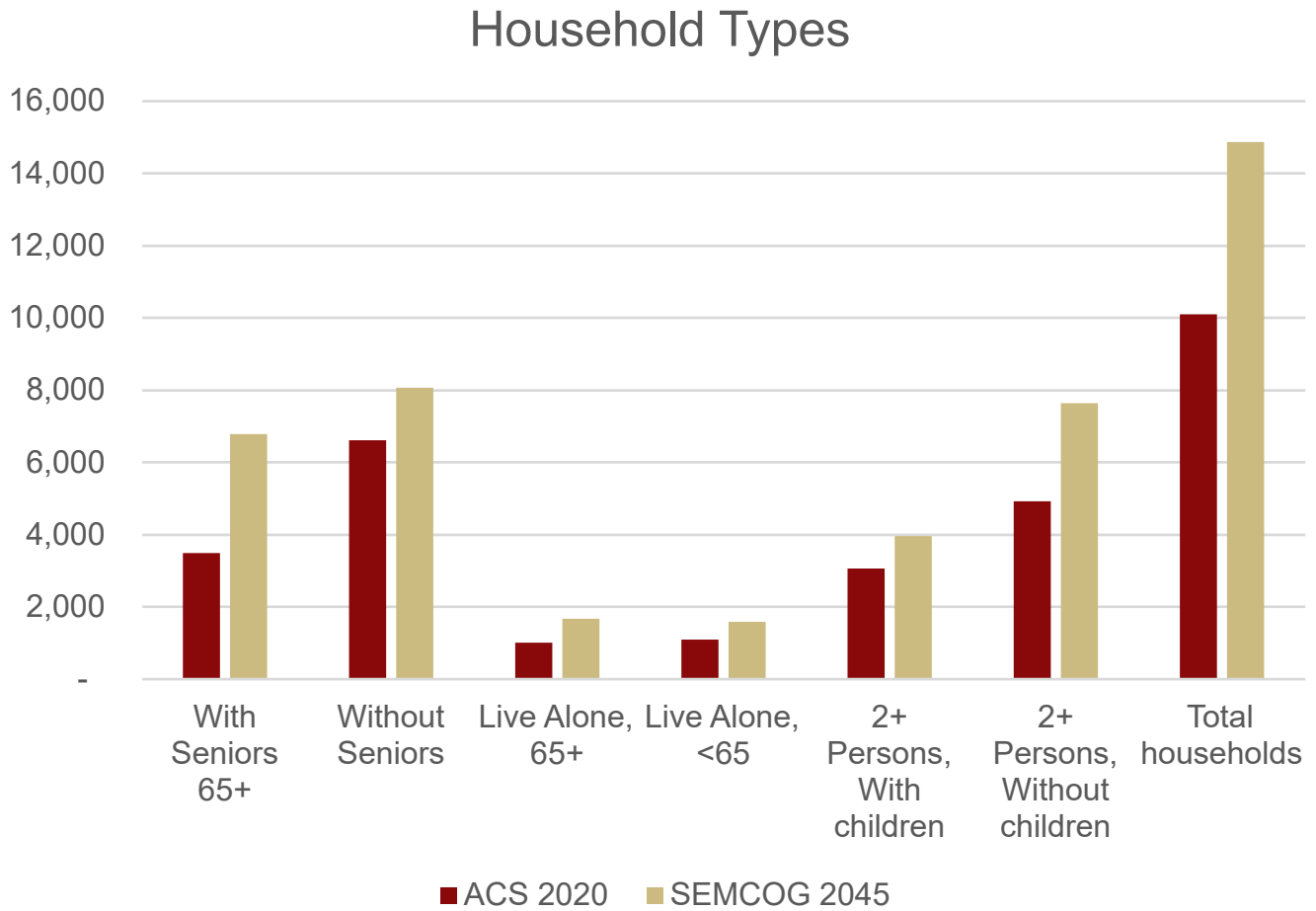
Figure 2. Forecasted Population by Age, 2010 - 2045



An increase in the number of households and a decrease in the number of people in them

The number of occupied housing units in the Township is forecasted to increase from 10,317 counted during the 2020 Census to 14,871. The average household size is expected to continue to fall, from 2.63 persons in 2020 to 2.58 in 2045. A larger share of households will include seniors (65 years or older) and be comprised of two persons without children.

Figure 3. Household Types, 2020 - 2045



Existing Housing

Single-family, owner-occupied housing is the dominant housing type, even though housing values have gone up and rent has not.

Most people live in single family housing, and that is the main type of housing that was built between 2010 and 2020. Most homes are owner occupied. Housing value has increased 1.5% since 2010, while median gross rent has decreased 0.6%. Multi-family units are still a minority of units in the Township, but have growth at a higher rate since 2010.

- 10,104 households
- 2.4% vacancy rate
- \$320,800 median housing value
- 82.4% single-family residences
- 84.6% owner-occupied housing units
- 2.59 average household size

Table 4. Housing Trends, 2010 - 2020

Housing Characteristic	2010	2020	Change 2010 - 2020
Housing Types			
Single unit	6,131	7,344	1,213
Multi-unit	1,760	2,325	565
Mobile homes	726	683	-43
Occupancy Status			
Owner-occupied	7,330	8,549	1,219
Renter-occupied	1,162	1,555	393
Vacant	528	248	-280
Housing Value and Rent			
Median housing value	\$315,939	\$320,800	\$4,861
Median gross rent	\$1,122	\$1,166	-\$6



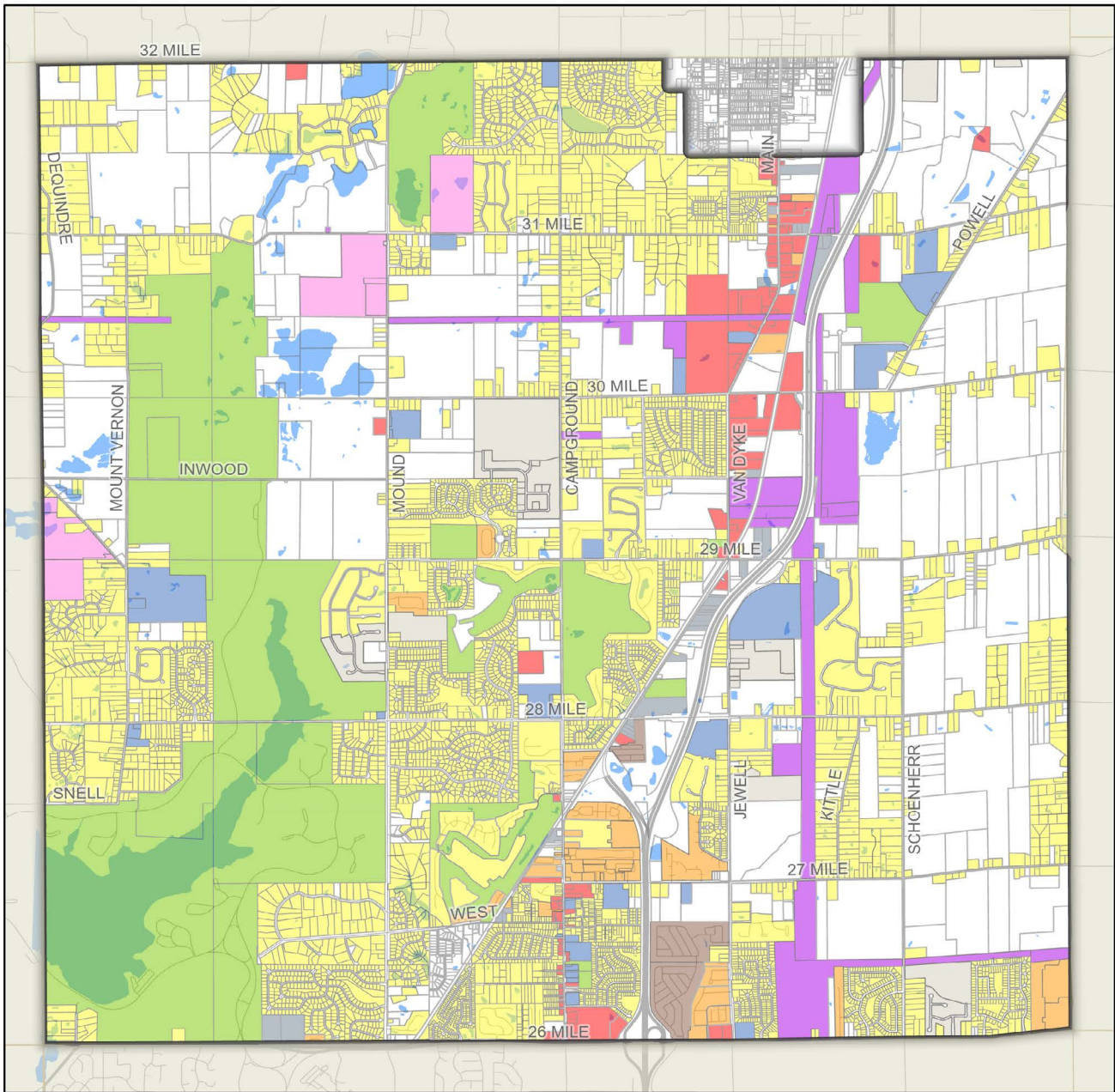
Existing Land Use

Washington Township uses an approach to zoning that generally separates similar land uses by district (in planning, this is referred to as Euclidean zoning). The exception is that the Village District permits residential and commercial uses to occupy different portions of a lot. Generally speaking, Washington Township's land area is dominated by single-family residential uses and agricultural uses in terms of acreage, with large rural estates in most of the western part of the Township, and numerous farms on the east side and upper central part of the Township. Smaller lot subdivisions are concentrated in the central and southern parts of the Township.

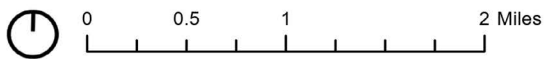
The 26 Mile and Van Dyke corridors are home to most of the commercial development, and the primary industrial corridor runs between Van Dyke and M-53 from 28 Mile Road all the way to the Romeo and Bruce Township lines. The Village area occupies the Van Dyke corridor extending north from 26 Mile to Campground Road. Large areas of the Township are also occupied by the M-53 right-of-way and Stony Creek Metropark. Though M-53 provides regional access to the Township via exits, interchanges, and intersections at 26 Mile Road, 28 Mile Road, 30 Mile Road, and 32 Mile Road, it is also a barrier that inhibits east-west travel across the Township in most places.

[Map 2](#) shows where these various uses occur throughout the Township and [Table 5](#) shows the breakdown of uses in the Township in 2015 and 2020 and how it has changed in that time.

Map 2. Existing Land Use



Data Source: Landuse: Washington Township. Roads and Water Features: SEMCOG 2022. Map Exported: July 27, 2022. ©2022 Giffels Webster.



- | | |
|---|---|
| Single Family Residential | Manufactured Housing |
| Multi Family Residential | Utility |
| Commercial | Mining |
| Municipal | Undefined |
| Recreation | Vacant |
| Industrial | |



WASHINGTON TOWNSHIP
EXISTING LAND USE

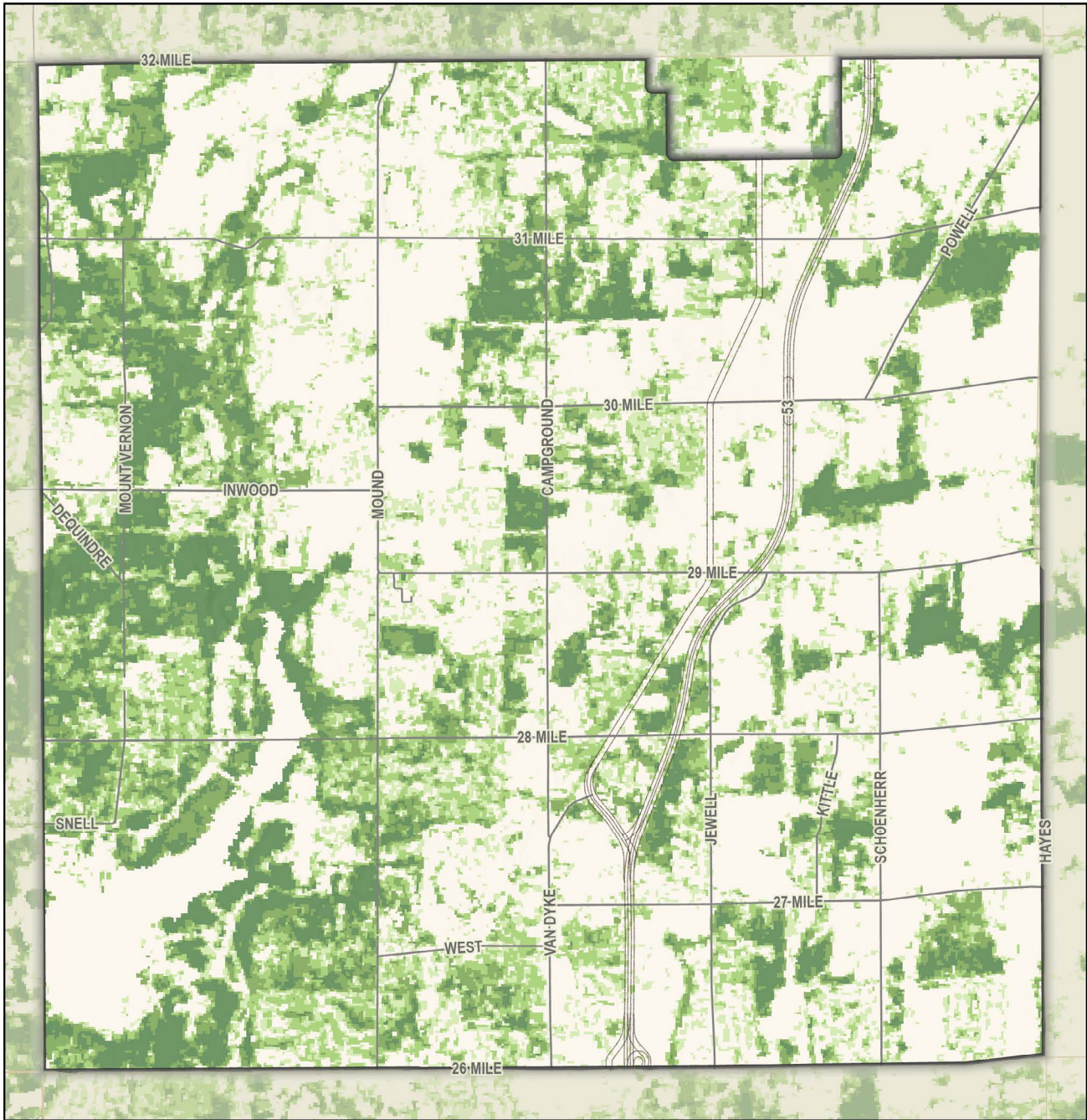


Table 5. Existing Land Use, 2015 - 2020

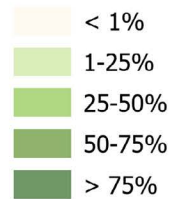
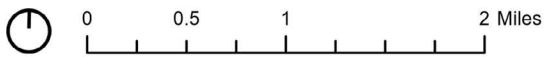
Land Use Type	Acres 2015	Acres 2020	Change 2015-2020	Percent Change 2015-2020
Single-Family Residential	4,111.7	4,382.3	270.6	6.6%
Attached Condo Housing	199.6	198.7	-0.9	-0.5%
Multi-Family Housing	92.7	132.1	39.4	42.5%
Mobile Home	157.7	157.7	0	0%
Agricultural/Rural Residential	9,259.7	8,480.1	-779.6	-8.4%
Mixed Use	48.5	4.5	-44	-90.7%
Retail	263.6	260.2	-3.4	-1.3%
Office	205.7	219.8	14.2	6.9%
Hospitality	21.8	26.9	5.1	23.6%
Medical	33	21.2	-11.8	-35.9%
Institutional	339.5	323.5	-16	-4.7%
Industrial	52.7	52.7	0	0%
Recreational/Open Space	2,890.8	2,979.6	88.7	3.1%
Cemetery	11.6	11.6	0	0%
Golf Course	974.9	933.1	-41.7	-4.3%
Parking	6	6	0	0%
Extractive	9.4	9.4	0	0%
TCU	806	836.8	30.8	3.8%
Vacant	1,205.2	1,774.4	569.2	47.2%
Water	933.1	933.1	0	0%
Not Parceled	1,562.5	1,441.9	-120.6	-7.7%

The maps on the following pages illustrate where the Township's existing tree canopy is located, the current location of woodlands and wetlands, and parts of the Township where impervious surfaces (including buildings, parking lots, roadways, driveways, patios, and other hard ground cover) occupy a significant portion of the land, with lower intensity coverage areas having greater areas of open space.

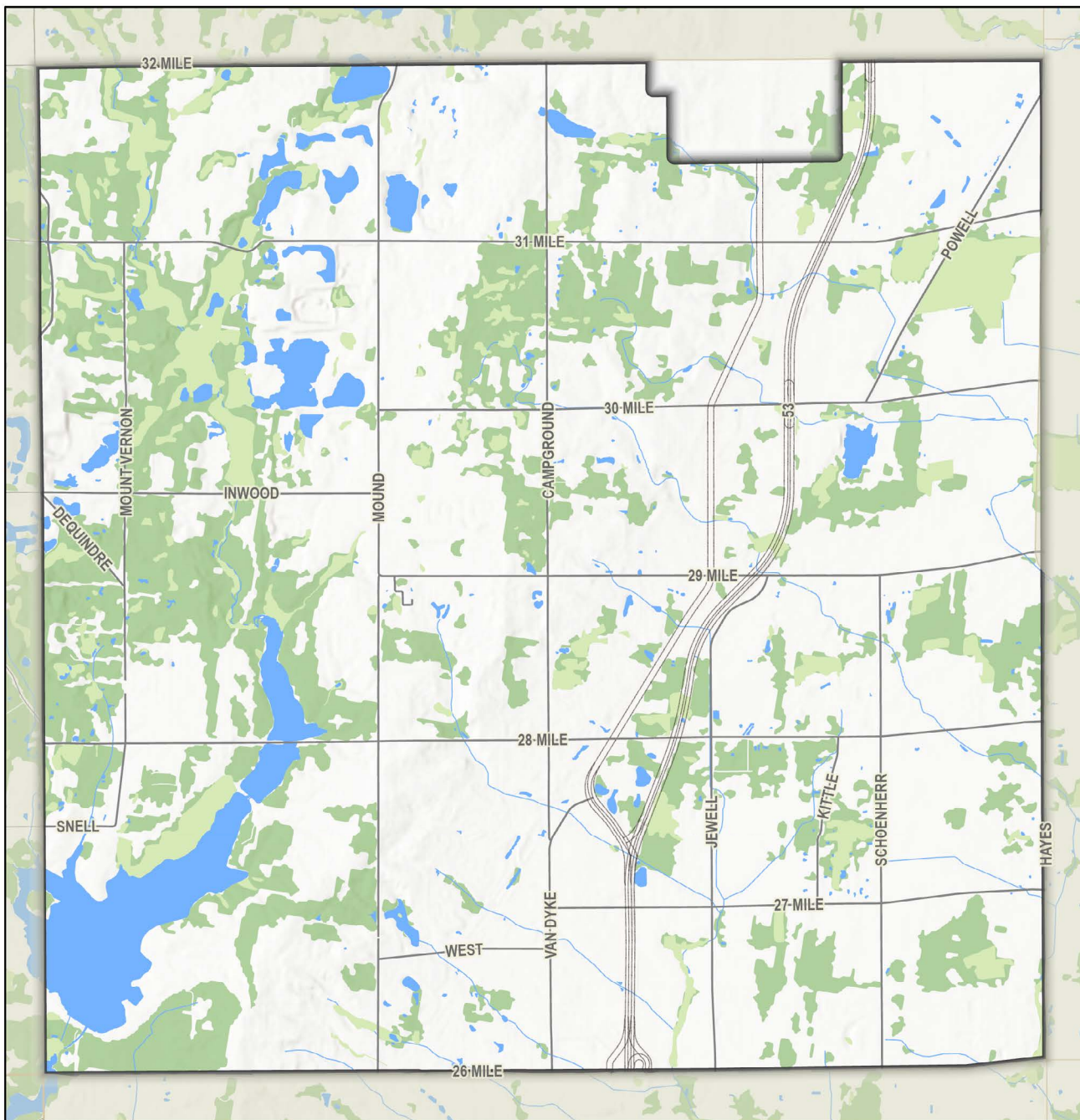
Map 3. Tree Canopy



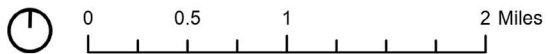
Data Source: Esri, Esri, NASA, NGA, USGS, FEMA. USA NLCD Tree Canopy. Roads and Parks: SEMCOG 2022. ©2022 Giffels Webster.



Map 4. Woodlands and Wetlands



Data Source: Esri, NASA, NGA, USGS, FEMA. Wetlands and Woodlands: National Wetlands Inventory. Roads and Parks: SEMCOG 2022. ©2022 Giffels Webster.

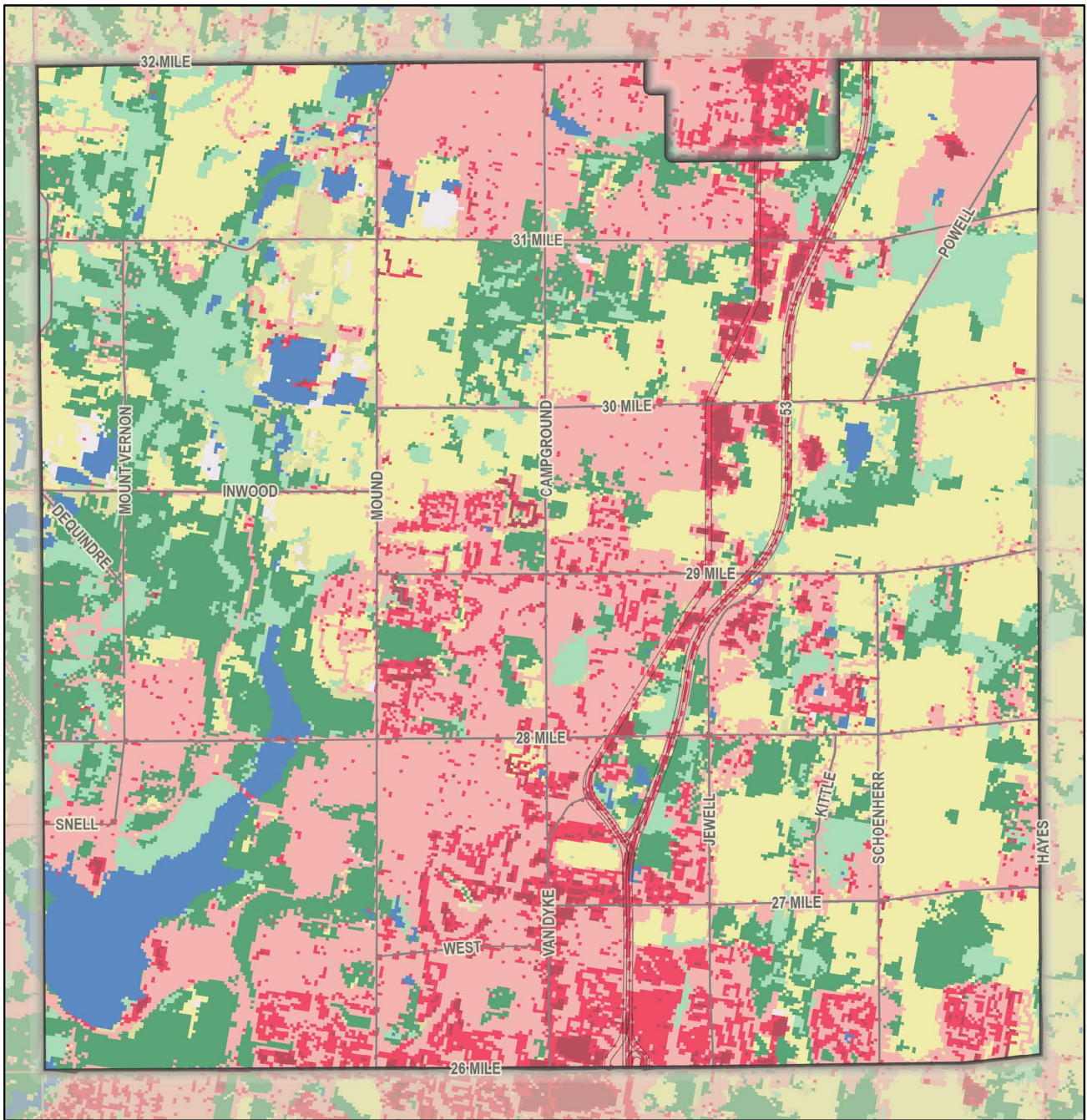


- Woodlands
- Wetlands
- Rivers and Lakes

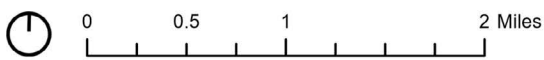


WASHINGTON TOWNSHIP WETLANDS AND WOODLANDS

Map 5. Impervious Surfaces



Data Source: Esri, NASA, NGA, USGS, FEMA. USA NLCD Land Cover. Roads and Parks: SEMCOG 2022. ©2022 Giffels Webster.



- Low Intensity
- Medium Intensity
- High Intensity
- Mixed Forest
- Shrublands
- Grasslands
- Cultivated Crops
- Wetland
- Open Water
- Barren Land



Public Input Summary

As Washington Township set out to create its new Master Plan, it established a two-stage process, with stage one focused on outreach and public engagement, and stage two focused on drafting the plan and providing opportunities for comment. Stage one was built around a series of workshops, each with a different informational purpose. Workshops varied somewhat in format, but each included a presentation on a different topic of interest and allowed for feedback from the public, either in a direct discussion format, or via interaction with displays. The following workshops were held:

October 2021: Kick-Off

This was a kick-off workshop that was intended to explain the purpose of a master plan, the process of creating a master plan, and the various topics to be covered. Some data about the Township was presented at this workshop.

June 2022: Goals & Objectives/Fair Housing

This workshop focused on a discussion of the goals and objectives of the 2005 Master Plan, and included an informational component about Fair Housing.

- Each set of goals and objectives in the 2005 Master Plan was discussed; discussion focused on continued relevance/progress toward each item.
- Broad agreement that this new plan should strive to build an implementation plan that includes concrete action items.

July 2022: Community Facilities

This session focused on community facilities, which includes water and sewer infrastructure.

- Many residents in attendance spoke to preserving natural beauty roads and recognizing the historical character of the Township, particularly in the old Mount Vernon Village area.
- Others called for some portions of the Township to remain in a rural state as growth continues.

August 2022: Industrial Development

The August workshop focused on industrial development and addressed trends in industrial development and land use.

- Industrial development is key to the Township's future economic development and tax base.
- Demand for industrial development is high and anticipated to remain so in the near future.
- There was agreement that industrial planning should consider impact mitigation.

September 2022: Village Center

This session focused on the Village Center area, with discussion revolving around what is going well and what could be going better.

- In general, it was felt that progress has been made, history is being respected, and road widening should be avoided.
- However, traffic remained a major concern and must be addressed in planning.
- Public input indicated support for more concerted efforts, including establishment of a DDA; emphasis on need for a cohesive district.

October 2022: Other Commercial Development

The October workshop focused on our commercial development outside the Village Center area.

- General agreement that more retail/office services are coming to the Township; residents were given the opportunity to tell us what they'd like to see.
- Attention should be given to the look and feel of this development, as well as buffering from neighboring residential uses.

November 2022: Summary Session

This workshop provided a summary of planning efforts to date and laid out a road map for completion of the plan.

2023: Review Study Sessions

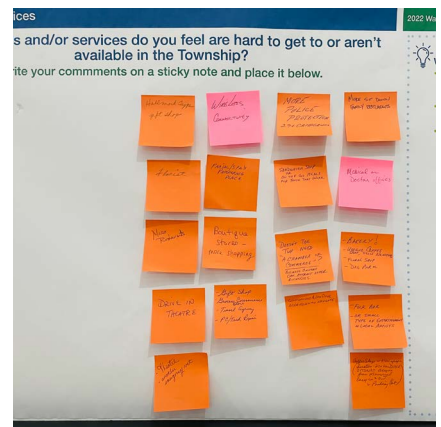
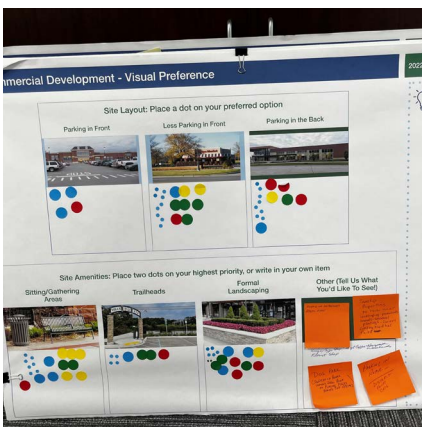
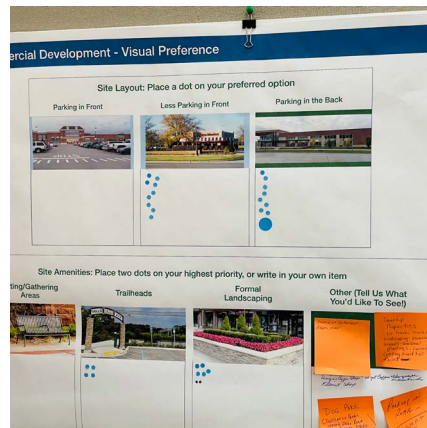
In 2023, the Planning Commission held a series of study sessions prior to its regular meetings to review the public input from 2022 and develop the draft plan. These included a May public workshop to invite comment on the Future Land Use map.

Surveys

The Township conducted three online surveys, each of which was a complement to a workshop. Complete results from each survey are included in the appendix to this plan. Generally, the survey results mirrored the discussion at the workshops.

Final Open House

The final open house drew approximately 40 participants, who provided feedback on the draft and highlighted a few points they want to see included; the draft was updated with many of these points and small corrections.



Review study sessions held in 2023.



Major Themes of Input

The Township conducted three online surveys, each of which was a complement to a workshop. Complete results from each survey are included in the appendix to this plan. Generally, the survey results mirrored the discussion at the workshops, with several major themes emerging:

1. Preserving the Township's natural environment and rural character to the extent possible is important to many residents. Township residents understand that the Township is growing and that, in a sense, it is the current frontier for growth in the M-53 corridor, and most input received called for balancing that growth with consideration for historical resources, terrain, habitat, and agriculture.
2. Traffic is a major concern. Most major roads in the Township are considered by respondents to be at least somewhat dangerous, either due to high speeds, congestion, or other factors. As development continues, finding ways to mitigate vehicle volumes and conflicts, both with other vehicles and other road users (including wildlife) will be an important consideration.
3. Most residents would like to see greater availability of goods and services, entertainment, and other commerce in the Township, but would like it to be concentrated in corridors that already have a relatively high level of development, rather than spreading away from Van Dyke, M-53, and 26 Mile Rd.
4. New development should be in harmony with existing development. For some residents, this means concentrating higher intensity development in specific areas, away from lower-density development, while for others, this means concentrating on transitions between uses that will minimize impacts of new development.
5. The development of a village center remains a worthy goal, but it must consider the external impacts of one area of the Township becoming much more built up than the rest. A central organizing authority for the village center, such as a DDA, may be necessary to guide its development as a cohesive district.

63-Day Comment Period

[comment period has not yet occurred; will be filled in]

Vision, Goals and Objectives





Vision, Goals and Objectives

Based on input received via the 2022 sessions and surveys, the Planning Commission worked to develop an overall vision for the future of the Township, and support that vision with a set of goals and objectives that capture where we feel the Township is going, and what needs to be done to get there.

Vision Statement

As Washington Charter Township continues to grow, new development will occur in a planned manner that respects the history, natural environment, and rural character of the community and preserves agricultural uses even as it acknowledges the need for progress. Washington Township's future will be built on a strong, diverse economy, housing opportunities that serve an array of needs, a high quality of life, and well-managed growth.

Goals and Objectives

Goals are general statements about how the Township where the Township wishes to go over the next five to twenty years, and the supporting objectives of each goal add specificity, addressing sub-topics.

1. **Economic Development.** The Township will work to make itself attractive to businesses with the potential to provide professional employment opportunities, and plan to provide land for their facilities.
 - a. Track the supply of available land for industrial and commercial development, and ensure that an adequate supply exists.
 - b. Develop a comprehensive capital improvement plan that accounts for the provision and maintenance of critical infrastructure to support commerce.
 - c. Work with the County to target industrial investment in the Township.
 - d. Pursue the expansion of broadband service to underserved areas of the Township.
2. **Access to Services.** The Township will ensure that land is available for commercial development that provides services to residents in appropriate locations.
 - a. Concentrate commercial and industrial development in the primary non-residential corridors around Van Dyke and M-53, and along 26 Mile Road.
 - b. Facilitate the redevelopment, modernization, or revitalization of older commercial properties to prevent gaps in service from arising.
 - c. Work with businesses via zoning and other methods to permit outdoor uses, such as dining terraces, in a way that balances commercial demands with aesthetic concerns and the needs of nearby residents for a peaceful environment.



3. **Housing.** The Township will provide and permit housing that serves a variety of needs, facilitates aging in place, and offers a high level of quality and aesthetic appeal.
 - a. The Township will ensure that its zoning ordinance facilitates the construction of senior housing.
 - b. The Township will permit state-licensed residential care facilities and make reasonable accommodations for housing the disabled.
 - c. Where possible, the Township will seek opportunities to provide housing that is attainable for a variety of income levels.
4. **Environmental Quality.** New development and redevelopment, when it occurs, will respect the natural environment and preserve its important features to the maximum extent possible.
 - a. Evaluate environmental regulations regularly to ensure they are accomplishing their stated goals.
 - b. Work to preserve a dark night sky by evaluating lighting regulations.
 - c. Protect the Clinton River watershed from pollution.
 - d. Evaluate the effectiveness and enforceability of the Township's performance standards for industrial and commercial development.
 - e. Use open space preservation options in the Zoning Ordinance to preserve wetlands and important woodlands and topography. Consider an ordinance to protect wetlands not regulated by EGLE.
 - f. Consider an ordinance to address repair and maintenance of septic fields.
 - g. Consider implementing more green infrastructure on development sites that will pre-filter runoff and reduce the burden on the storm sewer system.
 - h. Develop standards for the appearance and landscaping of detention ponds to make these feel more integrated into the natural topography of the site; strive for a more natural look to these site features.
 - i. Develop regulations for large solar energy installations.
5. **Transportation.** The Township's road and pathway system will provide safe and efficient circulation for all users, including pedestrians, bicyclists, and drivers. Road design will respect the context of the area surrounding the road.
 - a. Prioritize public safety in all transportation planning.
 - b. Use traffic studies and development impact statements to manage the growth of traffic in high-development areas.
 - c. Consider ways to provide paths for vehicular travel that are not concentrated on principal thoroughfares.
 - d. Continue to require and built out the Township's multi-use pathway system.
 - e. Manage site access to improve traffic safety. Consider the role that cross-access and frontage or backage roads might play in reducing turning movements onto and off of major thoroughfares.
 - f. Encourage or require pedestrian connections between neighboring subdivisions, and pedestrian circulation within subdivisions.
 - g. Incentivize the provision of bicycle parking facilities in commercial and mixed-use developments.
 - h. Engage with state and county authorities for improvements in access to and across M-53, with an emphasis on safety and mobility within the Township.
 - i. Continue to provide more access points and trailheads for the Macomb-Orchard Trail.

6. **Community Facilities and Services.** The Township will provide high-quality facilities and services that meet the needs of current and future residents and businesses.
 - a. Plan to accommodate coming growth by acquiring land for future facilities, understanding areas of future demand, and engaging in capital improvement planning for those future facilities.
 - b. Maintain an up-to-date Parks and Recreation Plan and monitor opportunities for grants to improve or acquire new facilities. Consider small area parks as well as larger facilities that serve the whole Township, and continue to work with Bruce Township and Village of Romeo on collaborative efforts to provide recreation facilities.
 - c. Continue to provide information to residents in an open, transparent manner through the Township website.
7. **Unique Places.** The Township will recognize its unique areas and sites, including its historical, agricultural, natural, and principal commercial or mixed use areas and support their future development in accordance with each of their needs and characters.
 - a. Support the survival of existing agricultural uses by enabling reasonable agribusiness and agritourism uses and supporting farm-to-table uses.
 - b. Encourage the development of relationships between the local agricultural community and business community, to support local food production.
 - c. Protect the Township's historical assets, including historic buildings, districts, and scenic areas.
 - d. Invest in improvements to the Village Center area that will help create a cohesive district. Consider establishing a DDA and TIF district to finance and direct these improvements.
8. **Harmonious Development.** Where more intense uses are developed close to less intense uses, screening, setbacks, and other measures will be used to ensure that potential negative impacts are minimized.
 - a. Review landscaping and screening standards, including wall and fence requirements, to ensure that they truly provide an effective buffer between disparate uses, and that landscaping treatments are consistent throughout the Township.
 - b. Ensure that screening landscaping is maintained in good health, and replaced when necessary.
 - c. Where natural vegetation can be preserved to provide a buffer between uses, regulations should encourage and facilitate that preservation.
 - d. Analyze the physical relationships between zoning districts and provide for transitional zoning where possible.
 - e. Review lighting, noise, and nuisance regulations to reduce the impact of more intensive uses on less intensive uses.



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Community Facilities Plan





Community Facilities Plan

Goal: Community Facilities and Services

The Township will provide high-quality facilities and services that meet the needs of current and future residents and businesses.

- Plan to accommodate coming growth by acquiring land for future facilities, understanding areas of future demand, and engaging in capital improvement planning for those future facilities.
- Maintain an up-to-date Parks and Recreation Plan and monitor opportunities for grants to improve or acquire new facilities. Consider small area parks as well as larger facilities that serve the whole Township, and continue to work with Bruce Township and Village of Romeo on collaborative efforts to provide recreation facilities.
- Continue to provide information to residents in an open, transparent manner through the Township website.

Overview

One of the main responsibilities of local government is to provide community facilities and services for its residents and businesses. Residents and business owners assess the availability and quality of these services in deciding to locate and stay in the Township. Community facilities in Washington Township include:

- Utilities
- Public Safety
- Parks and civic spaces
- Transportation network
- Municipal buildings (e.g., Township Hall, Library, Public Works, etc.)
- Schools (separate jurisdictions from municipalities)

The Master Plan considers the effect of population and economic growth on the Township's ability to provide essential public facilities and services for its residents and businesses. Understanding growth and future needs helps the community plan for the future; the Master Plan is a resource document for the Capital Improvement Plan

In the previous Master Plan, the goals for community facilities were:

- Community facilities and parks will be accessible, functional, and appropriate to all areas of the Township.
- Township and other governmental developments (schools, libraries, etc.) will provide a model in terms of architecture, layout, landscaping, etc. for private sector developments.
- A wide array of governmental, recreational, community-oriented services will be available to facilitate the diverse needs of Washington Township residents.
- The Township will continue to provide high quality services.



Inventory

Fire

Fire protection and emergency medical assistance in the Township is provided by the Washington Township Fire Department. About 70% of the department's services provided are for emergency medical assistance.

The Fire Department is responsible for reviewing and updating fire stations, and conducted its most recent study in 2015. The study identified "target hazards" – properties that may not have sprinklers and high-occupancy buildings – as well as water service to understand where demand may occur in the future. Following that study, a third fire station was constructed at 28 Mile and Mound Roads. Service capacity will continue to be monitored, and the Township has acquired land for a future station at 30 Mile and Powell Roads.



Police

Washington Township contracts with the Macomb County Sheriff's Department for full-time deputies to patrol the Township, 24 hours a day, seven days a week. The Sheriff and Michigan State Police provide other routine patrols; Michigan State Police also regularly patrol M-53.



Police services in the Township are provided by the Macomb County Sheriff's Office and Michigan State Police.

Library

Library services are provided to Washington Township residents by the Romeo District Library. The main library is the Graubner Library, located on Van Dyke Road, north of 30 Mile Road in Washington Township. The Kezar Branch Library is located in downtown Romeo. The library is funded through property tax millages, a Friends group and the Roland W. Graubner Endowment Fund. The library has worked to adapt to the times, offering 24-hour pickup of reserved materials, scheduled home delivery, curbside pickup, and ebook and streaming services, among other services.

Public Water System

The provision of a public water system has been essential to enabling the development of the southern and central portions of Washington Township. Many miles of new water main have been installed in the last five years, and water is available in many portions of the Township where development has not yet intensified over the historical development already present. The Township's primary water supply is a Detroit Water and Sewerage Department main extending through the Township roughly parallel to the Macomb-Orchard Trail.

The water district planned for in 2000 and incorporated by reference into the 2005 Master Plan is carried forward in this plan (see [Map 7](#)). This plan has been partially implemented, with several other projects due to occur in the near future. Currently the Washington Township 5-year and 10-year water capital improvement plan includes extensions and loops along 31 Mile Road, 28 Mile to the west and the Van Dyke industrial corridor between 28 and 29 Mile. The Township's water system may make a third connection to the Great Lakes Water Authority system in the next 5 years. There is also an additional booster station in the preliminary design stage for the northwest quadrant of the Township. Properties not served by water are served by individual wells.

Public Sanitary Sewer

Sanitary sewer service was first provided in Washington Township in 1971 after the failure of numerous septic systems prompted the State Health Department to require it. Since then, the sanitary sewer system has grown, and now the sanitary sewer district covers about a third of the Township in the south-central area, with the planned future sewer district covering the remaining eastern half (see [Map 7](#)), where soil conditions are generally poor for septic systems.

The Washington Wastewater Treatment Plan (WWTP) became operational in 2020, which will facilitate some system expansion into the future sanitary sewer district. A study has been completed to confirm the capacity of the existing central district, and additional capacity downstream (south of 26 Mile Road) was found to be needed prior to any expansion of the central sewer district. No expansion is therefore planned in the near term.

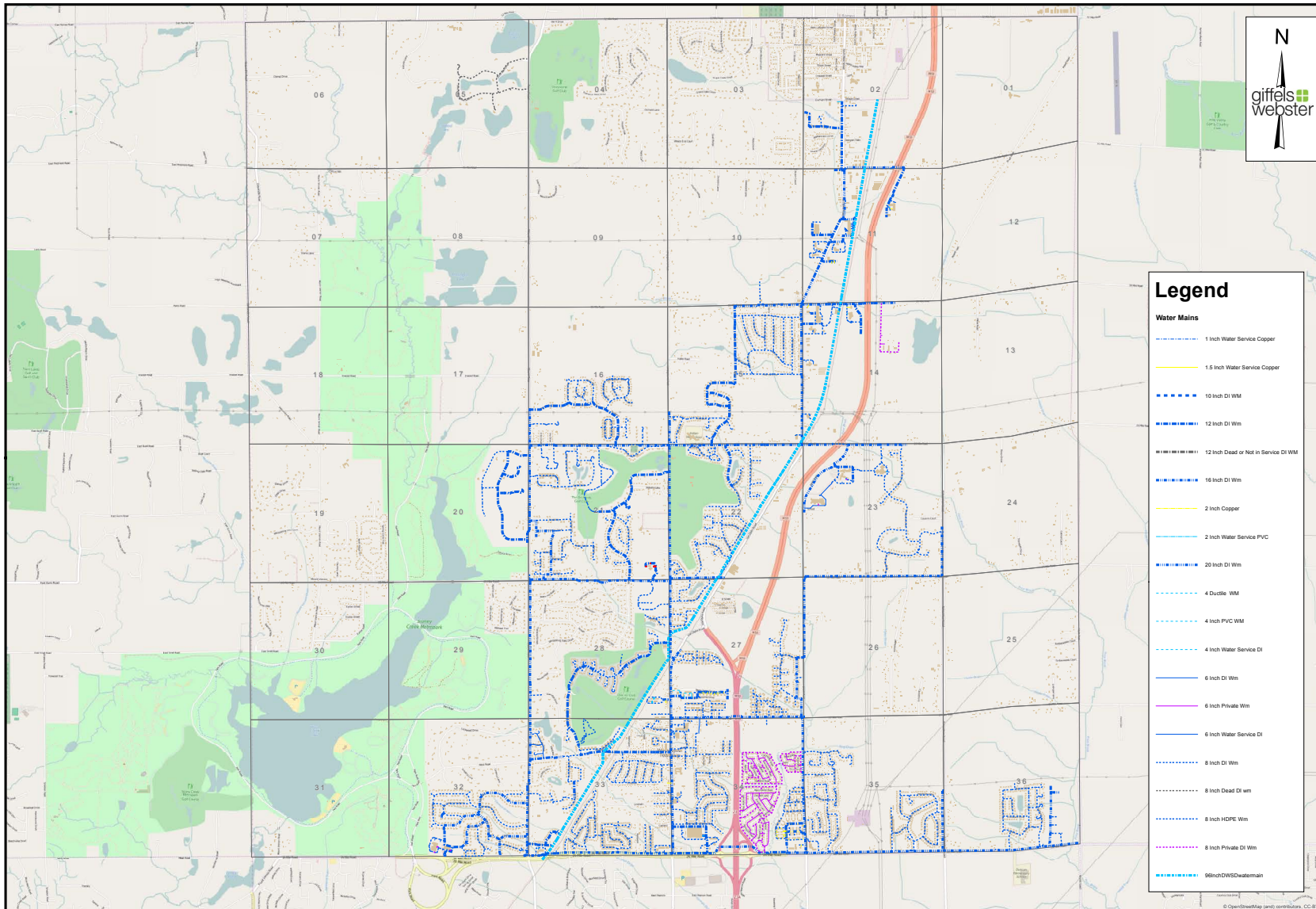
The 5-year capital plan includes a pump station on Jewell Road and a relief sewer. This plan adds no new land to either the central sanitary sewer district or future sanitary sewer district. Properties not served by the sanitary sewer system will continue to be served by septic systems.

Stormwater is handled by the Macomb County drain system, and Township stormwater regulations now require a certain amount of stormwater detention on-site for any new development. Washington Township falls within the Clinton River Watershed, and includes portions of three subwatersheds.



Map 7. Properties Served by the Public Water System

Washington Township Water System



Legend	
Water Mains	
	1 inch Water Service Copper
	1.5 inch Water Service Copper
	10 inch DI WM
	12 inch DI Wm
	12 inch Dead or Not in Service DI WM
	16 inch DI Wm
	2 inch Copper
	2 inch Water Service PVC
	20 inch DI Wm
	4 Duittle WM
	4 inch PVC WM
	4 inch Water Service DI
	6 inch DI Wm
	6 inch Private Wm
	6 inch Water Service DI
	8 inch DI Wm
	8 inch Dead DI w/m
	8 inch HDPE Wm
	8 inch Private DI Wm
	96inchDWSDeabman

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 F: (586) 781.8951
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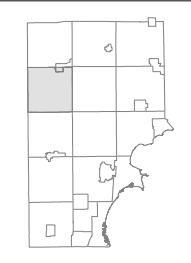


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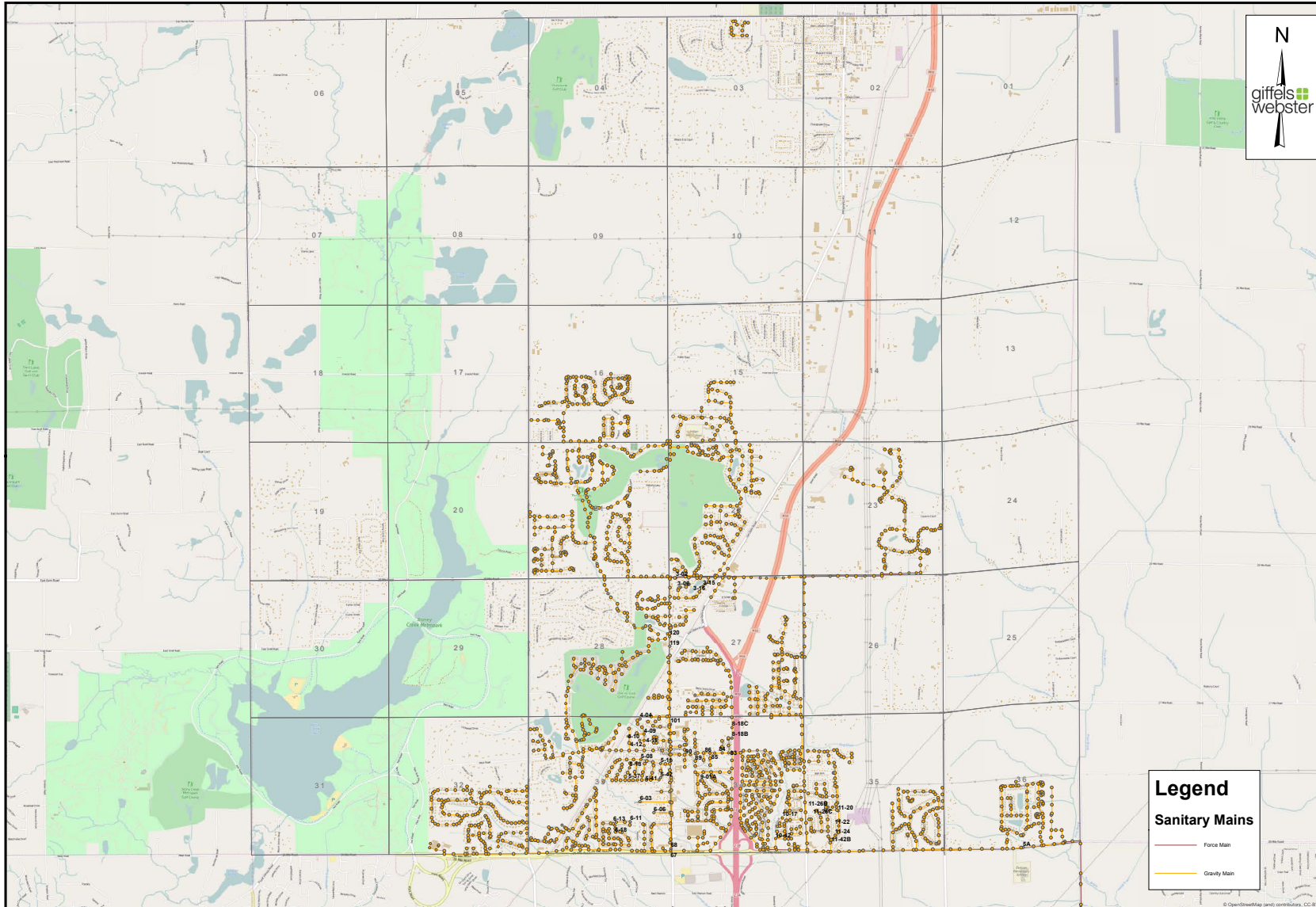
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Location Map-Washington Township



Map 8. Washington Township Sanitary Sewer System

Washington Township Sanitary Sewer System



Legend
Sanitary Mains
Force Main
Gravity Main

giffels webster
Engineers
Surveyors
Planners
Landscape Architects
Environmental Specialists
6303 26 Mile Road
Washington, MI 48094
P: (586) 781.8950
F: (586) 781.8951
www.giffelswebster.com

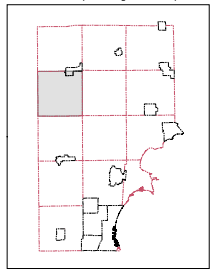


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Location Map-Washington Township



Broadband

Broadband internet, including high speed cellular, or satellite internet, is an increasingly essential service for daily life and business. During the COVID-19 pandemic, many employers enacted work-from-home policies, some of which have continued past the end of the public health emergency. This often required these workers to be able to attend virtual meetings or access servers remotely, activities that are difficult without high-speed internet. Several areas of the Township are not served by broadband providers, or are served only by cellular or satellite broadband, with 7% of households served by only one provider. Lack of coverage has become an economic liability for the homes located in unserved or underserved areas. Coverage has grown recently, and according to SEMCOG:

- 98% of Washington Township households have broadband available
- 2% are unserved by broadband
- 91.9% of households use broadband
- Nearly 8% of households do not have internet
- 15.8% of households do not have a desktop or laptop computer
- One percent use only a smart device

Extending terrestrial broadband coverage to all Township residents is a priority for the Township.

Electric Vehicle Charging

Electric vehicles are a small portion of the overall auto market as of 2023, but they are growing as a share of the market very rapidly. According to the International Energy Agency, globally, electric vehicles grew from 4% of the global market in 2020 to 18% of the global market in 2023 to date. Domestically, EVs make up roughly 7% of the US market, a figure that is expected to rise rapidly over the next several years (it is also somewhat skewed by California, where EVs comprise 18% of all new vehicle sales).

The State of Michigan is working to make it easier to find public charging stations throughout the state as they proliferate. Macomb County is planning to build out an EV charging network. At present, the county has just four Level 3 high speed chargers and 29 total charging stations.

While most drivers do the bulk of their vehicle charging at home, ensuring that drivers of electric vehicles have some options for charging in the Township will be important for the community's future ability to attract and accommodate visitors.

The Township should consider whether to pursue grant funding for charging stations on public property, and also ensure that private property owners are able to install charging stations without excessive hurdles. The Township may also wish to consider the future marketability of new multi-family projects and investigate encouraging or requiring the installation of conduit for charging stations up front to lower the future cost of installation; EV owners will not want to live in complexes where their vehicles cannot be charged.

SEMCOG and the State of Michigan have both developed resource guides for EV charging. SEMCOG's online [Community EV Toolkit](#) offers thorough background information, including a [Community EV Readiness Guide](#).

Solar Energy Systems

According to the Solar Energy Industries Association, Michigan is 24th in the nation in terms of total installed solar generating capacity. Energy providers are seeking large tracts of land for solar installations across the states as they work to meet renewable energy goals, and the Township recently updated its zoning ordinance to prepare for potential applications for utility-scale systems, as well as smaller ground-mounted systems. As of 2021, the solar energy sector employed over 3,300 people in Michigan, spread across 178 companies, with nearly half a billion dollars invested in that year. Washington Township seeks to strike a balance between permitting these systems and preserving agricultural uses and rural atmosphere.

Parks & Recreation

Romeo, Washington, and Bruce Township have a joint Parks & Recreation Department that provides parkland and programming for all three communities. The department's current framework was established in 2022, and the agency is overseen by a board of commissioners comprised of a board or member from each township and residents at large. The agency is managed by a director and has several full- and part-time staff and temporary employees. Parks & recreation funding will be provided through millages in both townships.

The Parks & Recreation Commission is working on a draft Parks & Recreation Master Plan as of September, 2023. The draft Parks & Recreation Plan identifies eight parks or potential park properties in Bruce Township and Romeo, and the following recreation facilities in Washington Township:

- Gilcher-Crissman Ball Fields/Park (40 acres)
- Washington Community Park & Senior Center (8 acres; the Senior Center is part of the Township Hall)
- Macomb Orchard Trail Parking (aka the Aikman Property) (5.4 acres)
- Washington Memorial Park (0.46 acres)
- Washington Township Vacant Property (200 acres – 120 publicly owned) at 30 Mile and Powell

Recreation facilities at Romeo High School, Washington Elementary, Hevel Elementary, and Indian Hills Elementary, all of which are operated by Romeo Community Schools, are also available for Township residents to use. The Township is working to build out an extensive 8-foot pathway system that will provide safe walking and biking routes through much of its area. Several private recreation facilities, including Glacier Club, the Orchards, and Greystone golf clubs, and Total Sports, call the Washington Township home. Many subdivisions also incorporate private recreational open space into their designs.

Regional Facilities

Washington Township also contains a segment of the Macomb Orchard Trail, a paved, 23.5-mile shared-use trail that is part of a larger, fast-growing regional biking and walking trail network. The Trail is managed by the Macomb Orchard Trail Commission with representation from a Washington Township trustee. The trail can be accessed from several existing trailheads in the Township, and the Township requires connections to the trail from new developments alongside it. New trailheads on private property are also routinely sought as new sites along the trail are developed or redeveloped.

Stony Creek Metropark occupies a large portion of the Township's southwest and is part of the larger Huron-Clinton Metropark. The park is centered on Stony Creek Lake and features multi-use paths, hiking trails, mountain bike courses, beaches, a boat launch, numerous picnicking areas, a dog park, pavilions, golf, and disc golf; entry requires a Metropark pass.

Together with the Township's handful of remaining orchards with you-pick options, these facilities are drivers of tourism, drawing visitors to the Township throughout the year, but especially during the non-winter months. Finding ways to create connections between these attractions and the wider community is a key to the Township's future economic development.



Schools

Washington Township is served by three school districts:

- The Romeo Community School District covers the majority of the Township, and four of its schools are located in Washington: Romeo High School, Washington Elementary, Hevel Elementary, and Indian Hills Elementary. Enrollment in the district has been steady for the last ten years, around 5,000 students, peaking in 2012 at 5,318 students.
- Rochester Community School District serves the part of the Township lying west of Stony Creek Metropark and south of Inwood Road. Enrollment in the district has been steady or the last ten years around 15,000 students, peaking in 2019 at 15,477 students.
- The Utica Community School District serves two small portions of the Township along 26 Mile Road. Enrollment in the district is generally stable but down to 25,875 students from its peak in 2012 of 28,660 students.

As the Township grows over the next 20 years, enrollment may increase, resulting in a need for greater classroom capacity, though as household sizes continue to decline and the population overall continues to age, it is likely that the growth of the student population will not be as rapid as in decades past in rapidly growing communities.



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Housing Plan





HIGH POINT
Construction Co.
Licensed & Insured
586.532.1644
P.O. Box 1000, Grand Rapids, MI
www.highpointconstruction.com

Housing Plan

Goal: Housing

The Township will provide and permit housing that serves a variety of needs, facilitates aging in place, and offers a high level of quality and aesthetic appeal.

- a. The Township will ensure that its zoning ordinance facilitates the construction of senior housing.
- b. The Township will permit state-licensed residential care facilities and make reasonable accommodations for housing the disabled.
- c. Where possible, the Township will seek opportunities to provide housing that is attainable for a variety of income levels.



Housing in Washington Township

The first non-native settlers to move into the area that is now Washington Township were farmers, and farmhouses were predominant for much of its early history. What is now the Village of Romeo grew rapidly beginning in the 1820s, and few small concentrations of residences grew up in the Mount Vernon, Clifton Mills, and Washington areas, and gradually more rural estates were built. Development in the Township has been accelerating for the last several decades, and subdivision development has occurred throughout the middle and south of the Township, including some multi-family and manufactured housing development. Today, most Washington Township residents own their homes (88% as compared to 64% nationally) and live in detached single-family residences. This plan seeks to respect the tradition and history of the area while also finding ways to provide a variety of housing options and provide attainable housing for a range of household types and income levels.

Aging in Place

As Washington Township's population gets older on average, it is following a pattern seen across the country. Many seniors will seek to remain in their homes for as long as possible, but eventually many will seek to downsize or move into housing where their needs are met and that provide social opportunities in common areas. Generally, seniors moving to different housing prefer to remain in the communities where they've established roots and may have family and friends nearby. Communities must plan for the growing senior population and ensure that seniors will have options for remaining in the area.

In general, the zoning ordinance seems to anticipate that senior housing will come in the form of convalescent homes and assisted living facilities, but these are only a small portion of the overall senior housing picture. Many empty nesters simply look to downsize and/or move to areas with more activity or where their homes will require less maintenance. Broader thinking about the types of housing that are permitted is needed to serve this market. Things Washington Township should consider to adapt to shifting demand follow:

- **Cottage court development for active seniors.** A cottage court arranges small units around a central common area that promotes socialization among residents; units may be clustered on the lot and are typically ranches or ranches with lofts; offering a density bonus for 55+ cottage court communities could potentially incentivize their development without placing an undue burden on surrounding thoroughfares, as the units tend to generate less traffic than typical subdivision households.
- **Accessory dwelling units.** Accessory dwelling units have a long history. "Granny flats," "carriage houses" and other secondary dwelling units sharing a lot with a primary dwelling unit were once common, and became less so in the late 20th century as subdivision bylaws and zoning ordinances prohibited them. These units, which can either be part of the principal building, or a separate building, including a floor above a detached garage, are making a slow comeback, and can fill in gaps in the housing market for small units to accommodate older parents or younger adults not yet established in their own homes. These do not exclusively serve the senior market, but can help provide alternatives to leaving the area or moving to a congregate facility.
- **Facility size.** While it may be most appropriate in the context of Washington Township's overall development picture to keep large facilities in the districts where they are currently permitted, it may also be appropriate to consider smaller facilities elsewhere, or to establish locational criteria for larger facilities in more districts.

Attainable Housing

Thriving communities provide a wide spectrum of housing options to support all residents. The availability of "attainable" housing helps accommodate everyone from young adults who are just beginning to live on their own, to older residents looking to downsize while staying in the community. While there is no universal definition of "attainable housing," the term is defined by the Urban Land Institute as "nonsubsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI)." Owner-occupied attainable housing has an analog in rental housing. Nearly half of renter households are cost-burdened.

Overview

In many communities, many households, including those of many young adults and the elderly, have limited housing options due to a combination of their lower income levels and the pricing and availability of housing. This kind of financial challenge can impact people of all ages.

The general rule of thumb based on guidance from the U.S. Department of Housing and Urban Development is to spend a maximum of 30% of a household’s income on housing costs, yet many people find themselves spending more on housing, leaving less of their income available for other household expenses. Finding attainable housing can be challenging and this can stress family finances, especially when those households are already carrying large debt loads.

Figure 4 demonstrates that nearly half of all renter households and about a quarter of owner households are cost burdened. Cost burdened is defined as households spending more than 30 percent of income on housing. In 2001, only slightly more than 40 percent of renters were cost burdened.

Housing costs are on the rise. According to the National Association of Home Builders, the median price of a new home was \$375,000 in March 2020, up from \$325,100 in October 2018. The median price for existing homes was

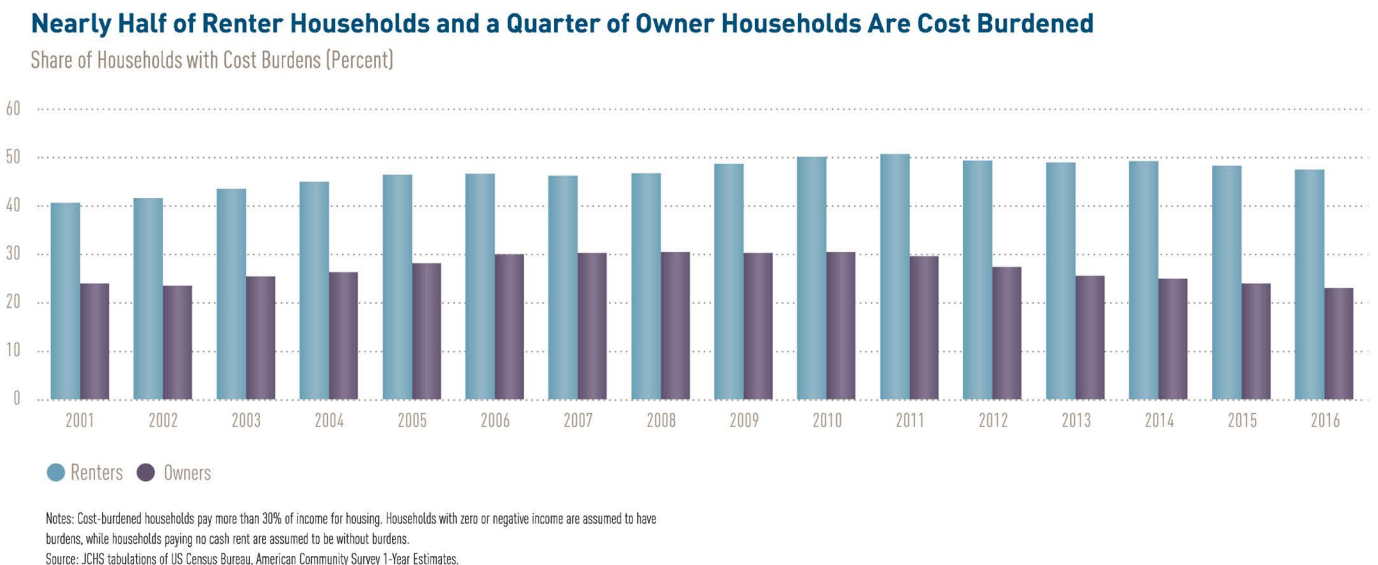
\$280,600, up from \$257,500 in 2018. The cost of new construction is driving the overall cost of housing higher.

The supply of multifamily for-sale housing is decreasing. Multifamily for-sale housing has historically represented about 20 to 25 percent of total multifamily permits. This type of housing is often more attainable because of its lower cost. In the past eight years, multifamily for-sale housing has represented 6 to 7 percent of total permits, reflecting a significant post-Great Recession decline.

New construction has delivered larger homes with more bedrooms even though household size was dropping. “Although one- or two-person households make up more than 60 percent of total households, nearly 50 percent of the homes delivered are four bedrooms or more. Less than 10 percent of the homes offer fewer bedroom options like one and two bedrooms,” as noted by ULI.

The same ULI report notes that small housing, under 1,400 square feet, has historically represented about 16 percent of new construction, but in the last cycle, it has averaged closer to 7 percent. When combined with the next size category, 1,400 to 1,800 square feet, the overall distribution of “small homes” has declined from just under 40 percent to 22 percent. Homes over 2,400 square feet have increased from 32 percent to 50 percent of new construction since 1999, according to the ULI.

Figure 4. Share of U.S. Households with Cost Burdens, 2001-2016



Source: Joint Center for Housing Studies, Harvard University



What Does This Mean for Washington Township?

As noted above, attainable housing has been defined as non-subsidized, for-sale housing that is affordable to households with incomes between 80 and 120 percent of the area median income (AMI).” The Detroit metropolitan area median family income for 2020, which is used by the U.S. Department of Housing and Urban Development for housing reports and applies to Macomb County, was \$78,500.00.

Median family income is typically higher than median household income. A family consists of two or more people compared to a household, which may only consist of one person. The numbers below and in [Figure 5](#) are based on providing attainable housing in the Detroit regional market:

- 80% of the median family income = \$62,800.00. With 30% of income spent on housing, \$1,570 per month is available. A home valued about \$245,000 is attainable at this income level.
- 120% of the median income = \$94,200.00. With 30% of income spent on housing, \$2,355 per month is available. A home valued about \$370,000 is attainable at this income level.

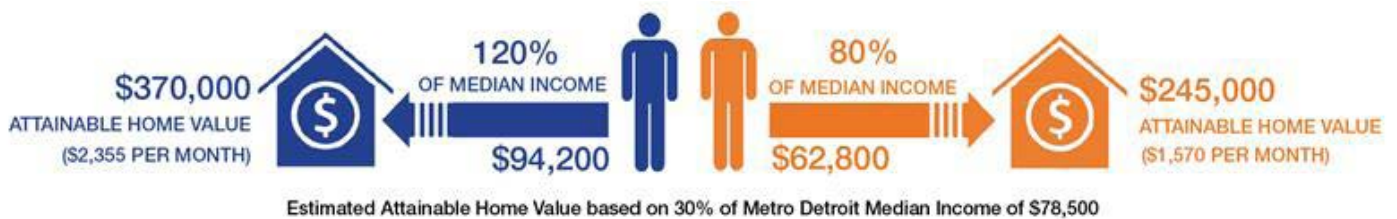
The median sale price for a home in the metro Detroit real estate market in March 2020 was \$220,600.00. With

10 percent down, a family income of about \$62,000 is necessary for a home of this median price.

The average price for a single-family home of new construction in Southeast Michigan was \$376,600, which is substantially higher than the median home value. It is also higher than the national average of about \$325,100 (2018). To buy a new construction home valued at \$376,600, a family household income of about \$96,000 is required, which is just outside the range of attainable housing regionally (see [Figure 5](#)).

Washington Township’s 2020 median household income of \$93,883 is just short of this number, but on the whole, more Washington Township households find Southeast Michigan’s median home price attainable than in the larger region. Housing prices have continued to rise since these reports were released. According to Rocket Homes, the median sold price in Washington Township from August, 2022, to August, 2023, was \$418,333, or \$199 per square foot. This price decreased \$6,666, or 1.6% over that timeframe. From mid-2022 to mid-2023, Rocket Homes also assessed that Washington Township went from being a seller’s market to being a buyer’s market, based on the time listings remained on the market and a comparison of sale prices to list prices. In August, 2023, 50% of the 28 homes sold in Washington Township sold below the asking price.

Figure 5. Attainable Housing in Metro Detroit, 2020



Other Factors in Affordability

Housing costs cannot be considered in isolation. Transportation costs can also be a substantial economic burden. In the Southeast Michigan (SEMCOG) region, 29 percent of income is spent on housing and 23 percent is spent on transportation (52 percent total). The Center for Neighborhood Technology's Housing & Transportation Index considers a household spending more than 45% of its income on a combination of housing and transportation to be cost-burdened. The CNT further found that when considering housing costs only, 55% of all US neighborhoods appeared to be affordable, but when transportation costs are factored in, this number falls to 26%.

There are many factors that contribute to overall transportation costs, but regular commuting is a major element of most households' cost. 80% of employed Washington Township residents drive alone to work, and further 9% carpool or vanpool, with an average commute time of about 27 minutes, a time that has fallen slightly from 28 minutes in 2010. However, the drop in average commute time was heavily affected by the fact that the percentage of people working from home (and thus having a 0-minute commute time) nearly tripled over the same period, from 3% to 8%.

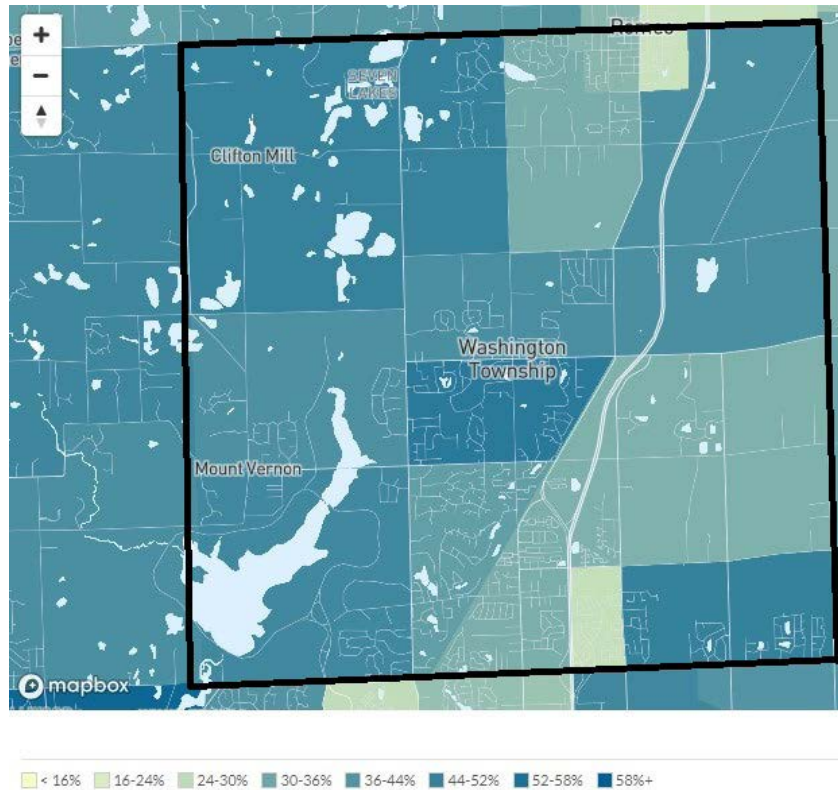
As a result, when we look at Washington Township's Housing & Transportation Index, we see that though large parts of the Township are under 30% for housing cost (generally, these are the denser parts of the Township), only the area around East Village Estates is under the 45% threshold when transportation costs are included (see [Map 9](#) and [Map 10](#)). In some Census block groups, transportation and housing costs together exceed two-thirds of household income. Total driving costs exceed \$13,000 annually for the average Washington Township household.

The Master Plan addresses attainable housing by targeting a variety of housing options that go beyond single-family detached housing, and also provide for detached single family housing at a variety of densities, while being mindful of utility service areas and the demands of each of these types of development. Examples include multi-family dwellings,

townhomes, duplexes, manufactured housing, and Village Center residential. This variety of housing types will expand the number of homes available across many price points. Providing transportation alternatives such as transit access would also help lower overall transportation costs for some cost-burdened households.

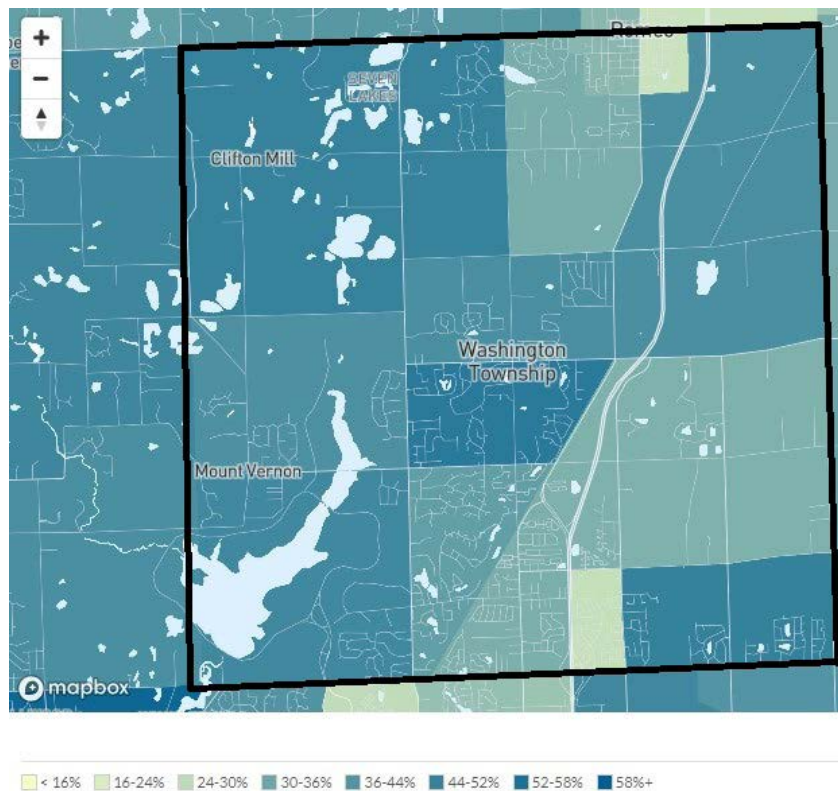


Map 9. Washington Township: Housing Costs as a Percent of Household Income



Source: Center for Neighborhood Technology, Housing and Transportation Affordability Index

Map 10. Washington Township: Housing and Transportation Costs as a Percent of Household Income



Source: Center for Neighborhood Technology, Housing and Transportation Affordability Index

Commercial & Industrial Areas Plan





Commercial & Industrial Areas Plan

Goals

1. **Economic Development.** The Township will work to make itself attractive to businesses with the potential to provide professional employment opportunities, and plan to provide land for their facilities.
 - a. Track the supply of available land for industrial and commercial development, and ensure that an adequate supply exists.
 - b. Develop a comprehensive capital improvement plan that accounts for the provision and maintenance of critical infrastructure to support commerce.
 - c. Work with the County to target industrial investment in the Township.
 - d. Pursue the expansion of broadband service to underserved areas of the Township.
2. **Access to Services.** The Township will ensure that land is available for commercial development that provides services to residents in appropriate locations.
 - a. Concentrate commercial and industrial development in the primary non-residential corridors around Van Dyke and M-53, and along 26 Mile Road.
 - b. Facilitate the redevelopment, modernization, or revitalization of older commercial properties to prevent gaps in service from arising.
 - c. Work with businesses via zoning and other methods to permit outdoor uses, such as dining terraces, in a way that balances commercial demands with aesthetic concerns and the needs of nearby residents for a peaceful environment.
3. **Harmonious Development.** Where more intense uses are developed close to less intense uses, screening, setbacks, and other measures will be used to ensure that potential negative impacts are minimized.
 - a. Review landscaping and screening standards, including wall and fence requirements, to ensure that they truly provide an effective buffer between disparate uses, and that landscaping treatments are consistent throughout the Township.
 - b. Ensure that screening landscaping is maintained in good health, and replaced when necessary.
 - c. Where natural vegetation can be preserved to provide a buffer between uses, regulations should encourage and facilitate that preservation.
 - d. Analyze the physical relationships between zoning districts and provide for transitional zoning where possible.
 - e. Review lighting, noise, and nuisance regulations to reduce the impact of more intensive uses on less intensive uses.

Commercial Areas

Commercial areas provide the goods and services that people need to go about their daily lives, and ideally, these areas will also provide for the entertainment and some social needs of nearby residents. Broadly, commercial development can be split into two classifications: local or neighborhood commercial and general or regional commercial.



Local or neighborhood commercial uses tend to be smaller and focused on providing goods and services for people living nearby. The more people that live in an area, the more local businesses will be supported, and local businesses tend to benefit greatly from foot traffic where it exists.

General or regional commercial uses tend to occupy more square footage and draw from larger areas. A supermarket is an example of a large-footprint business that provides basic needs for its customers while also drawing from a fairly large geographic area in a suburban context. Truly regional businesses, such as Cabela's or Costco, draws from a very large area and may be an attraction of sorts in an of itself. Other types of regional businesses may be more novel, such as Westview and Big Red orchards, two businesses that draw visitors from across Southeast Michigan with their unique offerings.

In general, this plan, in recognizing that portions of the Township will continue to develop while others remain rural, generally focuses business, including office uses, into four areas:

- Village district
- Along 26 Mile Road
- Van Dyke Corridor
- Along 32 Mile, east of Romeo

The principal exception to this arrangement is agritourism businesses such as those mentioned above, which may be located away from these areas. This plan fully supports agritourism as one method to preserve agriculture as a prominent land use in the Township, as it has been historically.

The character of commercial development across these areas will not be uniform. For instance, while heavier commercial uses, such as car dealerships, may be appropriate in the northern Van Dyke corridor between Van Dyke and M-53, they would be disruptive to the developing fabric of the Village district, and the future land use categories in the Future Land Use Plan reflect this. The Township must also, however, consider the impact of these uses on neighboring properties and ensure that adequate protections are put in place.

During the last decade, an average of 367 people moved to the Township annually.

SEMCOG forecasts growth to 36,000 by 2030.

Of the current population, about 12,000 are in the workforce.

In general, the intent of this plan is to provide and enable a range of commercial uses that bring everyday goods and services close to home for Township residents. Further, the goal for future commercial development is for commercial areas to function as districts, rather than long, linear assemblages of disconnected uses. The means that cross-access is provided between sites, and the arrangement of buildings on a given site considers its relationship to neighboring sites.

Character of Commercial Areas

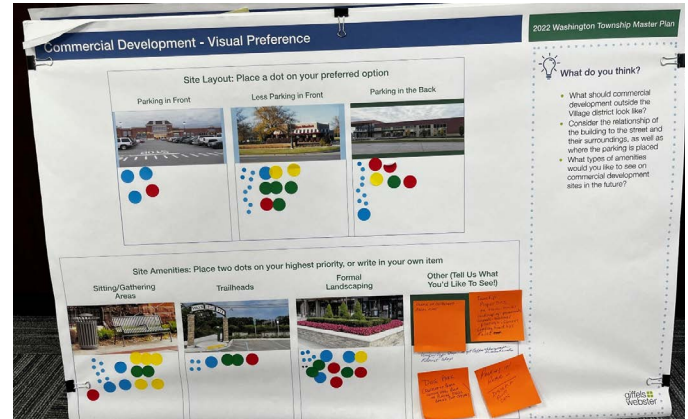
Most commercial development in the Township outside the Village area has a form typical of the last 60 years of auto-oriented development, with building set well back from the street and large parking areas in front. As seen in the photo, when Master Plan workshop participants were asked their preferences for the layout of commercial sites, they overwhelmingly preferred the options that reduced or eliminated parking in the front. In general, making large parking fields less visible improves the visibility of the buildings and the establishments within. Development orthodoxy has long supported placing parking in front, but this is changing as people have realized the aesthetic cost of the arrangement.

Public response to questions about future commercial development also showed support for more amenities, including trailheads where the Macomb Orchard Trail abuts the site, sitting or gathering areas, and more landscaping. Additional landscaping has additional benefits, and can be used to provide additional stormwater management and tree canopy to provide shade and lower the temperature of the pavement in the summer. Landscape can also be a component of essential screening of commercial uses and parking areas from nearby residential development.

The amount of parking on commercial sites itself is also an area targeted for study. Certainly, customers will almost exclusively arrive by automobile at most commercial sites outside the village, and because of that, substantial parking will always be needed, but current some requirements are high at present, and the Zoning Ordinance should be adjusted to reflect this.

As it examines its ordinances, the Planning Commission must choose how best to achieve the development environment residents desire. This could include incentivizing parking in the rear, or requiring parking in the rear, or perhaps permitting a maximum of two bays in front, with the rest in the rear. Zoning could also be used to require more dedicated pedestrian paths through large parking areas, and the Township already requires new development to include parking lot trees. Ordinance amendments should also address the provision of amenity spaces, either by incentive or required minimums.

Creating a sense of place in our commercial areas can strengthen the nexus between tourism and commerce in the Township. We want people who visit for Stony Creek Metropark and the agritourism businesses to feel they have attractive areas to visit, and places to eat and drink and prolong their time in the Township.



Village District

Goal: Unique Places

The Township will recognize its unique areas and sites, including its historical, agricultural, natural, and principal commercial or mixed use areas and support their future development in accordance with each of their needs and characters.

- a. Support the survival of existing agricultural uses by enabling reasonable agribusiness and agritourism uses and supporting farm-to-table uses.
- b. Encourage the development of relationships between the local agricultural community and business community, to support local food production.
- c. Protect the Township's historical assets, including historic buildings, districts, and scenic areas.
- d. Invest in improvements to the Village Center area that will help create a cohesive district. Consider establishing a DDA and TIF district to finance and direct these improvements.



What Is the Village Center District?

The 2005 Washington Township Master Plan established a Village Center area on the Future Land Use Map and set forth a plan for the development of the area. The plan noted the following:

1. Parcels fronting Van Dyke are predominantly small in area and lot frontage and, in many cases, will not facilitate the functional development of suburban-style commercial development.
2. The continued or future single-family residential use for many of the parcels fronting Van Dyke is limited due to the potential for road expansion and the introduction of conflicting land uses.
3. Various historic or architecturally valued structures exist in this area which warrant preservation and enhancement.

After the adoption of the 2005 Master Plan, an amendment to the Zoning Ordinance establishing the V-1 Village Center district was adopted; this district is still in place. The district has specific screening standards, permits mixed uses, and generally permits uses to be closer to the street than other districts. The district is a move toward the village feel called for in the 2005 Master Plan and is intended to facilitate redevelopment in this area as a more walkable, cohesive place. At the same time as the zoning district, the Township also developed a set of Village Design Guidelines meant to help bring some level of uniformity to future development in the district. These guidelines should be revisited and incorporated directly into the Zoning Ordinance to simplify and strengthen development review.

A lot of progress has been made since the Village district was first established—many developments have followed the new zoning and guidelines and begun to create the feel of a traditional mixed residential and commercial area. The district itself is around 144 acres, has around 30 single-family households and 48 townhomes. Several projects are under construction, in the approval process, or partially complete at the time of this writing, and any units that are part of projects meeting these descriptions are not included in this count.

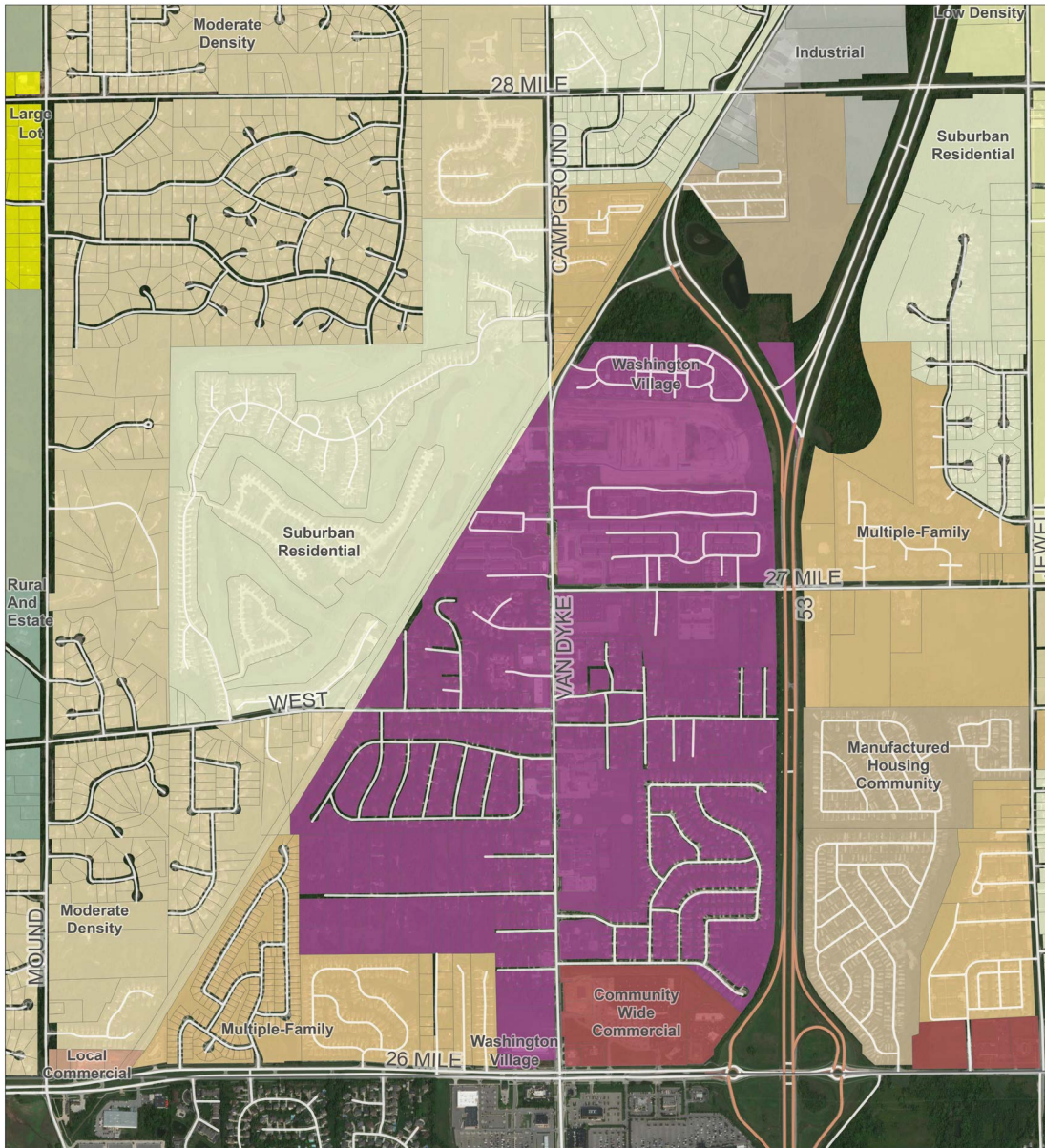
While many projects have occurred, signaling that demand for the type of construction called for in the V-1 Village District is high, there is still substantial land available for redevelopment. Among the principal challenges to the orderly redevelopment of the village is the fragmentation of the area into many small sites some of which are very shallow or narrow. This means that future redevelopment may have to rely on the assembly of multiple properties with multiple owners into larger lots. Piecemeal development has also hampered the development of cross-access connections between sites, which are intended to alleviate pressure on Van Dyke Road by allowing vehicles to travel at low speeds through the district without entering the main thoroughfare.

Van Dyke Avenue features two travel lanes and a tuning lane through most of the district, and this configuration is intended to remain moving forward. Vehicle travel speeds through the district should remain low, both for the safety benefits of low speeds and the economic benefits of moving potential patrons slowly through a high-commerce area full of local businesses. Long term, as the area grows, the Township should identify several additional crossing points for pedestrians to facilitate foot travel through the area, as those on foot tend to linger longer and visit more establishments in tight-knit commercial districts than those arriving by car.

2005 Village Area Plan and Current Village District Zoning

The 2005 Future Land Use Map takes in a much larger area for the Village district than the zoning district ultimately occupied. While the boundaries of the district should not be taken as 100 percent tied to its existing boundaries, and the district must have some room to grow, the Future Land Use map in the plan acknowledges some of the established development patterns around the district that are unlikely to change in the near-to-mid-term.

Map 11. Village District Future Land Use Map, 2005



Source: Maxar, Microsoft, Esri, NASA, NGA, USGS, FEMA Roads and Parks; SEMCOG 2022. Map Exported: September 19, 2022. ©2022 Giffels Webster.



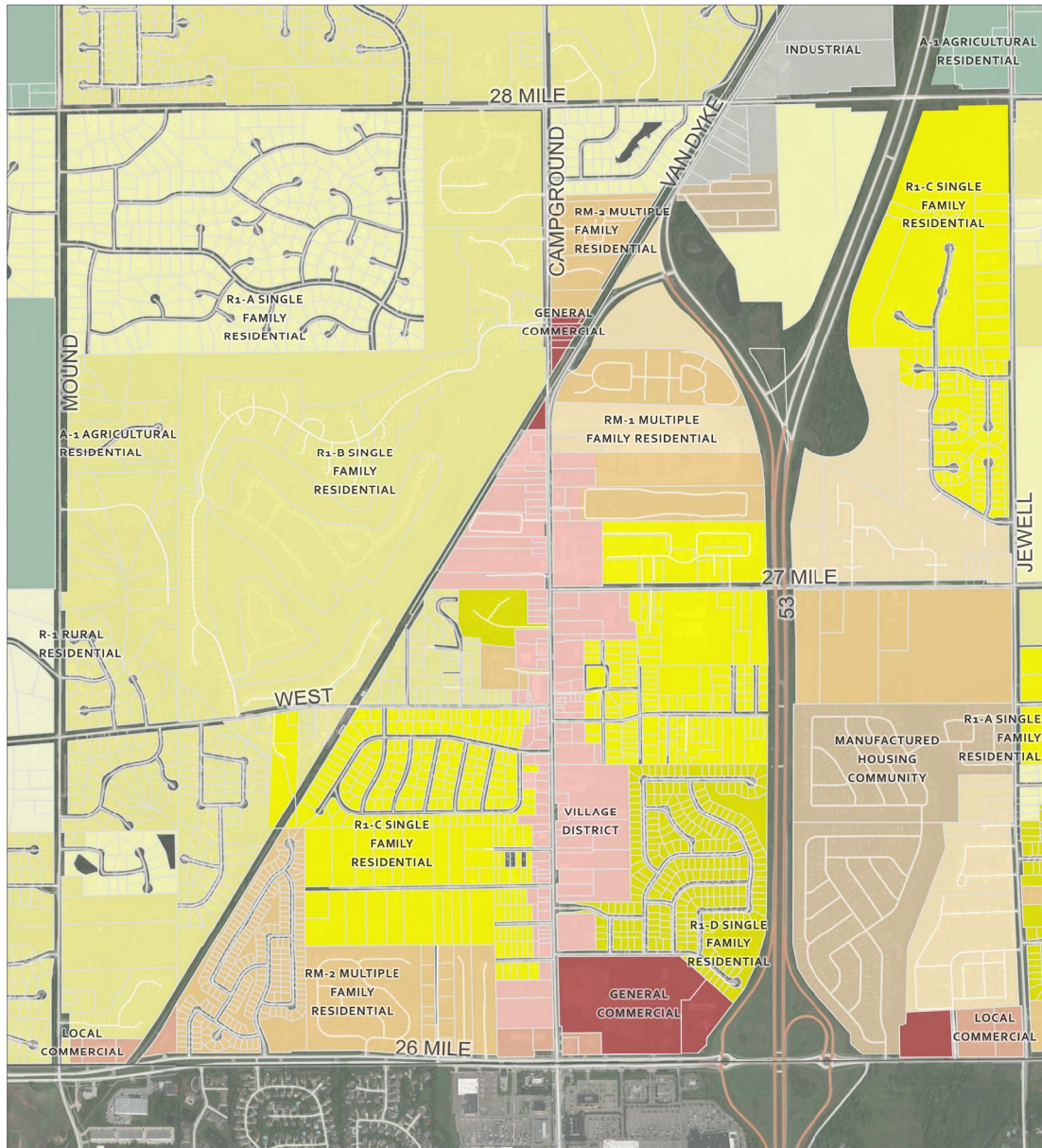
- | | | |
|----------------------|----------------------|---------------------------|
| RECREATIONAL | LARGE LOT | LOCAL COMMERCIAL |
| RURAL AND ESTATE | MODERATE DENSITY | COMMUNITY WIDE COMMERCIAL |
| SUBURBAN RESIDENTIAL | MULTIPLE-FAMILY | WASHINGTON VILLAGE |
| LOW DENSITY | MANUFACTURED HOUSING | INDUSTRIAL |



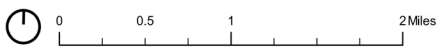
Village Center Area - Future Land Use Map



Map 12. Village District Zoning Map



Source: Maxar, Microsoft, Esri, NASA, NGA, USGS, FEMA Roads and Parks; SEMCOG 2022. Map Exported: September 19, 2022. ©2022 Giffels Webster.

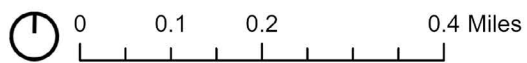
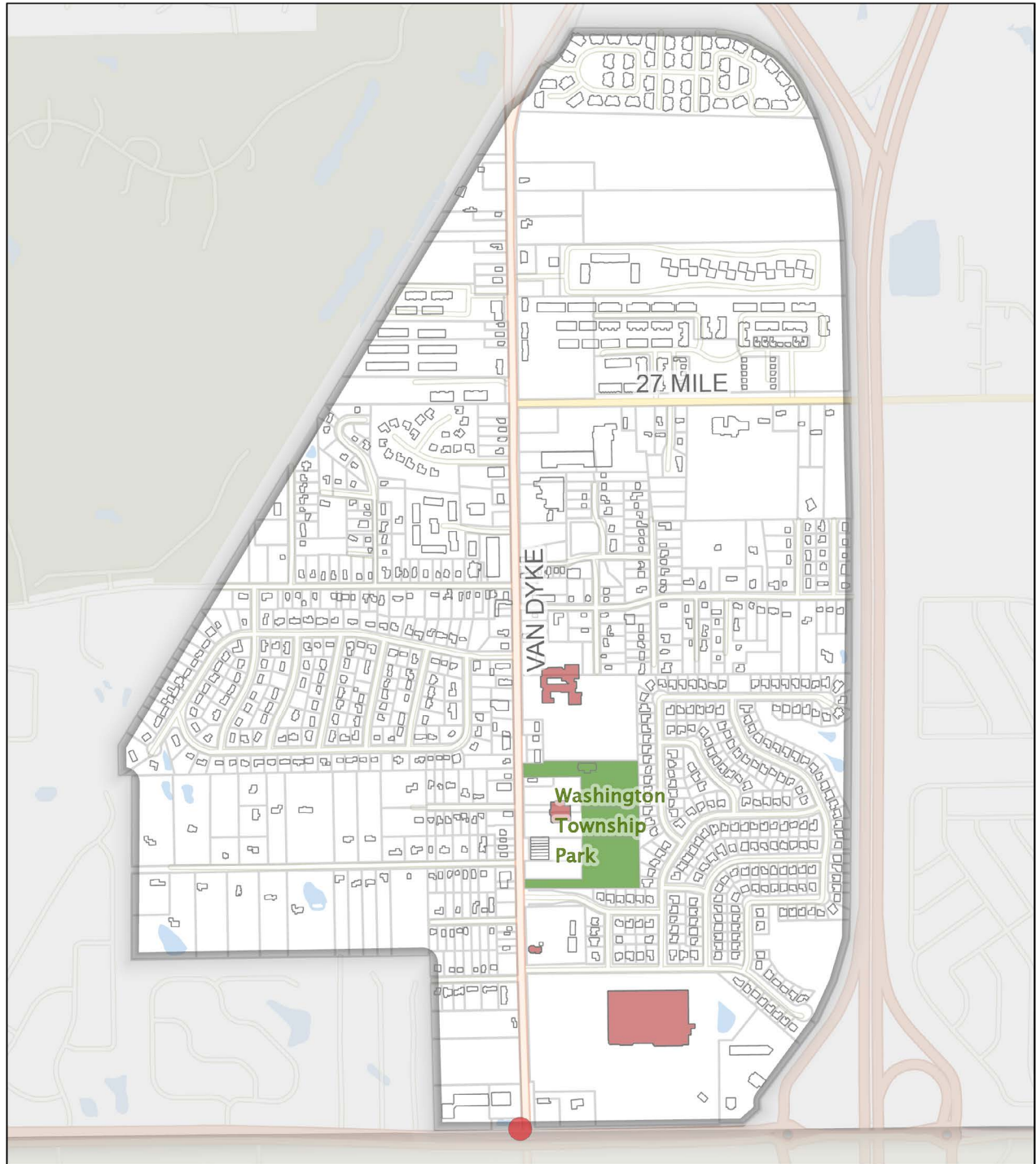


- A-1 AGRICULTURAL RESIDENTIAL
- MANUFACTURED HOUSING
- R-1 RURAL RESIDENTIAL
- R1-A SINGLE FAMILY RESIDENTIAL
- R1-B SINGLE FAMILY RESIDENTIAL
- R1-C SINGLE FAMILY RESIDENTIAL
- R1-D SINGLE FAMILY RESIDENTIAL
- RM-1 MULTIPLE FAMILY RESIDENTIAL
- RM-2 MULTIPLE FAMILY RESIDENTIAL
- ROW
- VILLAGE DISTRICT
- LOCAL COMMERCIAL
- GENERAL COMMERCIAL
- INDUSTRIAL



Village Center Area - Zoning

Map 13. Current Development in the Village Center



Village Center Principles Updated for 2023

Residential

- Provide a diversity of housing types and designs
- Provide quality housing and housing materials
- Provide houses with alleyway access, or rear yard garages, garages shall not be the dominant architectural feature
- Push houses towards the street to increase rear yard privacy areas
- Create higher density but still maintain private space
- Create environments that promote personal interaction

Commercial

- Push commercial buildings close to the street and adjacent to sidewalks
- Allow for the mixing of commercial, office and residential uses where appropriate
- Provide multiple entrances to the building - one for the pedestrian and one for the automobile
- Access ways from front of store to rear (parking area) and vice versa (pedestrian alleyways)
- Create areas where pedestrian congregation can take place
- Bring the building scale down to a pedestrian level
- Give each building identity, while still providing continuity
- Provide uniform signage throughout the Village
- Businesses should have recessed entryways, which invite shoppers

Economics

- Businesses should be clustered in an efficient manner
- A strong “downtown” merchant association should be established
- Promotion of the Downtown should be a main priority
- Business should be highly specialized and find a “niche”

Circulation

- Pedestrian emphasis, while still recognizing the importance of the automobile
- Use paths and sidewalks to link residential concentrations to the Village Center
- Create a clear, physical separation between pedestrian and vehicular traffic
- Decrease lane and right of way width to help slow traffic and create a more “livable scale for the Village Center
- Limit curb-cuts to main roads while maximizing cross-access between parcels
- Promote the idea that shoppers will make multiple pedestrian trips once the automobile is parked

Regulations and Standards

- Design guidelines need to be updated and brought into the Zoning Ordinance
- Consider incentivizing and promoting the preservation and reuse of historical structures
- Access management, traffic safety need to improve

Downtown Development Authority

What a DDA Can Do

Downtown Development Authorities are authorized by Public Act 57 of 208. Any municipality with a downtown area that has primarily commercial zoning is eligible to create a DDA; Washington Township's Village district would qualify. Their purpose, as implied in the name, is to promote downtown development. It can use funding sources to engage in public improvements (such as streetscape improvements); it also has the ability to levy a millage to cover its administrative costs.

A DDA in a community with a population over 5,000 must have an independent board, and if more than 200 people live within the DDA boundary, a citizens' advisory committee must also be established.

The DDA must prepare a tax increment financing plan, and has the option to create a development plan outlining improvements in the downtown, their costs, and available resources. This plan must be approved by the Township Board. Tax increment financing captures the increase in taxable value of land within the DDA boundary and places it into a fund; this becomes the pool of money available for public improvements.

Procedure for Establishing a DDA

The process for establishing a DDA goes as follows:

1. The Township Board resolves that it is in the public interest to do the following (per MEDC):
 - a. Halt property value deterioration
 - b. Increase property tax valuation.
 - c. Eliminate causes of deterioration.
 - d. Promote economic growth.
 - e. Create and provide operating funds for the DDA.
2. The Board holds a public hearing, with direct notice to taxpayers within the boundary.
3. Within 60 days of the hearing, the Board must adopt an ordinance establishing the DDA and identifying its boundaries.
4. The governing board is established with 8-12 members, with a corresponding citizens' advisory committee, if applicable.



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Industrial Development





Industrial Development

Industrial development is a key component of economic development. In addition to making things a modern society needs to function, it provides employment opportunities, draws in a daytime population of workers that support local businesses, and supports local utilities through tap fees and user fees. Industrial development also provides the highest taxable value for the municipality, which means that substantial amounts of industrial development can help keep taxes lower for residents. Industrial development in Washington Township will also dovetail with regional and county economic development initiatives.

Employment

Top Trades

- Top employment sectors for Washington residents, 2020:
- Professional & Technical Services/Corporate HQ
- Retail Trade
- Administrative, Support & Waste Services
- Information & Financial Activities
- Leisure & Hospitality
- Natural Resources, Mining & Construction
- Healthcare (forecasted by SEMCOG to grow the most by 2045)

Source: SEMCOG/US Census

Inflow

- 29.2% of workers in Washington live in the Township.
- 4,208 workers commute to Washington daily from other municipalities:
 - » Shelby Township (11.9%)
 - » Bruce Township (7%)
 - » Out of SEMCOG region (5.6%)
 - » Macomb Township (4.8%)
 - » Warren (4.1%)

Source: SEMCOG/US Census

Outflow

- 10,226 Washington residents leave the Township daily for work. 14.5% of Washington Township workers work in the Township.
- Top employment destinations for Washington Residents:
 - » Shelby Township (10.8%)
 - » Warren (10.2%)
 - » Sterling Heights (8.7%)
 - » Troy (6.7%)
 - » Auburn Hills (5.9%)

Source: SEMCOG/US Census



The Market

Per the Michigan Bureau of Labor Statistics, four of Michigan's 11 major industry sectors had surpassed the February pre-pandemic job totals as of mid-2022. Three of those sectors were industrial-focused sectors:

- Trade, Transportation and Utilities (+3,200)
- Construction (+1,900)
- Mining and Logging (+300)

After a long fallow period, industrial development in Michigan has been resurgent in recent years. Through the first half of 2022, new industrial leasing in Michigan totaled 4.7 million square feet (msf), amounting to a 137.9% increase year-over-year and marking one of the largest mid-year new leasing totals on record.

- Demand was concentrated in the Warehouse/Distribution sector, which accounted for over half (60.0%) of new leasing. Macomb North and Macomb South dominated the leasing landscape, accounting for nearly half (49.7%) of new leasing activity despite representing just 13.4% of inventory.
- Three lease transactions over 100,000-sf including
- Ashley Furniture's occupancy of 186,352-sf space in Macomb South
- Faurecia Automotive's 150,000-sf sublease in Detroit
- SchaloGroup's 110,000-sf deal in Oakland Southwest
- From 2021 to 2022, overall average asking net rental rates increased 9.6% year-over-year to \$6.98 per square foot (psf).
- Strong demand for Warehouse/Distribution space continues to drive net asking rents higher; these traditionally lower-cost spaces recorded a 9.8% year-over-year increase to \$6.38 psf and are now nearly at parity with other types of industrial space.
- Industrial property vacancy rates are low across Southeast Michigan, generally hovering around 4%. See .

Source: Cushman Wakefield

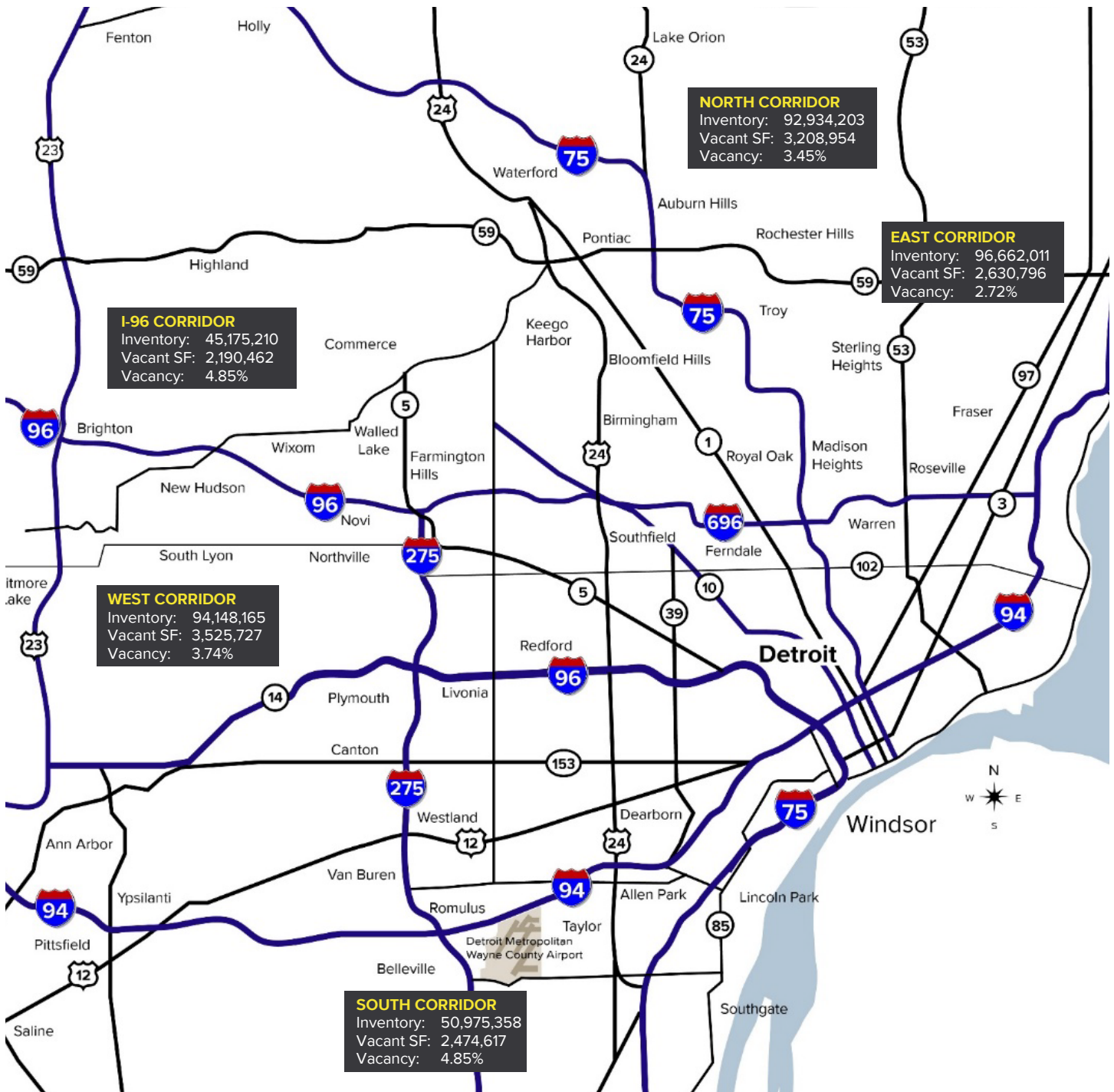
Macomb County Top Industries

Washington Township has some presence from each of the top industrial categories in Macomb County. The county is working vigorously to attract more industrial development, and is looking to leverage the advantages that industries experience from clustering businesses geographically. As more industrial users come to the county, Washington Township is prepared to attract a share of each sector; land is set aside for these uses, with many large-acreage parcels available for new users (see [Map 14](#)).

Automotive:

- Macomb County is home to some of the industry's most advanced facilities, a number of which are owned by the "Detroit Three" - General Motors, Stellantis Automobiles and Ford Motor Company. In total, there are 56,519 automotive-related jobs in Macomb Co that grew almost 10% between 2010-2020.
- Average earnings are \$90,955 (compared to the national average of \$71,587).
- Last year, the automotive sector in Macomb County created a \$12.7 billion demand for products, and 64 percent, \$8.1 billion, was met by companies within the county.
- The county's ability to meet the demand of the entire automotive supply chain makes it an important base for supplies in an ever-globalizing automotive industry.

Figure 6. Metropolitan Detroit: Industrial Market Review



Source: Signature Associates, Metropolitan Detroit Market, Industrial Q2 2023 Market Statistics, 2023



Defense:

- There are 25,022 jobs in the defense industry, which is experiencing significant growth of 125% between 2010-2020. The demand for software engineers is driving this growth.
- Average earnings of \$135,409 (compared to the national average of \$92,417).

Health Care:

- 41,677 jobs, up almost 11% from 2010.
- Average earnings \$58,969 (below the national average of \$61,490).
- Macomb County now has three general hospitals with capacity for approximately 1,100 beds.

Food and Agriculture:

- More than 73,000 acres – nearly a quarter of all land – in Macomb County is used for agricultural purposes.
- The county has more than 400 active farms, 96 percent of them being family owned, which has supported the growing farm-to-table trend.
- There are nearly 60 locations focused on food processing and manufacturing operations.
- This industry sector has 2,713 jobs in Macomb County and almost a 50% increase in jobs from 2010-2020.
- Average earnings are \$47,490 (below the national average of \$51,670).
- Macomb County is a leader in the production of corn, soy and apples.
- Ornamental horticulture is also a large economic sector here and as a result, Macomb County was ranked in the top five percent of all counties nationwide in dollar amount of products sold for nursery, greenhouse, floriculture and sod products in the 2017 USDA Agriculture Census.

Industry 4.0 and Macomb Next

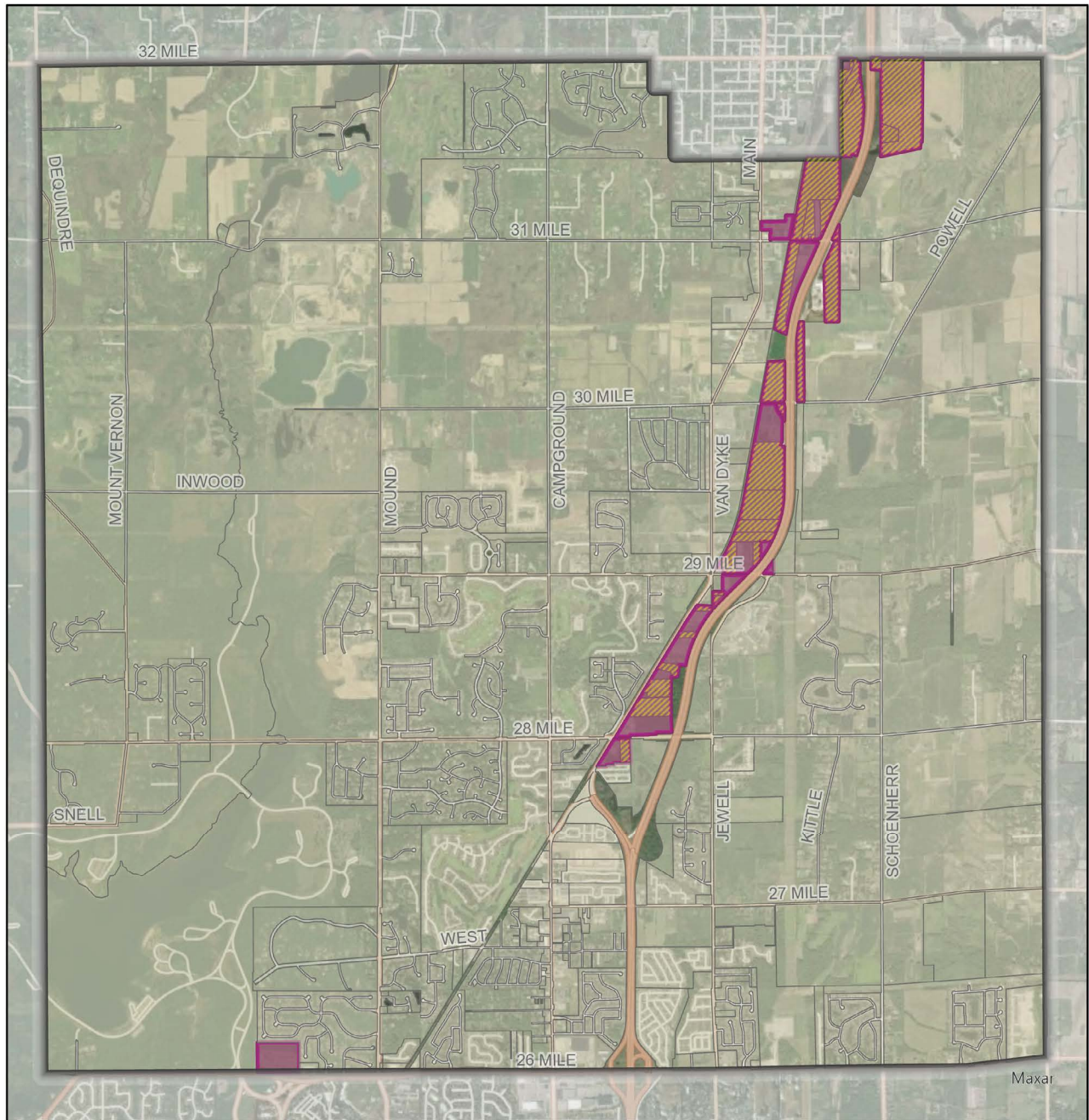
The Fourth Industrial Revolution (Industry 4.0) is the ongoing automation of traditional manufacturing and industrial practices, using modern smart technology.

Large-scale machine-to-machine communication and the internet of things are integrated for increased automation, improved communication and self-monitoring, and production of smart machines that can analyze and diagnose issues without the need for human intervention.

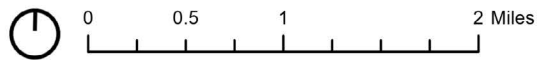
What are the key technologies related to Industry 4.0? While technology continues to change rapidly, the 9 major pillars of Industry 4.0 are as follows:

- Cybersecurity
- Virtual and Augmented Reality (VR/AR)
- Big Data and Analytics
- Advanced Robotics and Automation
- Additive Manufacturing (3D Printing)
- System Integration
- Advanced Simulation
- Cloud Computing
- Internet of Things

Map 14. Vacant Industrial Land



Data Source: Landuse: Washington Township. Roads and Water Features: SEMCOG 2022. Map Exported: August 15, 2022. ©2022 Giffels Webster.



- Occupied Industrial
- Vacant Industrial
- Other



Attracting Cutting Edge Uses

Washington Township has historically had one industrial zoning district, located almost entirely between Van Dyke and M-53, and taking in the full panoply of industrial land uses. However, the Township has recently contemplated the establishment of an industrial district on the east side of M-53, north of 30 Mile Road, and the need became apparent for a second district, focused more closely on technology and research uses and aimed at creating a more park-like setting for these uses, without outdoor storage. The new Industrial Research Technology district also permits a range of supporting commercial uses along the 30 Mile thoroughfare. Infrastructure, including roads and utilities, is in place in this area, which was first identified for potential industrial development during a 2018 update to the Washington Township Master Plan.

There is and always will be a need for industrial uses with outdoor storage needs, or that are focused on warehousing and storage, and these uses are confined to the original industrial corridor on the Future Land Use Map due to their higher likelihood of effects on other properties. In this location, Van Dyke Avenue, commercial zoning, and M-53 create buffers between industrial uses and nearby residential development. For all industrial uses, screening and adherence to Township performance standards is key to integrating these uses harmoniously into the community.

Industrial Development and Transportation

Industrial development affects the transportation network of a community, as it generally requires the use of heavier vehicles, though the degree to which this is true varies considerably. Washington Township does not have any direct control over the maintenance or improvement of its road network, and wear and tear from industrial vehicles can be formidable. Truck routes and ease of access to M-53, the primary corridor linking the Township to the rest of the region, should be considered as industrial areas are developed. Paths from M-53 to industrial facilities should generally be kept as short and direct as possible. Lack of public transit could potentially pose problems for some industrial employees as the number of facilities and jobs increases.

Transportation Plan





Transportation Plan

Goal: Transportation

Objectives

- a. Prioritize public safety in all transportation planning.
- b. Use traffic studies and development impact statements to manage the growth of traffic in high-development areas.
- c. Consider ways to provide paths for vehicular travel that are not concentrated on principal thoroughfares.
- d. Continue to require and built out the Township's multi-use pathway system.
- e. Manage site access to improve traffic safety. Consider the role that cross-access and frontage or backage roads might play in reducing turning movements onto and off of major thoroughfares.
- f. Encourage or require pedestrian connections between neighboring subdivisions, and pedestrian circulation within subdivisions.
- g. Incentivize the provision of bicycle parking facilities in commercial and mixed-use developments.
- h. Engage with state and county authorities for improvements in access to and across M-53, with an emphasis on safety and mobility within the Township.
- i. Continue to provide more access points and trailheads for the Macomb-Orchard Trail.

Thoroughfare Plan

The function of a road system and its ability to move traffic in an efficient and convenient manner have a significant impact on the viability of land uses and overall quality of life in a community. The primary goal of the Thoroughfare Plan is to plan for a road network that will serve the residents and businesses anticipated in the Land Use Plan chapter. In a township, we must also be mindful that we do not own our roads and all maintenance, upgrades, changes, or new construction must be coordinated with Macomb County. Establishing right-of-way locations and standards through the Master Plan process provides the community with some authority to request right-of-way reservations through the land development process.

Over the years during which the majority of roads and freeways were constructed in the United States, the concept of "functional classification" was developed by the Federal Highway Administration. This involved two main elements: mobility and access. Mobility relates to how vehicular traffic is able to flow through or around an area. Access relates to how travelers of the streets access adjacent land uses (primarily through intersections and driveways).

Washington Township does not have any direct control over the maintenance or improvement of the road network.

At higher levels of mobility, travel speeds and volumes are higher; as a result, access to these roads becomes more limited. Conversely, lower classification roads often feature slower speeds and provide more access points to adjacent land uses.

While this system of classification worked in the past, it is clear that the functionality of roads only takes one type of user into consideration: motorized travelers. Motorists learn to drive understanding the trade-offs of roadways: freeways run faster than surface streets, but they can't be used to get directly to their destination. However, with non-motorized uses, the function of roads isn't as black and white. For example, if a pedestrian or cyclist wants to go somewhere, generally speaking, their travel time may not be impacted by the type of road on which they travel. The decision of what road to use depends largely on what the

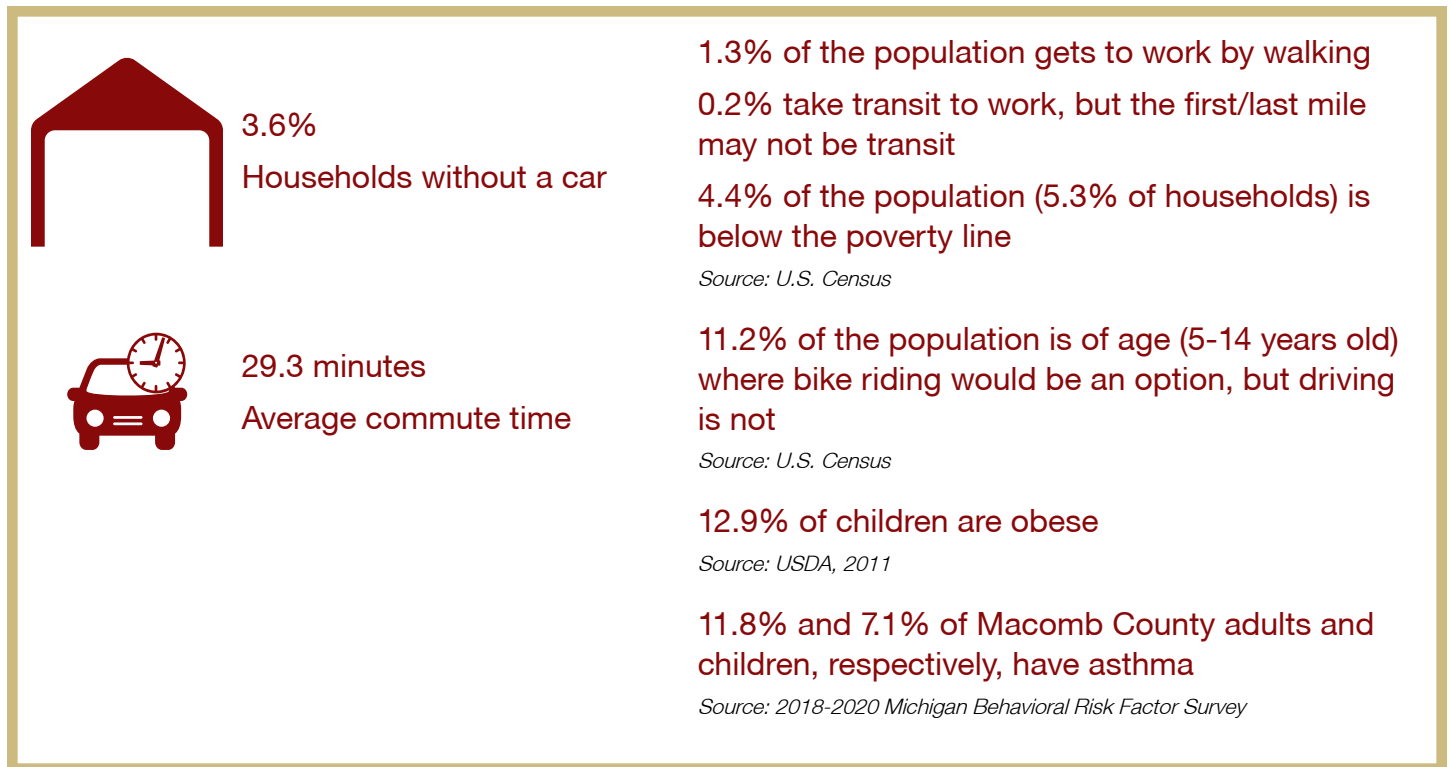


destination is, how safe it is to get there, and the availability of transportation facilities (such as sidewalks). The idea of mobility for non-motorized users goes beyond simply the efficiency of travel to a wider range of barriers to mobility that partly correspond with functional road classifications, but also correspond to land uses, overall community safety, and condition of transportation facilities.

The dispersed development pattern of Southeast Michigan was enabled by the proliferation of the automobile, which has dramatically altered patterns of human settlement since the early 20th Century. Prior to the shift to auto-oriented development, there was a sharp distinction between urban and rural areas, with tightly developed towns such as Romeo immediately transitioning to farmland and countryside. Suburban development has blurred the line between the urban and rural and created places where the automobile is the primary means of traveling for all purposes. It has also made the experience of commuting by vehicle a part of everyday life—for instance, 83% of employed Washington Township residents drive to work alone--which means that improving mobility and alternatives to driving is key to shaping future quality of life.

Recognizing the direct functional relationship that exists between land use patterns and the movement of goods and people, there is an obvious need to coordinate land use planning activities with plans to upgrade and expand the capacities of the local and regional thoroughfare system. Streets and roads offer an opportunity for urban design improvements in the way of landscaping and monuments.

Figure 7. Transportation: Existing Conditions



Road Classifications

Roads are grouped into a number of different classifications necessary for administrative, design and planning purposes. Most classification systems make a distinction based on the intended purpose of the road and the geographic areas it is intended to serve. Common road classifications include freeways, arterials, collectors and local roads. Each classification carries with it suggested minimum design standards.

The benefit of a classification system extends beyond providing a common understanding or transportation planning vocabulary. Such a system establishes a functional system, permitting a community to relate categories of streets to various land use activities that they are best suited to serve.

Classification systems should reflect the specific category and intensity of land use that they are designed to serve. In applying a classification system, the through-traffic movements and the access requirements of abutting property should be considered. A commonly accepted classification system prepared by the National Committee on Urban Transportation is as follows and shown in [Map 15](#).

Freeway. This class is devoted entirely to traffic movement with little or no land service function. Thus, it is characterized by at least some degree of access control. Except in rare instances, this classification should be reserved for multi-lane, divided roads with few, if any, intersections at grade. Expressways serve large volumes of light speed traffic and are primarily intended to serve long trips.

Regional Road. A major road with a boulevard that serves the region and has direct access to local roads and non-residential sites (150-foot right-of-way).

Major Thoroughfare. This class of streets brings traffic to and from the expressway and serves those major movements of traffic within or through the urban area that are not served by expressways. Major thoroughfares interconnect the principal traffic generators within the community, as well as important rural routes. Major thoroughfares handle trips between different areas of the community and should form

Washington Township currently has about 143 linear road miles:

- 6.5 miles of freeway
- 4.4 miles of state highways
- 29.7 miles of county primary roads
- 36.9 miles of county local roads
- 65.6 miles of subdivision and other roads*

*This number is constantly rising.

a reasonably integrated system. The length of the typical trip on the system should exceed one mile.

Secondary Thoroughfare. These thoroughfares are less oriented around through traffic, and more toward providing local access (120-foot right-of-way).

Local Roads. The sole function of local roads is to provide access to adjacent land. These roads make up a large percentage of the total street mileage of the Township, but carry a small proportion of the vehicle miles of travel. In and around the central business district (CBD), local roads may carry traffic volumes measured in thousands, but this is the exception. Local residential roads, in most cases, carry daily volumes of 1,000 or less.

Collector Roads. At present, the Township does not have any roads classified as collector roads. This class of streets serves internal traffic movements within an area of the community, such as a subdivision or multiple subdivisions, and connects local roads with arterial roads, with few uses fronting directly on these roads. Collectors do not generally handle long through trips. In Southeast Michigan, many collector roads are located at half-mile points and channelize traffic to intersections between major signalized intersections. These roads can relieve some pressure on mile roads and other major thoroughfares by keeping some local traffic away from the largest roads. Some opportunities may exist in the future to provide intermediate collector roads as accessways to collections of subdivisions, focusing traffic to fewer points of intersection and providing alternative ways to move through the Township.



Natural Beauty Roads

Washington Township's natural beauty roads are also secondary thoroughfares: Campground north of 29 Mile, and Mount Vernon from 29 Mile to 31 Mile. Natural beauty roads are state-designated on account of their minimally disturbed natural character. Per the State of Michigan Guidelines for the Designation of Natural Beauty Roads:

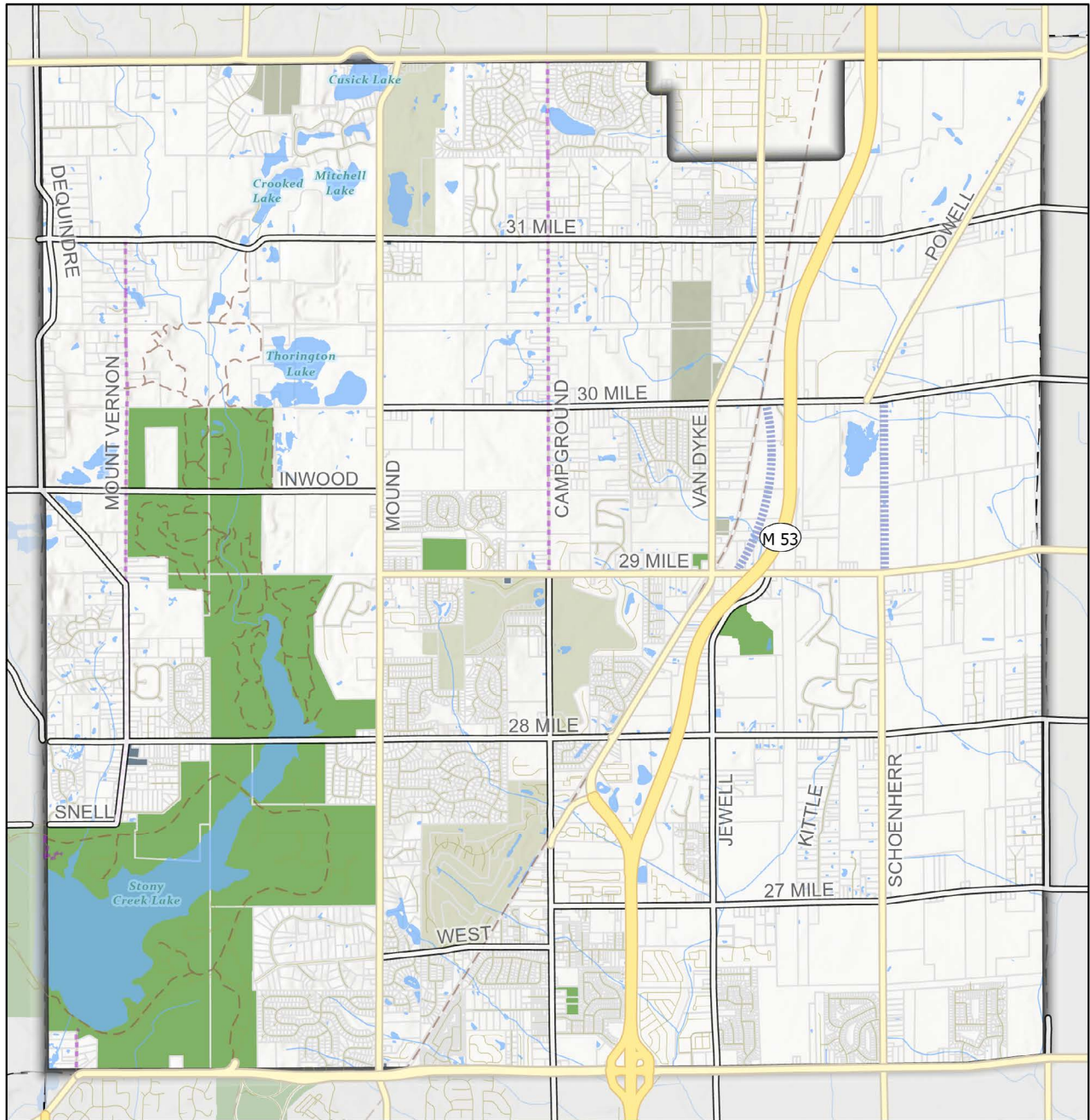
The natural beauty road designation requires that the road be maintained in as similar as possible a state as before the designation was granted; this means that vegetation is generally to remain. Natural beauty road status is generally granted to roads where very little new development is anticipated over the long term.

The goals of the Natural Beauty Roads program are to identify and preserve in a natural, essentially undisturbed condition, certain county local roads having unusual or outstanding natural beauty by virtue of native vegetation or other natural features within or associated with the right-of-way, for the use and enjoyment of local residents and the public in general without endangering the motoring public

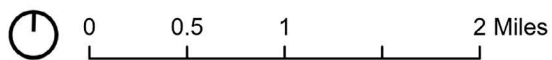
Objectives

- To officially recognize and designate roads in the county-local system which meet the natural beauty criteria.
- To keep these roadsides as they presently exist insofar as possible without causing endangerment to the motoring public.
- To maintain and administer these roads and the associated rights-of-way so that they will, once designated, meet the criteria and at the same provide safe public travel.
- To mark such roads for the information of the public.

Map 15. Thoroughfare Plan



Data Source: Esri, NASA, NGA, USGS, FEMA. Roads, Trails, and Parks: SEMCOG 2022. Map Exported: July 10, 2023. ©2023 Giffels Webster.



- Freeway
- Regional Road
- Major Thoroughfare
- Secondary Thoroughfare
- Local Roads
- Natural Beauty Roads
- Future Roads
- Trails



THOROUGHFARE PLAN
WASHINGTON TOWNSHIP



Washington Township Road Classifications

Freeway: M-53

Regional Road: 26 Mile

Major Thoroughfares: 32 Mile, Mound, Powell, Schoenherr, 29 Mile, Van Dyke north of Campground

Secondary Thoroughfares: all other mile roads, Snell, West, Hayes, Jewell, Dequindre, Inwood, Van Dyke south of Campground, Campground, Mount Vernon

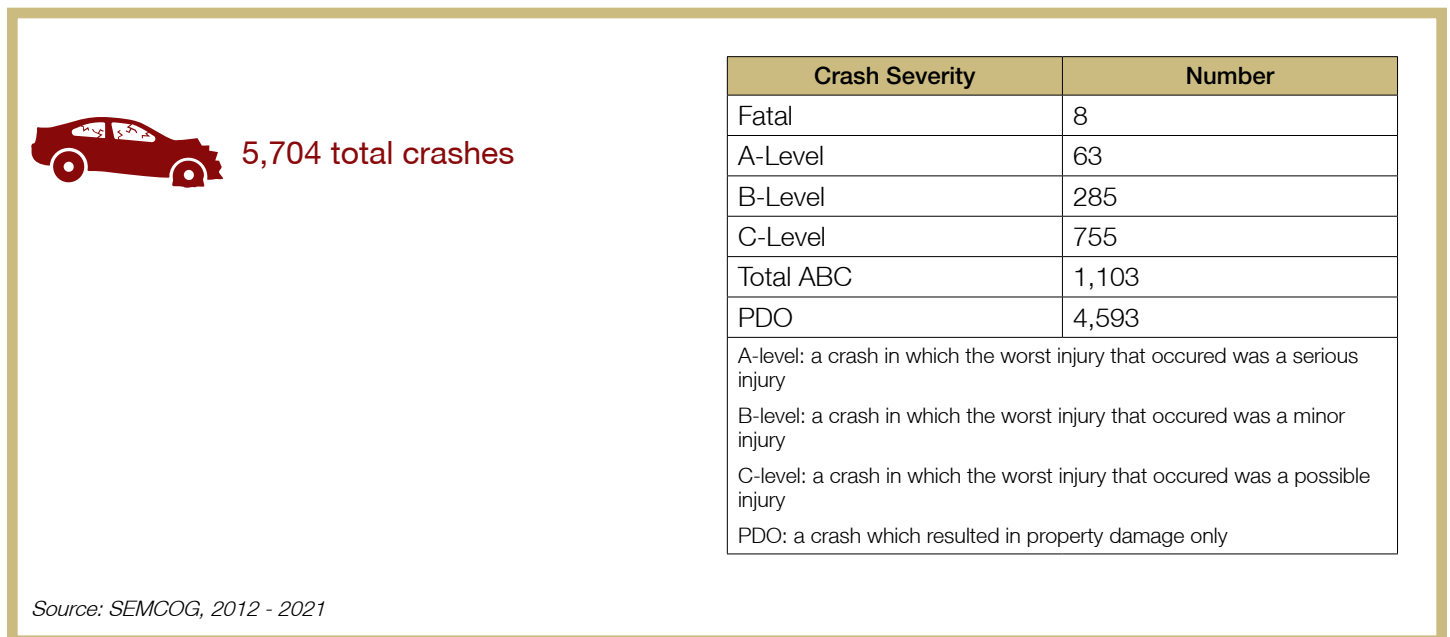
Our natural beauty roads are also secondary thoroughfares: Campground north of 29 Mile, and Mount Vernon from 29 Mile to 31 Mile

Road Safety

In modern communities, everyone must use the road network to travel, and the safety of that network is therefore important to everyone. In communities such as Washington Township, with a mix of rural and suburban development along mostly straight thoroughfares, speeds can be very high when traffic is light, and in areas where traffic is heavy, inconsistent flow and difficulty of access can increase the chances of minor crashes.

SEMCOG collects crash data and provides analysis to support local communities in their efforts to create safer roadways for everyone. The following statistics are based on data gathered between January 2012 and December 2021 for Washington Township.

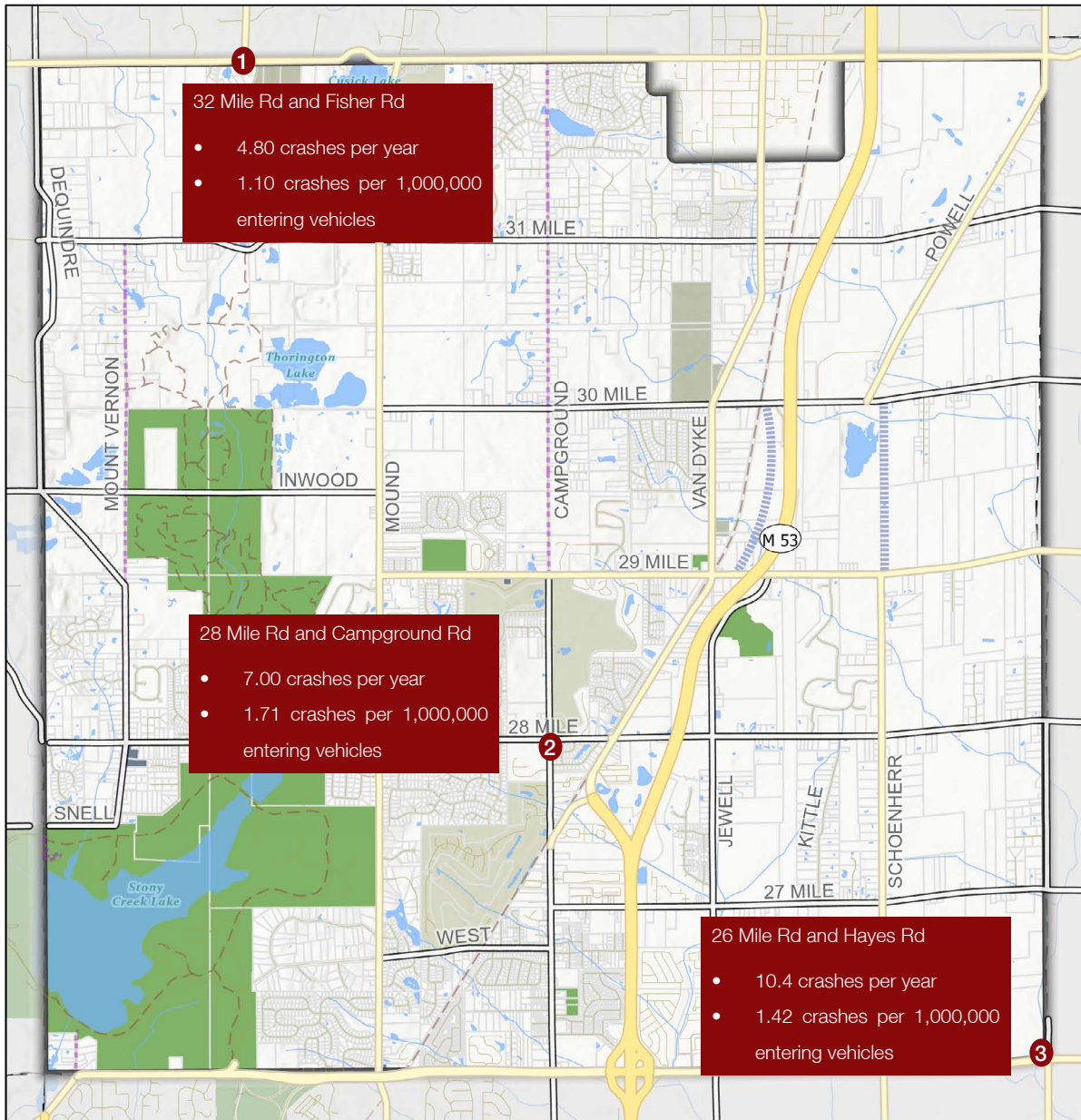
Figure 8. Road Safety: Existing Conditions



High Priority Crash Areas

SEMCOG uses crash data to identify and prioritize areas for improvements to reduce crashes and improve safety. The following intersections have been identified as high-priority crash areas due to their disproportionate number of crashes and potential to reduce traffic fatalities and serious injuries between 2016 and 2020.

Figure 9. Washington Township: High Priority Crash Areas



Data Source: Esri, NASA, NGA, USGS, FEMA. Roads, Trails, and Parks: SEMCOG 2022. Map Exported: July 10, 2023. ©2023 Giffels Webster.

Seeking Progress

The Township is working with Bruce Township and the MCDR to address signalization and configuration problems at 32 Mile and Mound Road, which should benefit the 32 Mile and Fisher intersection as well. A plan for the Hayes/26 Mile intersection exists, but requires funding approval from the MCDR and four townships, one of which has not approved funding.

It was also noted in public comment that the crossovers on 26 Mile west of Van Dyke are substandard and pose safety hazards.



What Can Be Done to Improve Road Safety?

The Township can work in conjunction with the Macomb County Department of Roads to make certain physical improvements to its road network that may aid safety. As of this plan's writing, the intersection of Campground Road and Van Dyke Avenue, which has long been recognized for its awkward configuration, is being reconfigured as a roundabout, intended to reduce the chance of severe crashes. The Township can also make adjustments to its road access standards to limit the number of driveways and potential points of conflict. The clear vision standards in the Zoning Ordinance already require that site lines be kept clear at intersections and driveways.

Physical Improvements

As the Township considers future capital improvements, it should look for intersections and road segments to prioritize for upgrades where changes to their alignment or other changes could improve their overall safety. For instance, the Township is currently working with the Macomb County Department of Roads and Bruce Township to improve the alignment and signalization of the dangerous intersection at Mound Road and 32 Mile Road. Continued construction of pathways separating non-motorized travel from vehicles is also a component of improving safety for all users (see the Complete Streets Plan subchapter for more detail).

Speed

As speeds increase, the chance of severe injury in a crash rises, especially for pedestrians. On rural and arterial roads without a posted speed limit, the State of Michigan sets a statutory speed limit of 55 miles per hour. This applies to many roads in Washington Township. The Township should work with the State Police, Macomb County Sheriff and Macomb County Department of Roads to determine whether reducing speed limits on certain segments of road could have a beneficial effect on safety; this could include lowering posted speed limits, or posting lower speed limits on currently unposted roads. On local subdivision roads, curving designs and tree canopy are demonstrated to cause people to drive more slowly. Other traffic calming measures, such as points of pavement narrowing or speed tables, could also be considered if necessary, though such improvements will generally have to be supported with special assessments to pay for them.

Access Management

Most streets serve two functions: 1) to move traffic and 2) to provide access to land uses that abut them. However, these functions can often conflict because each access point interrupts traffic movement as vehicles turn off and onto the roadway. In order to balance these two road functions, access management techniques should be used. The access management section describes ways in which the road network's capacity can be maximized, by reducing the impact of development abutting the major road network.

The access management guideline described below primarily applies to more intensive, non-residential land uses. Access management is usually implemented through the site plan review process.

Restricting the Number and Spacing of Access Points. Limiting the number of driveways permitted for each land use can help preserve the traffic movement function of a roadway. Proposed and existing land uses should provide the minimum number of driveways needed to provide access to a development site. If additional driveways are proposed, additional street frontage for the subject site and appropriate spacing between existing driveways should be provided.

Even if only one access point is proposed, the most appropriate location should be selected to preserve the function of the roadway and, more importantly, to assure public safety. Driveways located too close together are safety hazards and can negatively impact road capacity.

Recommended spacing standards for non-residential driveways on the same and opposite sides of the roadway are provided in Table 6 below. Note that sidewalks at major driveways on high-speed roadways should also be set far enough back from the roadway that a vehicle can stop for a pedestrian crossing the driveway without significantly impeding flow on the roadway. This can also be accomplished by providing tapers or deceleration lanes, though it is typically the Macomb County Department of Roads that will determine whether these are required for a given site.

Table 6. Spacing Standards for Driveways on the Same Side of Street

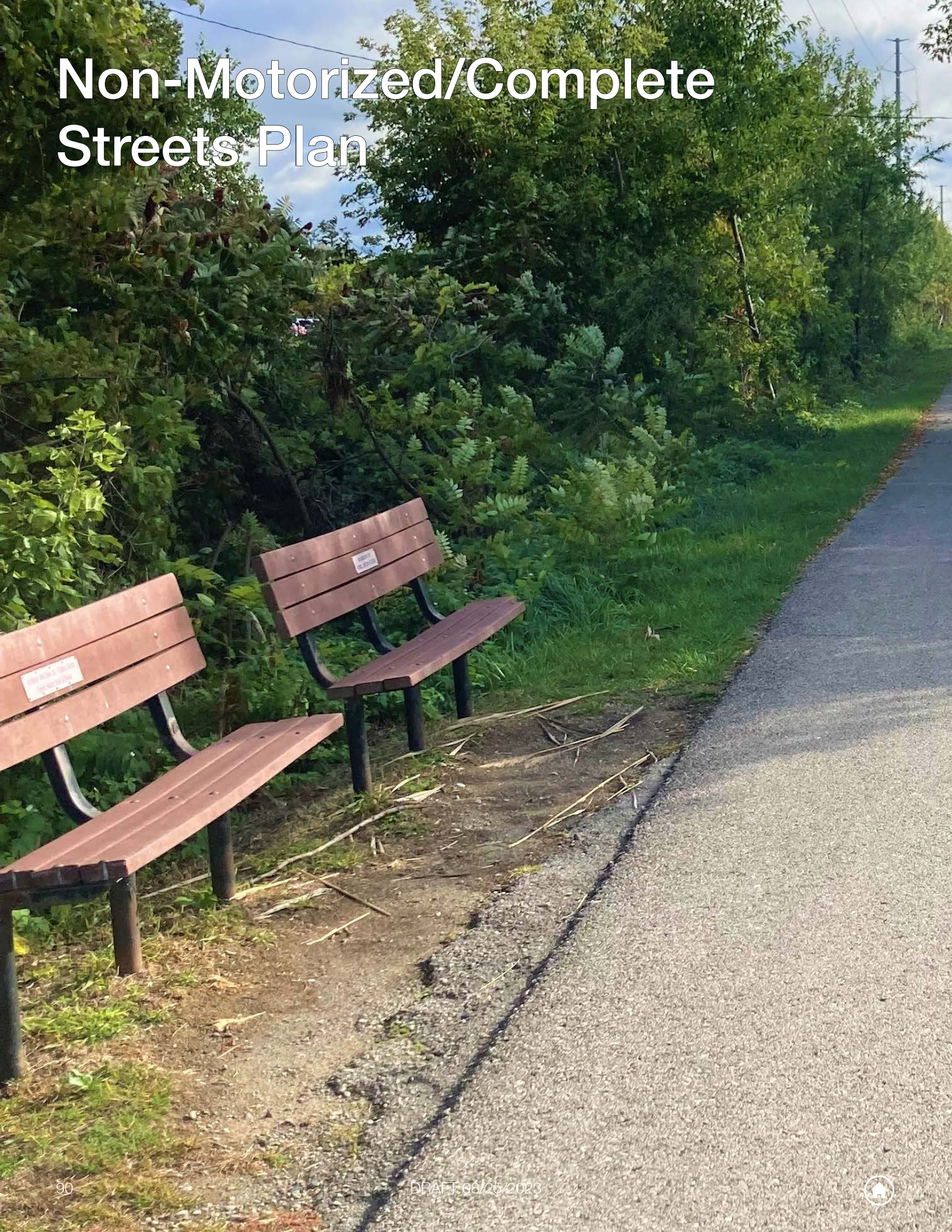
Speed Limit (mph)	Minimum Driveway Spacing (Feet)*
25	135
30	155
35	180
40	215
45	260
50 or greater	310

* Center-to-center.
 Note: Greater separation between driveways and street intersections may be required.



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Non-Motorized/Complete Streets Plan





Non-Motorized/Complete Streets Plan

Complete Streets

An important element of the Master Plan is a plan for the overall system of streets and roads in a community. This system provides for the movement of people and goods to and from places inside and outside the community. Road rights-of-way also provide places for utilities such as water lines, gas lines, sanitary and storm sewers, cable television lines, electrical power and telephone lines to co-locate, lowering the need for easements across private land.

Roads in Washington Township are either private or owned and managed by the Macomb County Department of Roads. Macomb County adopted a Complete Streets ordinance in 2014.

What comprises Complete Streets will vary from community to community based on the local context. A dense, built-out city such as Royal Oak will work with a different set of resources and physical conditions than a township in transition such as Washington Township. Facilities for non-motorized road users are much more likely to be fully separated from the flow of traffic in Washington Township, as this is what road speeds on the Township's thoroughfares demand for safety, and the physical space is typically available in the right-of-way to provide these separated facilities.

Figure 10 highlights the benefits of Complete Streets and strategies that may be implemented and **Figure 11** illustrates elements of Complete Streets design. They are provided for future reference and education and though not all elements or strategies may be appropriate in Washington Township, but there may be opportunities to provide facilities for pedestrians, bicyclists, and users of transit (where applicable) in the Township's transportation network.

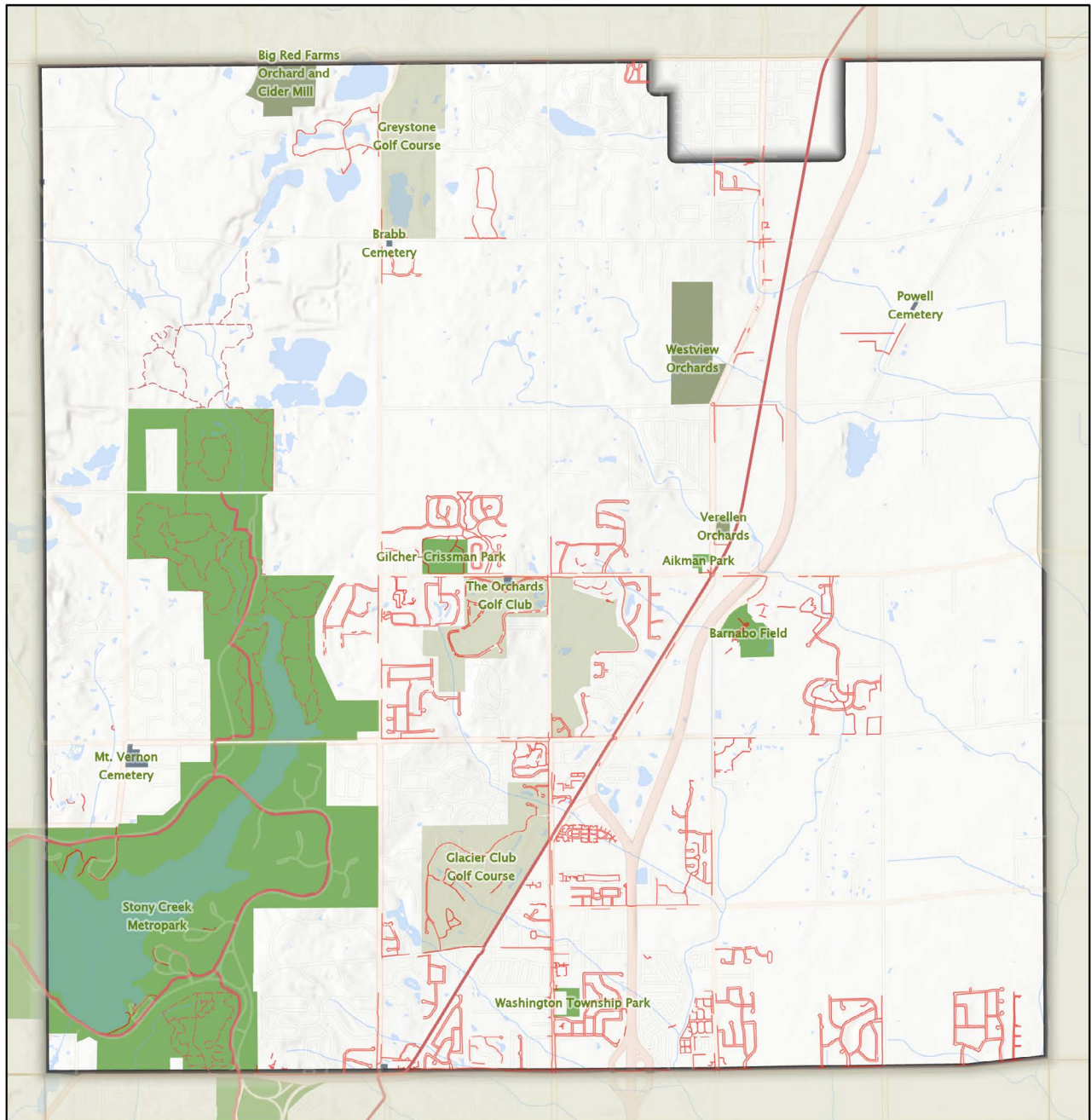
'Complete Streets' is a term used to describe a transportation network that includes facilities for vehicles, pedestrians, cyclists, and other legal users of all ages and abilities. Complete streets provide transportation choices, allowing people to move about their communities safely and easily.

In 2010, Michigan passed the Complete Streets legislation to encourage and justify the development of Complete Streets in communities. At that time, Michigan's Planning Enabling Act was also amended to require master plans to address Complete Streets.

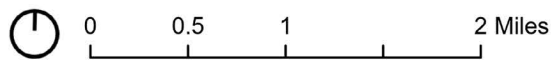
- Communities that adopt Complete Streets policies recognize that:
- Complete Streets provide transportation choices, allowing all people to move about their communities safely and easily.
- Complete Streets policies acknowledge the problems with current transportation facilities.
- Implementing Complete Streets strategies will make communities better places to live and work.



Map 16. Non-Motorized Transportation



Data Source: Esri, NASA, NGA, USGS, FEMA. Roads, Trails, and Parks: SEMCOG 2022. Map Exported: July 21, 2022. ©2022 Giffels Webster.



- Trail Paths
- Main Trails
- Sidewalks



WASHINGTON TOWNSHIP NON-MOTORIZED TRANSPORTATION

Figure 10. Benefits of Complete Streets & Related Strategies

Safety



- Reduce pedestrian accidents by increasing the safety factor.
- Perceptions of the safety of non-motorized travel strongly influence decisions about alternative modes of travel for many.
- Reducing either the width or number of travel lanes (road diet) to make space for shoulder or bike paths will improve safety.



On average, a pedestrian was killed in the US every 88 minutes in traffic crashes in 2017.

Health



- Walking or biking to school may result in reduced child obesity rates.
- Sedentary lifestyles are associated with a host of long-term health problems.
- Sidewalks, bike paths and access to transit increases level of physical activity.



Between 1989 and 2018, child obesity rates have risen dramatically, while the percentage of walking or biking to school has dropped.

Access



- A variety of transportation options allows everyone – particularly people with disabilities and older adults – to get out and stay connected to the community.
- Designing a street to accommodate those with mobility challenges may reduce overall pedestrian risk.



54% of older American living in inhospitable neighborhoods say they would walk and ride more often if things improved.

Environment



- Our dependence on the automobile increases air and water pollution resulting from motor vehicles and the impervious surfaces of roads.
- Studies have shown that 5 to 10 percent of urban automobile trips can reasonably be shifted to non-motorized transport.



Carbon-dioxide emissions can be reduced by 20 pounds per day or more than 4,800 pounds in a year per each commuter by using transit instead of driving.

Economy



- Increase consumer activity by redesigning residential and local business districts with traffic calming measures.
- Implementing Complete Streets has proven to be an effective placemaking strategy for economic development and community revitalization.



Nearly 40 percent of merchants reported increase in sales, and 60 percent more area residents shopping locally due to reduced travel time and convenience associated with Complete Streets strategies.



Figure 11. Elements of Complete Streets Design

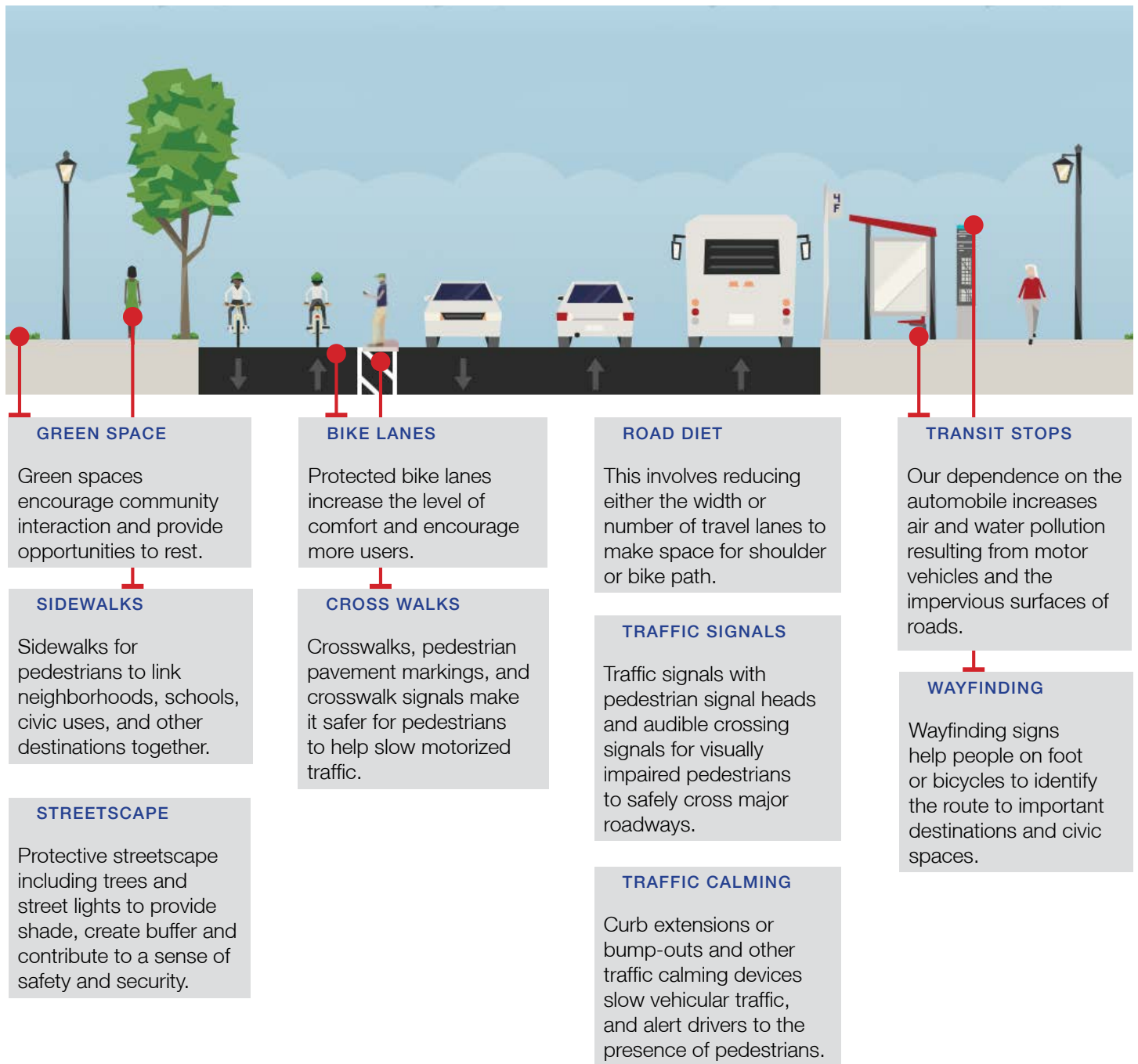


Image Source: Street Mix

Exhibit prepared by: Giffels Webster

Sidewalks

In response to the need for safer facilities for people on foot or riding bicycles, Washington Township has begun to build out a network over the last two decades. Sidewalks are required within new subdivisions, and new development on many thoroughfares is now required to install an eight-foot pathway along its full frontage to provide a multi-use pathway system that at full build-out will serve most of the Township.

This plan establishes a sidewalk plan based on the map developed for the Zoning Ordinance in 2022. The Sidewalk Map establishes different statuses for different segments of thoroughfares throughout the Township:

1. **Required Roads.** On these road segments, new development is required to install an eight-foot concrete pathway along the entirety of its thoroughfare frontage. This includes changes to existing development that requires site plan approval.
2. **Optional Roads.** On these road segments, a developer may either install the pathway or contribute to a fund for its future construction.
3. **Excluded Roads.** The segments of road in this category include the Township's natural beauty roads. Sidewalks are not required on these roads, and nor is a payment into the pathway fund.

This plan acknowledges that case law around required sidewalks is evolving, and some currently required segments may need to be treated differently as a practical matter. However, all required areas on the map are planned for eventual inclusion in the pathway plan. In the near-term, all pathway efforts that occur independently of site-by-site development will focus on closing gaps in the most developed portions of the network. The Pathways Plan also aligns with the Macomb County Trailways Master Plan, which identifies several routes through the Township as part of its long-term pathways plan. See Map XX, which is drawn from this plan and shows where input sessions showed the highest demand for local non-motorized connections.

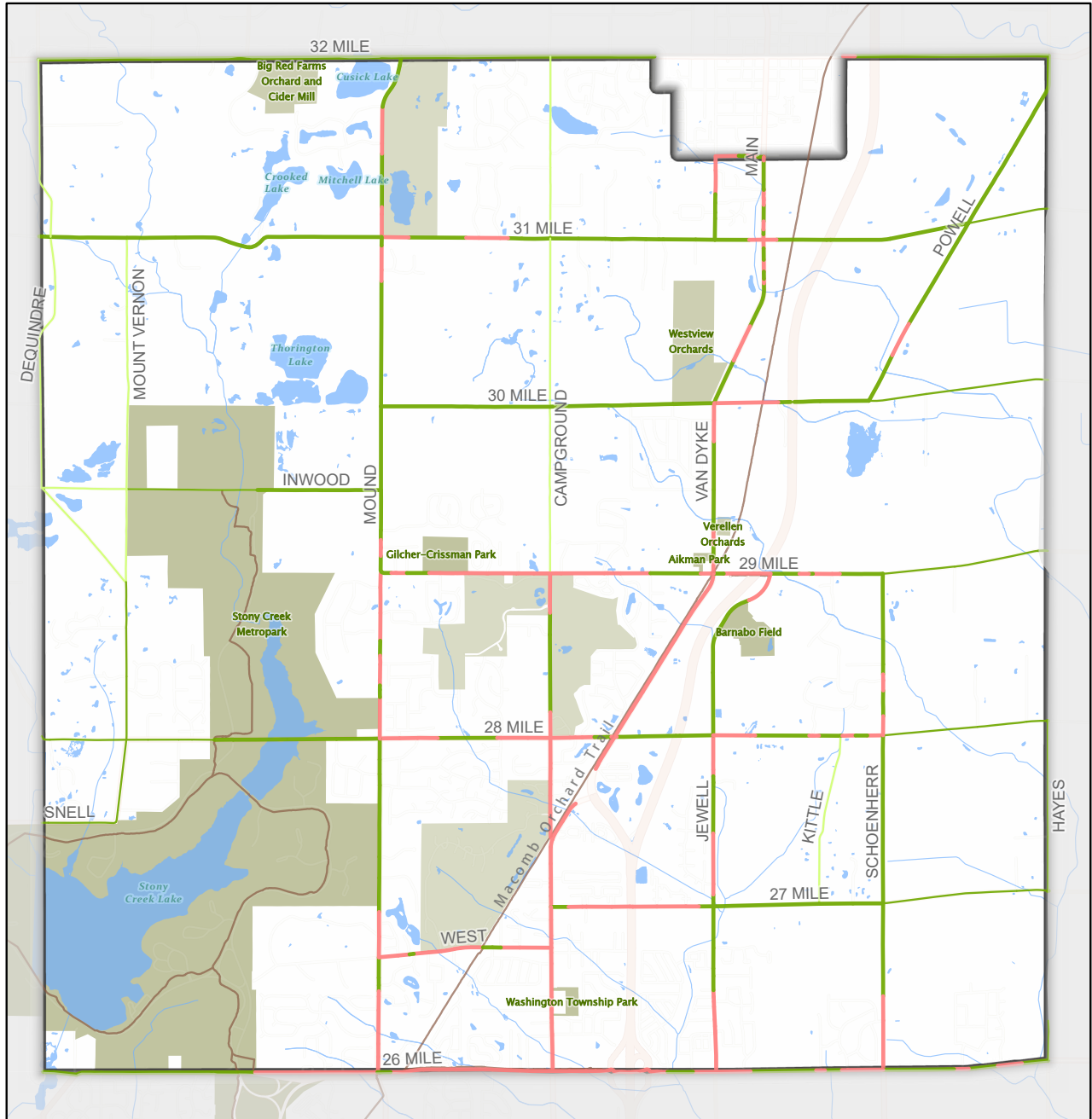
The Macomb Orchard Trail is another key transportation facility through the Township, connecting Township residents and businesses to destinations in and around the region. The Township has prioritized providing connections to this trail from numerous sites that abut it, making it ever more integral to the local non-motorized network.



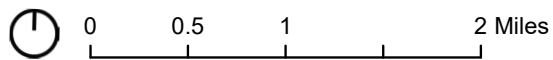
The Macomb Orchard Trail is a major non-motorized asset for the community; numerous trail access points have been established within the Township.



Map 17. Pathways Plan



Data Source: Esri, NASA, NGA, USGS, FEMA. Roads, Trails, and Parks: SEMCOG 2022. Map Exported: August 10, 2022. ©2022 Giffels Webster.



SIDEWALKS

- Existing
- Required
- Optional
- Excluded

PARK PATH

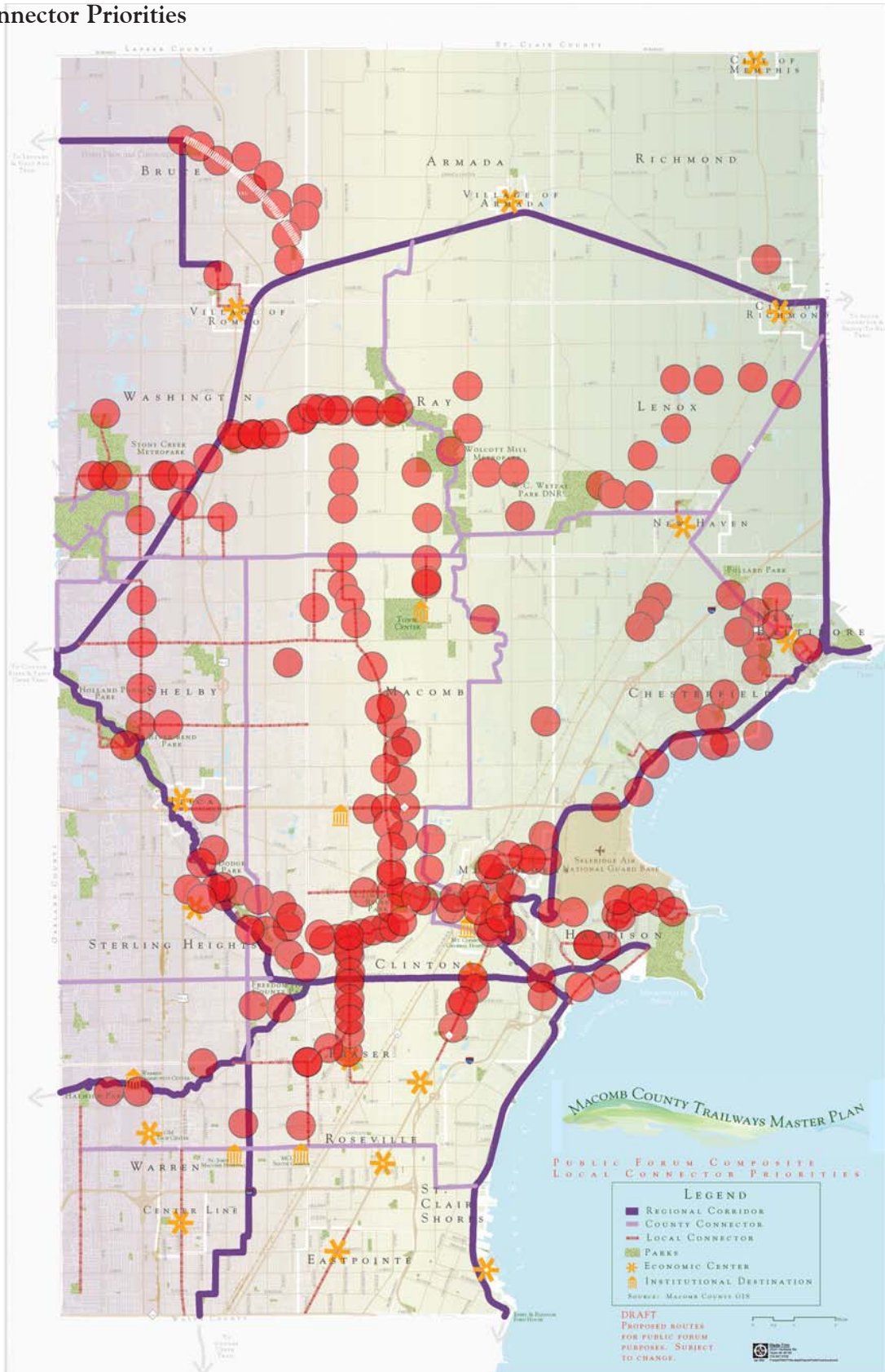
- Built



**WASHINGTON TOWNSHIP
NON-MOTORIZED TRANSPORTATION**

Map 18. Macomb County Trailways Master Plan: Local Connector Priorities

Local Connector Priorities

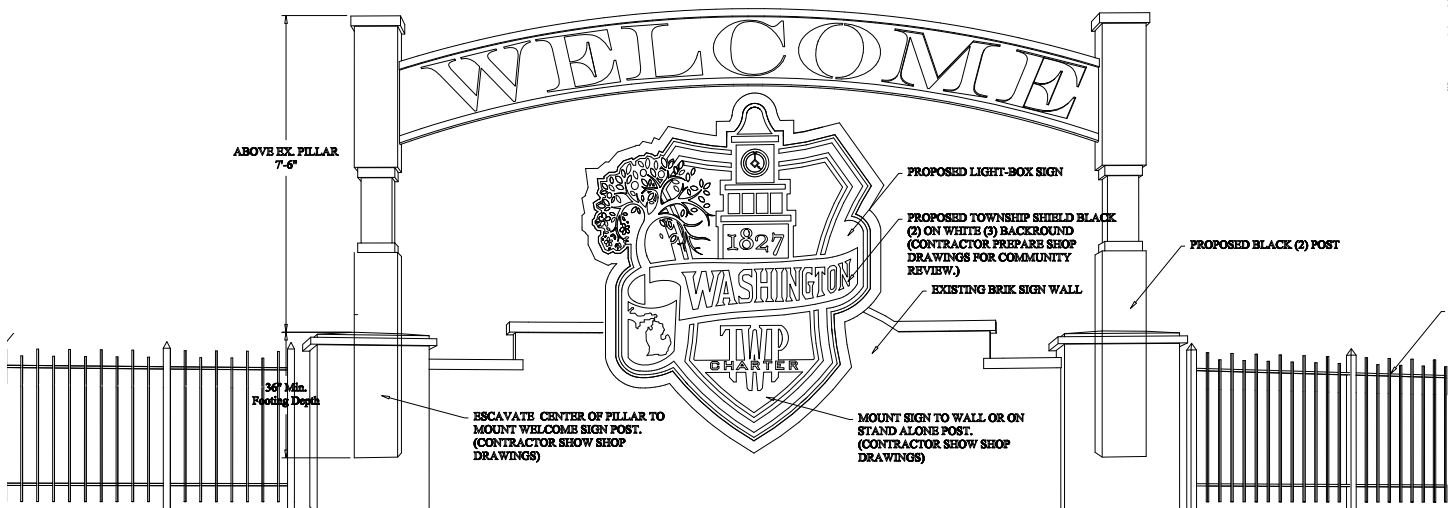


Source: Macomb County Trailways Master Plan, 2004



Wayfinding

Wayfinding systems help people understand where they are in a community, and where they'd like to go. This is helpful for locals as well as visitors, and well-placed wayfinding signage can be a boon to economic activity by helping visitors feel grounded or alerting them to areas they weren't aware of. Washington Township has developed a wayfinding sign plan, and is looking to implement it over the next several years.



Illustrations and renderings depicting the Washington Township wayfinding signage plan in development.

Future Land Use Plan





Future Land Use Plan

Future Land Use Map

What Is a Future Land Use Map?

The Future Land Use Map identifies areas of the Township that are planned for certain uses. A future land use map is NOT a zoning map, nor does it change the zoning of any property. Rather, it establishes a basis for the Zoning Map and the Zoning Ordinance, which translate planning into a full regulatory framework.

It is also important to consider that the boundaries of future land use areas on the map are meant to be generalized and do not necessarily represent specific properties. This is a key distinction to make when the Township is asked to consider future requests for rezoning.

Future Land Use Categories

Descriptions of each future land use category follow. Each residential category includes a target for residential density, expressed in terms of a minimum lot size; this corresponds to the way density is determined in single-family districts in the Zoning Ordinance.

Rural and Estate

This category applies to much of the western Township and is meant to preserve the rural character of this area. Lack of utilities and paved roads, as well as several large areas with historic barriers to development, such as contamination, all limit the potential for more intensive development here. Lot sizes here should be a minimum of 90,000 square feet. This is a prime area for natural resource and open space preservation, as well as agricultural activities, including agritourism.

Large Lot

This category is intended to create areas where agricultural uses and large lot residential uses can co-exist without encroachment from other uses. This area will have minimum lot sizes of 40,000 square feet.

Low Density Residential

The Low Density Residential areas have minimal utility service and are largely served by gravel roads. These areas are planned to have lot sizes of no less than 30,000 square feet; agricultural uses will continue to occupy a large portion of this land use category for the foreseeable future.

Moderate Density Residential

This category corresponds to the R-1-A and R-1-B zoning districts, which have minimum lot sizes of 30,000 and 20,000 square feet, respectively. The category essentially forms a transitional ring around more intensive development in the south-central area of the Township. The cluster option should be encouraged here to promote open space preservation, especially where utilities are available.

Suburban Residential

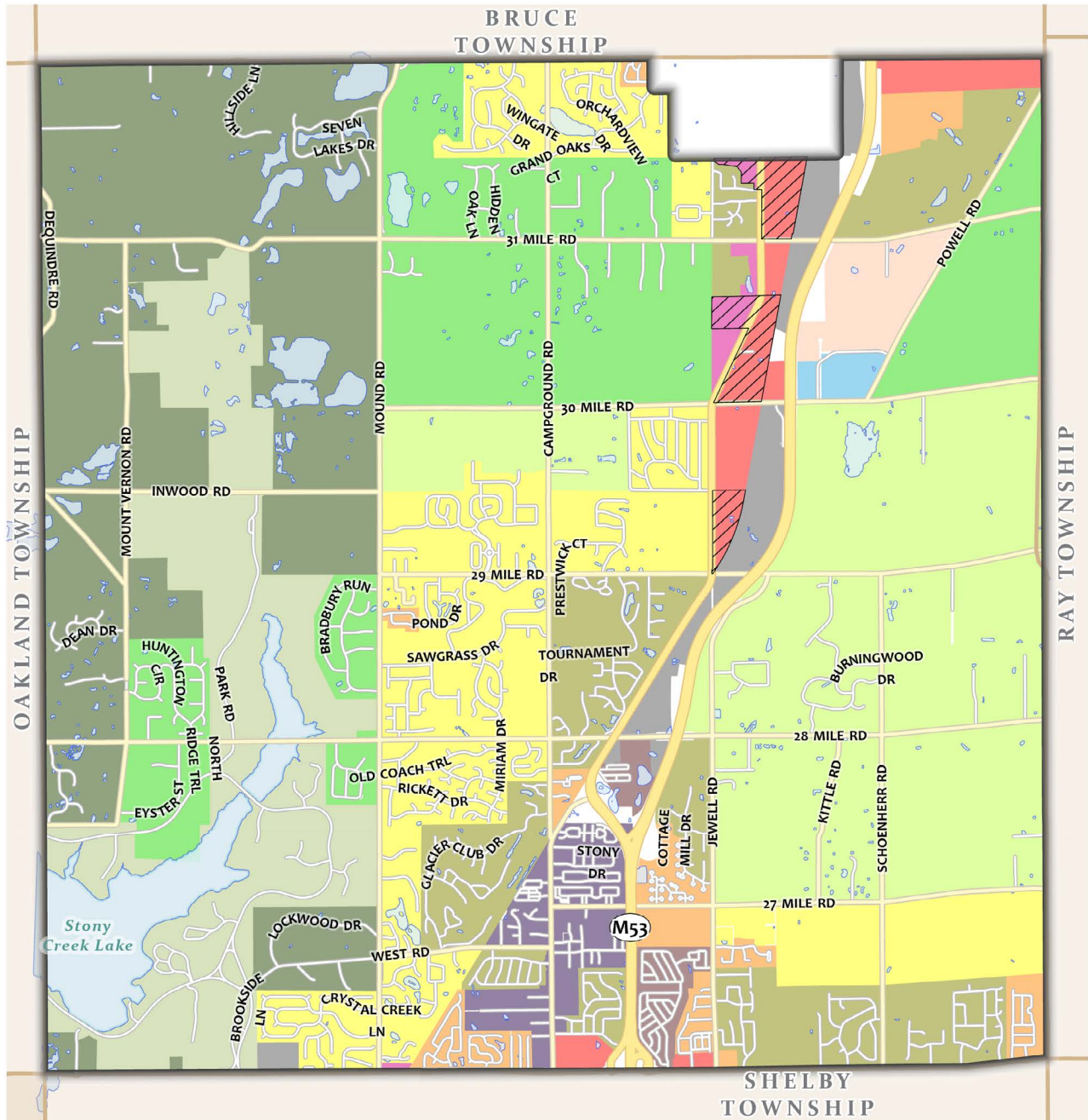
This category corresponds to the R-1-C and R-1-D zoning districts, which have minimum lot sizes of 15,000 and 10,000 square feet, respectively. These developments can only be constructed where utilities are available, and the cluster option is recommended to limit their overall impact on the landscape. The Township should consider whether to permit duplexes in the R-1-D district when the cluster option is exercised.

Multiple Family Residential

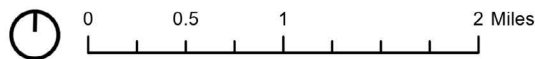
The Township currently has two multi-family districts, concentrated in the Van Dyke/M-53 corridor; this land use category corresponds to these districts. Densities in these areas range from about 5 units/acre to about 8 units/acre. The Township may consider adding a third multi-family



Map 19. Future Land Use Map



Data Source: Landuse: Washington Township. Roads: Macomb County. Water Features: SEMCOG 2022. Map Exported: August 23, 2023. ©2023 Giffels Webster.



- | | | |
|----------------------|--------------------------------|--------------------------------|
| Rural And Estate | Manufactured Housing Community | Industrial/Research/Technology |
| Large Lot | Community Wide Commercial | Recreational |
| Low Density | Local Commercial | Recreation/Support |
| Suburban Residential | Washington Village | Multi-Family Overlay |
| Moderate Density | Industrial | |
| Multiple-Family | | |



FUTURE LAND USE

WASHINGTON TOWNSHIP

district at some point in the future to accommodate denser development; this may be appropriate near the 32 Mile/M-53 interchange. For the moment, the existing districts are consistent with the character of the Township.

Manufactured Housing

The Manufactured Housing category is intended to maintain the Township's two mobile home parks in accordance with state law. These areas could one day transition away from the mobile home park model. Should these areas transition away from the mobile home park model, a flexible mix of residential development should be permitted to preserve affordability; these may be a potential area for higher-density multi-family development.

Local Commercial

The Local Commercial category is designed to provide for uses which meet the day-to-day convenience shopping and service needs of people in adjacent residential areas, and also can affect a transition from areas of more intense development to residential areas.

Community Commercial

This category is intended to provide for a wide array of commercial activities, with an emphasis on retail. High-quality construction and strong access management should both be emphasized; these areas will evolve to bring uses closer to the road and visually de-emphasize parking lots.

Washington Village Center

The Village Center category is intended to permit a mixture of mutually supporting convenience, specialty, and service commercial uses, as well as complementary office, entertainment and residential uses, which provide for the needs of Township residents and visitors in a village-like environment. Multi-Family development is permitted in the Village only as part of a mixed-use development, with a maximum density of five units per acre. Though this use is currently required to be placed behind commercial uses, there may be merit to discussing whether to permit it above commercial uses as well. This could reduce overall building

footprints and provide a development pattern closer to the heart of a traditional small town.

Industrial

The Industrial classification provides locations with good regional transportation access for a wide range of industrial and intensive uses.

Industrial/Research/Technology

The IRT category is intended to foster economic development and employment by providing a concentrated area for light industrial, research, and similar uses. The area also permits a limited number of complementary commercial uses on major thoroughfare frontage.

Recreational

This category corresponds to Stony Creek Metropark.

Recreation/Support

This category is meant to support very large-scale recreation facilities while also permitting a flexible mix of other commercial and light industrial uses.

Multi-Family Overlay

The Multi-Family Overlay is intended to provide flexibility in land use development by providing for multi-family development at 5-8 units per acre in the event that commercial demand for these sites does not materialize or existing commercial development becomes unviable.



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Implementation Plan





Implementation Plan

The thoughtful preparation and adoption of any plan would be of diminished value without a program of implementation strategies. The implementation strategies of this chapter will assist the Township in putting the key recommendations of the Master Plan to work.

The implementation program is based on this plan's goals and objectives, prior planning efforts, and input received, and is intended to support the use of this plan as a living document that guides future action in the Township.

Zoning Plan

The Zoning Plan for this Master Plan update shows how the Township's planned long-range land use will be implemented through the use of zoning regulations. Each future land use category should have an appropriate zoning framework for regulating development. There are a few zoning district classifications that may need to be amended or created to be consistent with the changes suggested in the Future Land Use Map and descriptions.

Figure 12. Relationship between the Master Plan and Zoning Ordinance

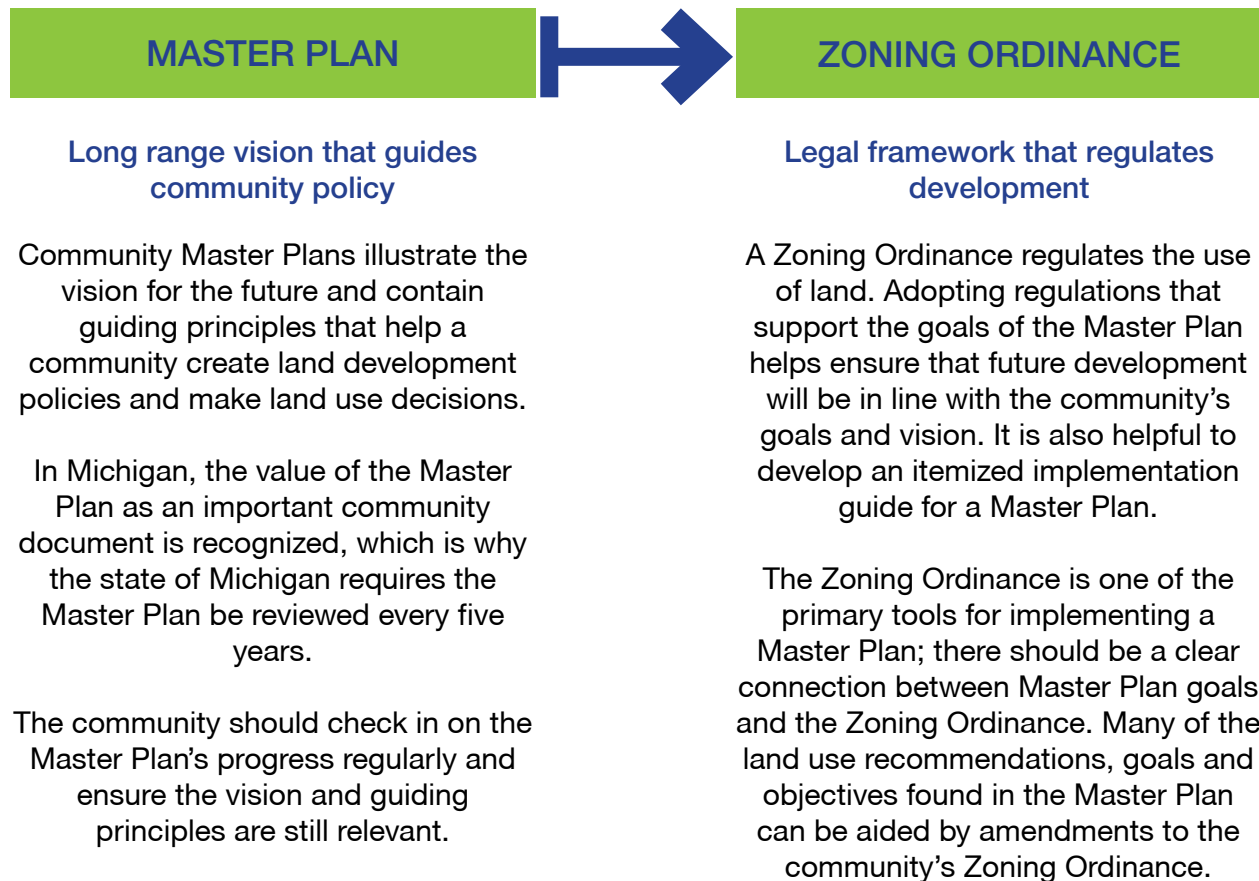


Table 7 below shows how the land uses of the Master Plan are intended to generally align with the Township’s zoning districts and the suggested Zoning Plan based on the changes proposed in the Future Land Use Map sections.

Most future land use categories correspond to one or two zoning districts. The exceptions are “recreation/support,” which does not have a corresponding district, “recreational,” which generally is covered in districts permitting parks, and “multi-family overlay,” which has not been developed as an overlay district.

While a zoning plan, by statute, is only required to note which zoning districts correspond to which future land use categories, it is helpful for an implementation plan to also gather in one place the various other zoning amendments that the plan identifies as promoting its implementation. These are all noted in the Action Items tables later in this chapter.

Key changes proposed for the 2023 Master Plan Update Zoning Plan:

Table 7. 2023 Zoning Plan

Future Land Use Category	Zoning District
Rural and Estate – Lot sizes of 90,000+ square feet	R-1 Rural Residential
Large Lot – Lot sizes of 40,000+ square feet	A-1 Agricultural Residential
Low Density – Lot sizes of 30,000+ square feet	R-1-A Single-Family Residential
Moderate Density – Lot sizes of 20,000+ square feet	R-1-B Single-Family Residential
Suburban Residential – Lot sizes of 10,000+ square feet	R-1-C Single-Family Residential
	R-1-D Single-Family Residential
Multiple Family – 5-8 units/acre	RM-1 Multiple-Family Residential
	RM-2 Multiple-Family Residential
Manufactured Housing – Meant to accommodate manufactured housing and mobile home development	MHC Manufactured Housing community
Local Commercial – Designed to provide for uses which meet the day-to-day convenience shopping and service needs of people in adjacent residential areas.	LC Local Commercial
Community Commercial – Designed to provide for a wide array of commercial activities, with an emphasis on retail.	GC General Commercial

Future Land Use Category	Zoning District
Washington Village – Intended to permit a mixture of mutually supporting convenience, specialty, and service commercial uses, as well as complementary office, entertainment and residential uses, which provide for the needs of Township residents and visitors in a village-like environment.	V-1 Village Center
Industrial – Provides locations with good regional transportation access for a wide range of industrial and intensive uses.	IND General Industrial
Industrial/Research/Technology – Intended to foster economic development and employment by providing a concentrated area for light industrial, research, and similar uses. The district also permits a limited number of complementary commercial uses on major thoroughfare frontage.	IRT Industrial Research Technology
Recreational – This category corresponds to Stony Creek Metropark.	Covered under the “parks” permitted use in the A-1 district
Recreation/Support – Meant to support very large-scale recreation facilities/sports arenas.	No corresponding district or overlay
Multi-Family Overlay – 5-8 units/acre	No corresponding district or overlay

Action Items

It is important that the Township Master Plan be a living document that is consulted during decision-making, reviewed regularly, and implemented gradually. Bringing a plan to fruition is best done through consistent, incremental, and logical implementation of steps toward the final goals. The implementation matrices that follow are designed to show how the goals of the Master Plan are fulfilled by strategic action items. All boards and commissions are encouraged to understand how they all work together to create a better community to live, work, and play.

A plan that provides a means for tracking progress toward its goals is more likely to be actively used in future decision-making. The Implementation Plan is structured to provide this kind of guidance and trackability.

- Goals are general statements about a particular aspect of future development.
- Objectives add detail to the goals and are more specific about how we might achieve our goals.
- Action items are concrete actions we can take to advance our goals and objectives. They can often be tied to a responsible party or potential source of funding, and progress on an action item is often measurable.
- The action item matrix also identifies resources that might help achieve a given goal. This may take the form of an agency, a document, a recurring grant opportunity, or some other resource that could aid the Township in implementation.
- Benchmarks may be highly quantitative or more qualitative, but in general, we are tying each action item to a standard of review. When we revisit our Master Plan in the future, or review our progress in the meantime, we will be able to measure ourselves against the benchmark(s) for each action item. In some cases, we may need to gather some baseline data.
- We recommend that the Planning Commission establish a standing annual review date for the Implementation Plan (i.e., every September we will review our progress). Aligning this with a standing, statutory responsibility, such as election of officers, and including it in the Planning Commission By-Laws ensure that annual review will be conducted.

In order to illustrate the connection between goals, objectives, and action strategies, each of the implementation matrices that follow align with the Master Plan goals, which are noted at the top of each matrix. Within each matrix, the action items are broken into subcategories intended to assist with identification and prioritization. Not all goals contain action items within each subcategory and some action items are repeated as they can advance more than one goal. The matrix subcategories are listed in [Table 8](#).

Table 8. Implementation Action Item Types

Action Item Type	Description
Zoning	These are items requiring zoning amendments and will generally be led by staff and the Planning Commission.
Capital Improvement	These items involve large capital investments, such as equipment, projects or studies, that require inclusion into the Township’s Capital Improvement Plans (CIPs) in order to determine the most efficient time and method of completion and may involve multiple municipal departments.
Advocacy	These will be items involving education of the community, including residents, business owners, property owners, developers and design professionals. They will be led by a combination of staff, boards and commissions. This may also involve Township staff and officials working with county and state officials to coordinate plans and funding, as appropriate.
Other	Other items may involve research, study, and further evaluation by staff and/or other boards and commissions.



Table 9. Implementation Matrix Columns

Matrix Column	Description
Action Item	The strategic actions necessary to carry out goals and objectives.
Lead Body	Identifies the primary party responsible for accomplishing the action item.
Priority / Time Frame	Identifies and prioritizes the time frame for the action item to be implemented. Generally, short time frames are intended as three years or less; medium time frames are three to five years, and long time frames are over five years. Priorities would generally be categorized as high, medium, or low.
Potential Funding	Potential funding sources that could be utilized to accomplish the action item.
Supporting Resources	Potential parties who may be involved in the accomplishment of the action item.
Benchmark	Potential standards or methods of measuring progress on each action item.
Abbreviations	PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next

After adoption, the Planning Commission will assign time frames or priorities to the action items. These time frames are intended as guides and may be adjusted as resources allow or as other issues arise. The plan should be treated as a living document and the Planning Commission is expected to make changes to the tables as needed.

Implementation Tools and Techniques

Washington Township has a wide variety of tools and techniques at its disposal to help implement its long-range planning, including, but not limited to:

- Zoning Ordinance standards and Zoning Map
- Code enforcement
- Special design plans and study area plans
- Capital improvement program (CIP)
- Public-private partnerships (P3s or PPPs)
- Site plan, special land use, and rezoning review
- Special millages and assessments
- Local land trusts and conservancies
- Federal and state grant programs
- State and regional partnerships
- Tax increment financing, including existing DDA
- Tax abatements for industrial growth and commercial/obsolete property rehabilitations
- Parks and recreation planning
- Re-evaluation and adjustment of the Master Plan

Goal 1: Economic Development

The Township will work to make itself attractive to businesses with the potential to provide professional employment opportunities, and plan to provide land for their facilities.

Objectives:

- a. Track the supply of available land for industrial and commercial development, and ensure that an adequate supply exists.
- b. Develop a comprehensive capital improvement plan that accounts for the provision and maintenance of critical infrastructure to support commerce.
- c. Work with the County to target industrial investment in the Township.
- d. Pursue the expansion of broadband service to underserved areas of the Township.

Table 10. Action Items: Economic Development

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Review industrial districts to ensure permitted uses and dimensional standards are appropriate and reflective of modern demand for industrial development.	PC	Next 6 months			
Z.2 Review parking standards for commercial and industrial uses to ensure they align with real demand and do not require excess land and construction.	PC	Next 6 months			
Z.3 As industrial development occurs, review inventory of vacant, industrially zoned land to ensure adequate holding capacity.	PC	Periodic review			
Capital Improvement					
C.1 Aggregate all capital improvement planning into a comprehensive 5-year capital improvement plan.	Staff/PC/TB ¹	1 year			
¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act). PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					



Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Advocacy					
A.1 Coordinate with Macomb County economic development and Macomb Next to establish Washington as a destination for industrial land uses.	TB/Staff	Next 5 years			
A.2 Work with Michigan High-Speed Internet Office (MIHI) to access grant funding as needed to improve broadband service in underserved areas.	TB/Staff	1 year	BEAD (Broadband Equity, Access & Deployment) grant		
Other					
O.3 Work to establish a new Chamber of Commerce specific to Washington Township, or establish a connection to an existing chamber that can meet the needs of the Township.					
¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act). PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					

Goal 2: Access to Services

The Township will ensure that land is available for commercial development that provides services to residents in appropriate locations.

Objectives:

- a. Concentrate commercial and industrial development in the primary non-residential corridors around Van Dyke and M-53, and along 26 Mile Road.
- b. Facilitate the redevelopment, modernization, or revitalization of older commercial properties to prevent gaps in service from arising.
- c. Work with businesses via zoning and other methods to permit outdoor uses, such as dining terraces, in a way that balances commercial demands with aesthetic concerns and the needs of nearby residents for a peaceful environment.

Table 11. Action Items: Access to Services

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Review design and layout standards of the zoning ordinance, including commercial setbacks and parking locations, for commercial and industrial uses.	PC				
Z.2 Review standards for outdoor commercial uses, including outdoor dining.	PC				
Z.3 Review drive-thru standards, particularly on sites with multiple users, to ensure drive-thrus cause the minimum possible disruption to circulation on commercial properties.	PC				
Z.4 Review commercial and industrial parking standards and update as needed.	PC				
Z.5 Review lists of permitted uses in commercial and industrial districts to ensure modern usage is appropriately permitted.	PC				
Capital Improvement					

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Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Advocacy					
A.1 Assess what commercial uses are needed and work to target potential providers for vacant spaces. Consider establishing a new Chamber of Commerce or establishing a relationship with an existing chamber that can provide the service the Township needs.				Chamber of Commerce, consultants	
Other					
PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					

Goal 3: Housing

The Township will ensure that land is available for commercial development that provides services to residents in appropriate locations.

Objectives:

- a. Concentrate commercial and industrial development in the primary non-residential corridors around Van Dyke and M-53, and along 26 Mile Road.
- b. Facilitate the redevelopment, modernization, or revitalization of older commercial properties to prevent gaps in service from arising.
- c. Work with businesses via zoning and other methods to permit outdoor uses, such as dining terraces, in a way that balances commercial demands with aesthetic concerns and the needs of nearby residents for a peaceful environment.

Table 12. Action Items: Housing

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Adopt standards for reasonable accommodation of housing for the disabled	PC	Next year	Planning budget		Amendment adopted
Z.2 Investigate whether accessory dwelling units should be permitted, and if so, where and under what circumstances	PC				
Z.3 Review senior housing provisions and seek ways to permit more facilities for a wider variety of needs, potentially in more locations that currently permitted.	PC				
Z.4 Consider ways to further incentivize cluster development.	PC				
Z.5 Look at potential future redevelopment of mobile home parks—what is most desirable if this comes to pass?	PC				
Z.6 Consider whether duplexes have a place in denser single-family districts; may be most appropriate in a cluster context.	PC				
Z.7 Review state-licensed care regulations and ensure compliance with state law.	PC				
Z.8 Consider whether to provide greater flexibility in the location of Village Center housing—i.e. in rear of site, or on upper floors.	PC				
Z.9 Review multi-family design standards for ways to provide flexibility in design while preserving existing intent.	PC				

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Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Capital Improvement					
Advocacy					
A.1 Assess what commercial uses are needed and work with Romeo-Washington Area Chamber of Commerce to target potential providers for vacant spaces.				Chamber of Commerce, consultants	
Other					
O.1 Provide resources, including home improvement support, social services, and transportation assistance, for seniors to support aging in place.				Macomb County	
<small>PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next</small>					

Goal 4: Environmental Quality

New development and redevelopment, when it occurs, will respect the natural environment and preserve its important features to the maximum extent possible.

Objectives:

- a. Evaluate environmental regulations regularly to ensure they are accomplishing their stated goals.
- b. Work to preserve a dark night sky by evaluating lighting regulations.
- c. Protect the Clinton River watershed from pollution.
- d. Evaluate the effectiveness and enforceability of the Township’s performance standards for industrial and commercial development.
- e. Use open space preservation options in the Zoning Ordinance to preserve wetlands and important woodlands and topography. Consider an ordinance to protect wetlands not regulated by EGLE.
- f. Consider an ordinance to address repair and maintenance of septic fields.
- g. Consider implementing more green infrastructure on development sites that will pre-filter runoff and reduce the burden on the storm sewer system.
- h. Develop standards for the appearance and landscaping of detention ponds to make these feel more integrated into the natural topography of the site; strive for a more natural looks to these site features.
- i. Develop regulations for large solar energy installations.

Table 13. Action Items: Environmental Quality

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Clarify regulations pertaining to the presence of protected natural features within the boundaries of individual condominium subdivision lots.	PC				Amendment adopted
Z.2 Evaluate lighting regulations and consider ways to move further toward a true dark-sky ordinance.	PC			International Dark Sky Association	
Z.3 Use landscaping and engineering standards to permit and encourage more natural stormwater management and cleaning approaches, so as rain gardens and bioswales.	PC				
Z.4 Review performance standards relative to verification methods available to the Township; modernize where necessary.	PC				
Z.5 Consider ways to modify cluster/open space/PUD regulations to emphasize natural feature preservation as a required or prioritized benefit.	PC				
PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					



Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Z.6 Develop standards for detention pond landscaping to help these features blend more smoothly into the landscape.	PC				
Z.7 Consider adopting regulations to address on-site energy storage facilities.	PC				
Capital Improvement					
Advocacy					
A.1 Solar energy regulations were recently adopted; monitor this evolving field to determine whether these regulations continue to address current practices.	Staff/Consultants				
Other					
O.1 Consider a local wetland protection ordinance.					
A.2 Consider a local ordinance to address monitoring and maintenance of septic fields—is there anything the Township wishes to achieve beyond the requirements of the Health Department?					
PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					

Goal 5: Transportation

The Township’s road and pathway system will provide safe and efficient circulation for all users, including pedestrians, bicyclists, and drivers. Road design will respect the context of the area surrounding the road.

Objectives:

- a. Prioritize public safety in all transportation planning.
- b. Use traffic studies and development impact statements to manage the growth of traffic in high-development areas.
- c. Consider ways to provide paths for vehicular travel that are not concentrated on principal thoroughfares.
- d. Continue to require and built out the Township’s multi-use pathway system.
- e. Manage site access to improve traffic safety. Consider the role that cross-access and frontage or backage roads might play in reducing turning movements onto and off of major thoroughfares.
- f. Encourage or require pedestrian connections between neighboring subdivisions, and pedestrian circulation within subdivisions.
- g. Incentivize the provision of bicycle parking facilities in commercial and mixed-use developments.
- h. Engage with state and county authorities for improvements in access to and across M-53, with an emphasis on safety and mobility within the Township.
- i. Continue to provide more access points and trailheads for the Macomb-Orchard Trail.

Table 14. Action Items: Transportation

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Consider adding standards for traffic calming devices to subdivision and parking lot design standards.	PC				
Z.2 Assess whether access management and cross-access standards are supporting the safest possible transportation environment and update if needed.	PC				
Z.3 Review development impact statement requirements to ensure the Township receives the information it needs to make informed decisions; consider adding criteria to waiver provisions.	PC				
Z.4 Review requirements for cross-connection between subdivisions; provide for more non-motorized interconnection of neighborhoods, especially where this may aid travel to schools, parks, or other community facilities.	PC				
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Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Z.5 Consider adoption of standards for bike parking, and whether to require it anywhere, such as the Village district.	PC				
Z.6 Build incentives for trailheads into regulations.	PC				
Capital Improvement					
C.1 Work to close gaps in the pathway network and connect to subdivisions' internal networks.	TB	Next 5-20 years	General fund, SEM-COG, TAP grants		Fewer unconnected segments
C.2 Review signalization of intersections, including timing of pedestrian crossing signals.	TB	Next 5 years		MCDR, SEM-COG	
Advocacy					
A.1 Investigate the possibility of lowering speed limits on certain major roads.	TB			MCDR/State Police	
A.2 Seek improvements in access to and across M-53.	TB			MDOT	
A.3 Consider whether funding sought for Macomb Trailways plan or Huron-Clinton connectivity plans may be leveraged to help expand the Washington Township pathway system.				Macomb County, Huron Clinton Metroparks	
A.4 Consider the best potential points of trail connection to the Stony Creek trail system.				Huron Clinton Metroparks	
A.5 At the time of signal replacement or improvement, work with MCDR to pursue mast arm signals rather than wire-hung signals.				MCDR	
Other					
O.1 Consider a local wetland protection ordinance.					
PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					

Goal 6: Community Facilities and Services

The Township will provide high-quality facilities and services that meet the needs of current and future residents and businesses.

Objectives:

- a. Plan to accommodate coming growth by acquiring land for future facilities, understanding areas of future demand, and engaging in capital improvement planning for those future facilities.
- b. Maintain an up-to-date Parks and Recreation Plan and monitor opportunities for grants to improve or acquire new facilities. Consider small area parks as well as larger facilities that serve the whole Township, and continue to work with Bruce Township and Village of Romeo on collaborative efforts to provide recreation facilities.
- c. Continue to provide information to residents in an open, transparent manner through the Township website.

Table 15. Action Items: Community Facilities and Services

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Capital Improvement					
C.1 Use grant opportunities provided under the 5-year Parks & Recreation Plan to fund park improvements.	PR			DNR	Fewer unconnected segments
C.2 Aggregate all capital improvement planning into a comprehensive 5-year capital improvement plan.	Staff/PC/TB ¹	1 year			
Advocacy					
A.1 Continue to build on the established Parks & Recreation partnership with Romeo and Bruce; consider whether this partnership could be built upon to expand regional cooperation in other arenas.	TB				
¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act). PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next					



Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Other					
O.1 Acquire or hold land to accommodate anticipated future demand for community facilities.	TB				
O.2 Maintain a constant, free flow of information on projects via the Township's website and via other means as appropriate.	TB/Staff				
<p>¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act). PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next</p>					

Goal 7: Unique Places

The Township will recognize its unique areas and sites, including its historical, agricultural, natural, and principal commercial or mixed use areas and support their future development in accordance with each of their needs and characters.

Objectives:

- a. Support the survival of existing agricultural uses by enabling reasonable agribusiness and agritourism uses and supporting farm-to-table uses.
- b. Encourage the development of relationships between the local agricultural community and business community, to support local food production.
- c. Protect the Township’s historical assets, including historic buildings, districts, and scenic areas.
- d. Invest in improvements to the Village Center area that will help create a cohesive district. Consider establishing a DDA and TIF district to finance and direct these improvements.

Table 16. Action Items: Community Facilities and Services

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Review agribusiness/agritourism regulations to ensure that they enable all reasonable activities that can support the continuation of agriculture, with appropriate levels of review and, where necessary, buffering for neighbors.	PC				
Z.2 Consider incentives and standards for the preservation of historic buildings and sites.	PC				
Capital Improvement					
Advocacy					
A.1 Encourage the development of relationships between the local agricultural community and business community, to support local food production.					

¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act).
 PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next



Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Other					
O.1 Consider establishing a Downtown Development Authority for the Village Center area. Identify properties to include in a DDA and TIF district.	TB			MEDC Main Street Resources	
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Goal 8: Harmonious Development

Where more intense uses are developed close to less intense uses, screening, setbacks, and other measures will be used to ensure that potential negative impacts are minimized.

Objectives:

- a. Review landscaping and screening standards, including wall and fence requirements, to ensure that they truly provide an effective buffer between disparate uses, and that landscaping treatments are consistent throughout the Township.
- b. Ensure that screening landscaping is maintained in good health, and replaced when necessary.
- c. Where natural vegetation can be preserved to provide a buffer between uses, regulations should encourage and facilitate that preservation.
- d. Analyze the physical relationships between zoning districts and provide for transitional zoning where possible.
- e. Review lighting, noise, and nuisance regulations to reduce the impact of more intensive uses on less intensive uses.

Table 17. Action Items: Community Facilities and Services

Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Zoning					
Z.1 Reviewing landscaping/screening /buffering standards with particular attention to their effectiveness at protecting residential uses.	PC				
Z.2 Encourage the preservation of natural vegetation to accomplish screening functions where possible.	PC				
Z.3 Identify places where neighboring uses are likely to conflict and address these transitions with new or updated standards.	PC				
Z.4 Review lighting and performance standards and update to reduce impacts of more intensive uses on less intensive uses.	PC				
Capital Improvement					
Advocacy					
<small>¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act). PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next</small>					



Action Item	Lead Body	Priority / Time Frame	Potential Funding	Supporting Resources	Benchmark
Other					
O.1 Develop a framework for tree placement that builds canopy while avoiding utilities and County rights-of-way.	PC			MEDC Main Street Resources	
O.2 Use code enforcement to ensure the landscaping is maintained in a healthy condition.	TB				
<p>¹ By statute, the Planning Commission is involved in review and development of a capital improvement plan (see Michigan Planning Enabling Act). PC = Planning Commission; PD = Planning Department; TB = Township Board of Trustees; PR = Parks and Recreation; NA = Not Applicable; MCDR = Macomb County Department of Roads; MDOT = Michigan Department of Transportation; MN = Macomb Next</p>					



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