

# RESILIENT HARRISON 2040 MASTER PLAN

Adopted by the Harrison Township Board of Trustees  
on November 12, 2024

Recommended for Adoption by the Harrison Township  
Planning Commission on October 17, 2024

## **Charter Township of Harrison**

Macomb County, Michigan  
38151 L'Anse Creuse  
Harrison Township, MI 48045  
[www.harrisontownshipmi.gov](http://www.harrisontownshipmi.gov)

**CHARTER TOWNSHIP OF HARRISON  
MACOMB COUNTY, MICHIGAN  
TOWNSHIP BOARD RESOLUTION TO ADOPT  
THE RESILIENT HARRISON 2040 MASTER PLAN**

At a regular Board Meeting of the Board of Trustees for the Charter Township of Harrison, on Tuesday, November 12, 2024, the following resolution was adopted:

**WHEREAS**, The Charter Township of Harrison has established a Planning Commission under the Planning Enabling Act, State Public Act 33 of 2008, as amended; and,

**WHEREAS**, The Township Planning Commission is required by Section 7 of said Act to prepare a master plan as a guide for the physical development of the township; and,

**WHEREAS**, The Township Planning Commission prepared a proposed new master plan and submitted the plan to the Township Board for review and comment; and,

**WHEREAS**, On July 8, 2024, the Harrison Township Board received and reviewed the proposed master plan prepared by the Planning Commission and authorized the distribution of the draft master plan for review in accordance with Section 41 of said Act; and,

**WHEREAS**, The draft master plan was presented to the public at a hearing held on October 17, 2024, before the Planning Commission, with notice of the hearing being provided in accordance with Section 43 of said Act; and,

**WHEREAS**, On October 17, 2024, the Planning Commission passed a resolution in support of the new master plan and recommending that the Harrison Township Board formally adopt the master plan; and,

**WHEREAS**, The Harrison Township Board has previously asserted, by resolution, its right to final adoption of the master plan; and,

**WHEREAS**, The Harrison Township Board finds that the proposed new master plan is desirable and outlines a preferred vision for the physical development of the township.

**NOW THEREFORE BE IT RESOLVED THAT**, The Harrison Township Board hereby adopts the Resilient Harrison 2040 Master Plan, including all chapters, figures, maps, and tables contained therein.

**Motion by Treasurer Tomenello and second by Trustee Bratto to adopt the resolution adopting the 2024 Master Plan as presented.**

**AYES:** Verkest, Wit, Tomenello, Batkins, Bratto Rose

**NAYS:** None

**ABSENT:** Olgianti

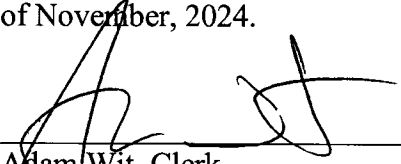
**RESOLUTION ADOPTED**

**CERTIFICATION**

STATE OF MICHIGAN     )  
  )SS  
COUNTY OF MACOMB    )

I, the undersigned, the duly elected Clerk of the Charter Township of Harrison, Macomb County, Michigan, do hereby certify that the foregoing is a true and complete copy of a resolution adopted at a regular meeting of the Harrison Township Board of Trustees held on the 12<sup>th</sup> day of November, 2024.

IN WITNESS WHEREOF, I have hereunto affixed by official signature on the 12<sup>th</sup> day of November, 2024.

  
\_\_\_\_\_  
Adam Wit, Clerk  
Charter Township of Harrison

CHARTER TOWNSHIP OF HARRISON  
MACOMB COUNTY, MICHIGAN

PLANNING COMMISSION RESOLUTION RECOMMENDING ADOPTION  
RESILIENT HARRISON 2040 MASTER PLAN

The following Resolution was offered by Member Devlin and supported by Member Mulder.

**WHEREAS**, The Charter Township of Harrison has established a Planning Commission under the Planning Enabling Act, State Public Act 33 of 2008, as amended; and,

**WHEREAS**, The Township Planning Commission is required by Section 7 of said Act to prepare a master plan as a guide for the physical development of the township; and,

**WHEREAS**, The Township Planning Commission prepared a proposed new master plan and submitted the plan to the Township Board for review and comment; and,

**WHEREAS**, On July 8, 2024, the Harrison Township Board received and reviewed the proposed master plan prepared by the Planning Commission and authorized the distribution of the draft master plan for review in accordance with Section 41 of said Act; and,

**WHEREAS**, The draft master plan was presented to the public at a hearing held on October 17, 2024, before the Planning Commission, with notice of the hearing being provided in accordance with Section 43 of said Act; and,

**WHEREAS**, The Planning Commission finds that the proposed new master plan is desirable and outlines a preferred vision for the physical development of the township;

**NOW THEREFORE BE IT RESOLVED THAT**, The content of this document, together with all maps attached to and contained herein, with the revisions as noted in the minutes of the October 17, 2024 meeting, is hereby recommended for adoption.

**BE IT FURTHER RESOLVED THAT**, The Planning Commission forwards the proposed new master plan to the Township Board and requests that the Township Board formally adopt the master plan.

AYES: 6

NAYS: 0

ABSENT: Member Duncan

**RESOLUTION DECLARED ADOPTED.**



---

Amanda Oparka, Secretary  
Harrison Township Planning Commission

# RESILIENT HARRISON 2040 MASTER PLAN ACKNOWLEDGMENTS

Adopted by the Harrison Township Board of Trustees  
on November 12, 2024

Recommended for Adoption by the Harrison Township  
Planning Commission on October 17, 2024

Prepared For:



## Charter Township of Harrison

Macomb County, Michigan  
38151 L'Anse Creuse  
Harrison Township, MI 48045  
[www.harrisontownshipmi.gov](http://www.harrisontownshipmi.gov)

Assistance Provided By:



500 Griswold, Suite 2500  
Detroit, MI 48226  
[www.wadetrim.com](http://www.wadetrim.com)

Financial assistance for this project was provided by  
the Michigan Coastal Management Program, Water  
Resources Division, EGLE, with funding through the  
National Coastal Zone Management Program.



## Township Board

Kenneth J. Verkest, Supervisor  
Adam Wit, Clerk  
Lawrence Tomenello, Treasurer  
Brian W. Batkins, Trustee  
David Bratto, Trustee  
Dean Olgati, Trustee  
Paula Rose, Trustee

## Planning Commission

Carol Murray, Chair  
Kenneth Mulder, Vice Chair  
Amanda Oparka, Secretary  
Lawrence Tomenello, Board Liaison  
Mark Bacha  
Danielle Devlin  
Tim Duncan

## Master Plan Advisory Team

Brian Batkins  
George Cassar  
Scott Cortese  
Danielle Devlin  
Kenneth Mulder  
Carol Murray  
Amanda Oparka  
Paula Rose  
Lawrence Tomenello

## Township Staff

Brent Condon, Building Director  
Melody Picklo, Planning & Zoning Clerk

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## Section 1

# INTRODUCTION AND REGIONAL CONTEXT



Waterfront Park in Harrison Township

## Authority to Plan

The Charter Township of Harrison Planning Commission has prepared this Resilient Harrison 2040 Master Plan under the authority of the Michigan Planning Enabling Act, Public Act 33 of 2008. Article 3, Section 125.3831 of the Act states:

*A planning commission shall make and approve a master plan as a guide for development within the planning jurisdiction:*

- a) *In the preparation of a master plan, a planning commission shall do all of the following, as applicable:*
  - 1) *Make careful and comprehensive surveys and studies of present conditions and future growth within the planning jurisdiction with due regard to its relation to neighboring jurisdictions.*
  - 2) *Consult with representatives of adjacent local units of government in respect to their planning so that conflicts in master plans and zoning may be avoided.*
  - 3) *Cooperate with all departments of the state and federal governments, public transportation agencies, and other public agencies concerned with programs for economic, social, and physical development within the planning jurisdiction and seek maximum coordination of the local unit of government's programs with these agencies.*

## Purpose of the Plan

Article 1, Section 125.3807 of the Michigan Planning Enabling Act, Public Act 33 of 2008 gives a summary of the purpose of a master plan:

*The general purpose of a master plan is to guide and accomplish, in the planning jurisdiction and its environs, development that...is coordinated, adjusted, harmonious, efficient, and economical; considers the character of the planning jurisdiction and its suitability for particular uses, judged in terms of such factors as trends in land and population development; and will, in accordance with present and future needs, best promote public health, safety, morals, order, convenience, prosperity, and general welfare.*

*Additionally, the master plan should provide a general statement of the community's goals and a comprehensive vision of the future. It should also serve as the statutory basis for the Zoning Ordinance, and as the primary policy guide for local officials considering development proposals, land divisions, capital improvements, and other matters related to land use and development, pursuant to section 203(1) of the Michigan Zoning Enabling Act, Michigan Public Act 110 of 2006.*

A master plan is a comprehensive policy guide which provides a framework for growth, development, and the community vision. Simply stated, a master plan describes:

- Where the community has been,
- Where the community wants to go, and
- How the community plans to get there.

Master plans are long-range policy guides. With an approximately 15 to 20 year planning horizon, the Resilient Harrison 2040 Master Plan considers the future of Harrison Township through the year 2040.

Every community's master plan is unique, focusing on important issues and challenges specific to that community. This Master Plan is designed to highlight local issues and to identify solutions to meet local needs.

## Plan Organization

This plan consists of 10 sections. This first section introduces the purpose of master planning, provides a background on Harrison Township and considers the township's context within the region. Section 2 identifies and summarizes numerous factors, both internal and external, which may influence planning within Harrison Township.

Sections 3 through 5 document and describe existing conditions within Harrison Township, including social, economic and physical characteristics. Section 6 is an assessment of the township's potential vulnerabilities to hazards and outlines measures to increase community resilience.

The key recommendations for the future of Harrison Township are outlined in Sections 7 through 10 of the plan. Section 7 is a narrative statement of the township's future vision. Section 8 is a plan for land use within the township, looking as far as 20 years into the future. Section 9 outlines recommendations for motorized and non-motorized circulation within the township. Finally, Section 10 outlines a road map for implementation of the plan's recommendations over time.

## Planning Process

This Master Plan was developed over a one-year period starting in the summer of 2023. The process included a variety of means of engaging with citizens and stakeholders of Harrison Township (see Section 2). Ultimately, the Master Plan was adopted by the Harrison Township Board on November 12, 2024, after a recommendation by the Township Planning Commission was made on October 17, 2024.

## Harrison Township Historical Background

Harrison Township was first settled in 1754, but was not officially organized and recognized as a political entity until 1818. At the time of its formation as a Township, Harrison had 500 residents, most of which were French settlers.

Several attempts were made to establish cities along Lake St. Clair in the Township. The first of these attempts was the community of Belvidere, located at the mouth of the Clinton River. David and James Conger had this area platted as a village in 1835. By 1838, Belvidere (also known as "Huron Point") was abandoned due to large scale flooding. Another attempt to create a community is "Liverpool", which was located near the intersection of Shook Road and Jefferson Avenue. Liverpool, named after the British city, was platted in 1856 by Edward Shook. The community declined when the principal form of transportation shifted from lake steamers to the electric inter-urban railway.

For a more detailed account of the history of Harrison Township, please refer to *Images of America, Harrison Township Michigan*, by Marie Ling McDougal.

## Regional Context

### Location Within Metropolitan Detroit

Harrison Township is located within Macomb County on the shoreline of Lake St. Clair. The Township is essentially a peninsula that juts out into Lake St. Clair. The Clinton River bisects the Township as it flows toward the lake at the eastern end of the Township.

The Township includes 13.9 square miles with a population of 24,587 as of 2020 (U.S. Census Bureau). The Township's population declined by 1.1% between 2010 and 2020. However, the Southeast Michigan Council of Governments (SEMCOG) projects that the Township's population will increase to 25,704 by 2050.

Macomb County is a large and growing county within the Detroit metropolitan area. Macomb County included 874,928 residents as of 2020, growing by 4.8% from its population in 2010. SEMCOG anticipates continued population growth within the county, where a population of 962,485 is projected by 2050.

Harrison Township is immediately bordered by the City of St. Clair Shores to the south, Clinton Township and the City of Mt. Clemens to the west, and Chesterfield Township to the north. Harrison Township is well connected to the greater Detroit metropolitan area, with access primarily provided by Interstate 94, but enjoys a relatively quiet and distinct waterfront and recreational character given its setting as a peninsula extending out into Lake St. Clair.

### Influence of Lake St. Clair

Harrison Township's extensive water system includes the Clinton River and Clinton River Spillway, the Lake St. Clair waterfront, and numerous man-made canals; all of these features are essential to the area's economy and identity. A drive through this mostly residential community features beautiful coastal scenery and displays a nautical lifestyle not typically found within Southeast Michigan. Boating is important to the community, and due to the widespread canal network, many residential areas have water access. In addition, there are ten private marinas cover-



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Boaters on Lake St. Clair

## Why is this Update Needed?

This Master Plan is an update to the Township's prior Master Plan, which was adopted in March of 2010. This new Master Plan documents and evaluates the trends changes which have occurred over the past decade while addressing contemporary issues and challenges the Township is currently facing.

Much has changed in the 13 years since the last master plan was adopted in 2010. Below is a short-list of nation-wide events (and worldwide events in some cases) that have had an impact on land use planning at the local level:

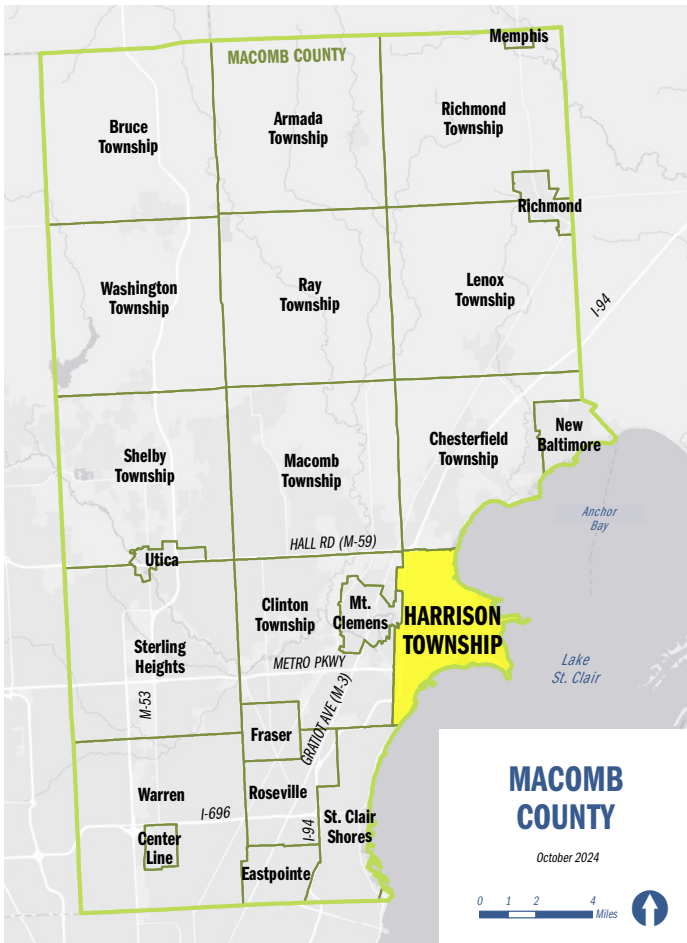
- Slow recovery from a global financial and housing crisis that hit in the late 2000's
- Expansion of the use of social media
- Major storm events – hurricanes, wildfires, etc.
- Covid-19 pandemic and resultant impacts
- Government stimulus packages
- Housing market boom, particularly since 2020

Given the age of the previous Master Plan and the myriad of changes that have occurred since that time, the Harrison Township Planning Commission has determined that a Master Plan update is needed to address contemporary issues and community concerns.

In comparison to the 2010 Master Plan, this planning effort is more comprehensive in scope and outlines a proactive strategy for land use, development, economic development, circulation and quality of life. This updated Master Plan also considers community resiliency and sustainability, evaluating topics such as flood risk, green infrastructure, and coastal resource management - topics which were generally not addressed in the previous Master Plan.

## Striving for Resiliency

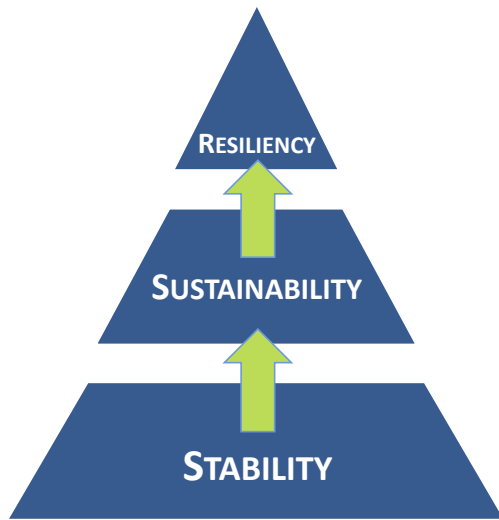
We live in a complex and changing world. Just as numerous events and circumstances have occurred since 2010 which have had a significant impact on local municipalities and their citizens, we can only expect more impactful events and changes through the year 2040 (the planning horizon for this master plan) and beyond. In the face of this change, this Master Plan seeks to position Harrison Township as a resilient community - one that is able to withstand and bounce back from adversity.



ing more than 230 acres within the Township. The Lake St. Clair Metropark is a recreation destination with many trails, picnic areas, and a nature center. The non-motorized Freedom Trail follows Metropolitan Parkway and extends to Lake St. Clair Metropark.

## Selfridge Air National Guard Base

The Selfridge Air National Guard Base (ANGB) is a major military facility which encompasses a sizeable area of land within the northern portion of Harrison Township (north of the Clinton River). Selfridge ANGB is an important asset to Harrison Township and Southeast Michigan, not only from a strategic military perspective, but also as an economic base for workers and companies alike. The presence of Selfridge ANGB brings in outside money to the local economy through government funding and businesses investing in the area. Recently, Selfridge ANGB was selected for a new refueling plane mission, the KC-46A. Additionally, Harrison Township's congressional representatives are currently pursuing a new fighter plane mission such as the F-15EX.



The Urban Sustainability Directors Network defines community resilience as:

*The ability of a community to anticipate, accommodate and positively adapt to or thrive amidst changing climate conditions or hazard events and enhance quality of life, reliable systems, economic vitality and conservation of resources for present and future generations.*

Through proactive planning, resilient communities strive for more than just stability. Resilient communities incorporate the principles of sustainability, through a future-oriented mindset and a goal of ensuring that a community's resources and positive attributes remain available for future generations. Taking it to the next level, resilient communities are sustainable, while also being well positioned to adapt and thrive amidst change.

## Why Planning for Resiliency is Important

*From: Survive and Thrive, Lessons from Michigan Coastal Communities Planning for Resiliency. Michigan Association of Planning, 2019.*

We create master plans because we want our communities to thrive, both now and in the future. More and more, there is a sense that these plans should focus on making our community as “resilient” as possible in the face of a complex, changing world. Resilience can be defined as the ability of a community to recover or “bounce back” from adversity – whether an economic downturn, extreme weather, environmental disaster or demographic shift.

Resiliency can be incorporated into a community's planning in many ways. It can take the form of the required county “All Hazards Plan,” which is incident- or response-based, or incorporated into a master plan to make a community's land and infrastructure better able to withstand shocks to the system, whether they increased precipitation and flooding, shoreline erosion and inundation associated with lake level fluctuation, disruptive technology or environmental contamination.

As communities plan for their future, it is important to anticipate trends and changes that could negatively impact the resilience of the community. Incorporating data and best practices into the master plan process can help a community, literally and figuratively, weather the storms on the horizon.

## Four Drivers of Community Resilience

*From: Resilient Cities, OECD, 2023. <https://www.oecd.org/cfe/resilient-cities.htm>*

### Economy:

- A diverse number of industries
- A dynamic economy to generate growth
- Conditions allow innovation to take place
- People have access to employment, education, services, skills training

### Governance:

- Clear leadership and management
- Strategic and integrated approaches are taken by leaders
- Public sector has the right skills
- Government is open and transparent

### Society:

- Society is inclusive and cohesive
- Citizens' networks in communities are active
- Neighborhood is safe
- Citizens enjoy healthy lives

### Environment:

- Ecosystem is sound and diverse
- Infrastructure can meet basic needs
- Adequate natural resources are available
- Coherent policy towards land use

In their planning processes, resilient communities incorporate the following principles:

- Anticipate trends and changes
- Identify problems
- Incorporate best practices into the planning process
- Establish action strategies and priorities
- Implement and act upon the action strategies

## Section 2

# PLANNING INFLUENCES AND DRIVERS



Tucker Senior Center

This Master Plan has been developed by and for the citizens of Harrison Township. As such, the most important “driver” of the policies and recommendations outlined in this Master Plan is the needs and desires of the residents of Harrison Township. However, Harrison Township exists within the context of the greater metropolitan Detroit region and its success is directly tied to the success of the larger region. Therefore, this Master Plan also considers the planning efforts and initiatives that have been undertaken by Harrison Township’s neighbors and local and regional entities who are partnering with Harrison Township to strengthen the Township and region. The key influences and drivers of this Master Plan are documented in this section.

## Citizen Input

This Master Plan was developed with significant input received from members of the community, achieved through a variety of engagement methods. Dozens of community leaders including members of the elected and appointed bodies of the Township contributed toward the development of the plan. Hundreds of citizens and stakeholders provided input during the course of the planning process.

Notably, an Advisory Committee was formed and met on a regular basis to oversee the development of the Master Plan. They helped formulate the public engagement process and methods, worked to spread the word about the project, reviewed project drafts, and provided valuable feedback to the technical consultant team.

Public engagement methods included a public forum, online citizen survey, focus group discussions, public open house, and public hearing. Information about the Master Plan was made available through a project web page on the Township website, press releases, social media posts, newspaper articles and word of mouth.

This section includes a summary of the five primary engagement methods employed during the development of this Master Plan. A detailed summary of the feedback received through each of these engagement methods is included in the Appendix.

### Resilient Communities Best Practice Forum

Harrison Township hosted a Resilient Communities Best Practices Forum on November 28, 2023, as a public kick-off to its Master Plan development process. The meeting was held at St. Hubert Activity Center in Harrison Township. The new plan will establish a renewed vision for the Township over the next 20 years. The meeting was attended by approximately 45 interested citizens and stakeholders of Harrison Township.

#### ***Master Plan Presentation***

The meeting began with a project overview and background information presentation by the Township’s planning consultant, focusing on the project impetus, master plan development requirements, and value. This was followed by a presentation on the scope of work for the master plan, planning process, public engagement to be collected, project schedule, and regional plans and initiatives.

#### ***Dealbreaker Questionnaire***

Although the forum was largely educational and informational in nature, it did include opportunities for questions and public input. Public input was achieved largely through two individual questionnaires. The first questionnaire prompted attendees to indicate their “dealbreaker” related to the master plan. Each attendee was asked to respond to the following question: “What one thing does the master plan need to address in order to be a success?” A total of 42 responses were collected. Below is a summary of the responses.

The majority of respondents focused on protecting features that already exist within the Township, such as recreation access, the Lake St. Clair waterfront, and woodlands. Many respondents also requested infrastructure improvements,



Veteran’s Memorial

particularly road improvements. The most common topics mentioned included:

- Improving road quality
- Enhancing/protecting the waterfront
- Protecting undeveloped land/natural features
- Creating/enhancing downtown
- Addressing overcrowding
- Limiting new multi-family housing
- Fixing aging infrastructure

#### ***Resilient Communities Best Practices Presentation***

Next, the Township’s planning consultant gave a presentation on what it means to be a resilient community and why it is important. The presentation outlined best practices employed by resilient communities.

#### ***Strengths, Weaknesses, Opportunities, and Threats (SWOT) Questionnaire***

The forum concluded with a Strengths, Weaknesses, Opportunities, and Threats (SWOT) questionnaire. Each attendee was asked to list Harrison Township’s top three strengths, weaknesses, opportunities, and threats. In total, 43 questionnaires were collected.

Below is a summary of the responses received, organized by category (strengths, weaknesses, opportunities or threats). Any response listed was echoed by at least 5 respondents. The responses are listed in order based on how many respondents mentioned the response.

Greatest strengths?

1. Natural features (Lake St. Clair waterfront, beaches, woodlands)

2. Small-town/community feel
3. Recreation/nonmotorized facilities
4. Commercial dining options

Greatest weaknesses?

1. Road conditions
2. Lack of commercial/entertainment options
3. Quality of recreation/nonmotorized system
4. Too much multi-family housing

Biggest opportunities?

1. Improve/preserve the Lake St. Clair waterfront
2. Improve/add more recreation options and facilities
3. More commercial/entertainment options

Most significant threats?

1. Crowding/overpopulation
2. Road conditions
3. Flooding
4. Water pollution

## Online Citizen Survey

An online survey was made available to the general public between November 27 and December 31, 2023. The survey was advertised on the Township’s website and social media outlets. Hard copies of the survey were also made available at Township Hall during business hours. A total of 292 surveys were completed. A summary of the survey results is provided below.

Filters were applied to the survey results to evaluate differences in opinion between various segments of respondents. For the purposes of this analysis, the following four respondent segments were considered:

1. Younger and Family Formation Age Residents (49 years or younger – see Question #1 – 145 total)
2. Older Residents (65 years or older – see Question #1 – 54 total)
3. Family Households (households with children under 18 years – see Question #3 – 128 total)
4. Newer Residents (lived in Harrison Township between 0 and 9 years – see Question #5 – 114 total)

The survey summary narrative below identifies instances where differences in the responses across the respondent segments were notable.

## Age

The age of survey respondents was predominantly occupied by the family formation demographic, with most participants between 30 and 49 years (42%). The second most common age range was those 50 to 64 years (32%) followed by 65 years or over (19%). Participants under the age of 30 represented 7% of survey-takers.

## Household Size

The largest percentage (46%) of respondents said there were 3 to 4 individuals living in their household. 11% said they lived alone. 36% indicated 2 people live in their household and the remaining 7% said 5 or more people lived in their household.

## Family Households

44% of respondents said they had children under 18 years of age in their household. The remaining 56% did not. There were some distinctions in the answers across the respondent segments, as follows:

- Among Newer Residents, 59% had children in their household
- Among Older Respondents, 2% had children in their household

## Residence Status

96% of participants said they live in Harrison Township. For non-residents, the most common write-in answer was Clinton Township.

## Residence Tenure

Most (43%) respondents have lived in Harrison Township for more than 20 years. This was the most common answer only among Older Respondents (80%). For the other three demographics, the most common answer was 1 to 4 years.

## Relation to Community

Respondents were asked to indicate their relationship to the community, with various answer options presented. Respondents were able to select multiple responses. The following answers were received (all respondents):

- 83% live and own their home in Harrison Township
- 16% work in Harrison Township
- 5% own or operate a business in the Township
- 5% rent residential property in the Township
- 3% go to school in the Township
- 2% selected none of the above
- 1% own commercial or industrial property in the Township

There were some distinctions in the answers across the respondent segments. A larger percentage of Younger and Family Formation Age Respondents (25%), Family Household Residents (27%), and Newer Residents (26%) work in the Township in comparison to the rate indicated by all survey respondents (16%)

### ***Moving Intention***

Of the all respondents, 84% indicated that they do not intend to move out of the Township in the next 5 to 10 years, 10% said yes, and 6% said the question was not applicable. Of those who said yes, the most common write-in explanation was retirement-age individuals planning to move into retirement homes or second homes.

### ***Positive Aspects***

When asked what the Harrison Township's most positive aspects are, the 5 most common answers were:

1. Township character (69%)
2. Access or proximity to natural resources (46%)
3. Safe neighborhoods and community (42%)
4. Proximity to family or friends (40%)
5. Friendly people or atmosphere (33%)

All respondent segments shared the same top 5 aspects, except for the Older Residents segment, where quality of emergency services made the top 5 and friendly people or atmosphere fell out of the top 5.

### ***Negative Aspects***

When asked what the Harrison Township's least favorable aspects are, the 5 most common answers were:

1. Blighted or deteriorating businesses (38%)
2. Lack of shopping, retail, and service options (29%)
3. Loss of township character (26%)
4. Lack of community spirit or civic mindedness (24%)
5. Lack of dining options (24%)

In general, the various respondent segments were consistent in their responses, with blighted or deteriorating businesses as the top choice for each segment. Some distinctions across the respondent segments included:

- Lack of youth activities made it in the top 5 negative aspects for Family Households
- Housing costs was in the top 5 negative aspects for Newer Residents
- Limited or poor-quality public services made it in the top 5 negative aspects for Older Residents



Lake St. Clair Metropark. Township character and access or proximity to natural resources were indicated by online survey respondents as the top 2 "positive aspects" of Harrison Township.

### ***What Would You Change?***

Participants were given the option to provide a write-in response about what they'd change about Harrison Township. The most common topic centered around downtown revitalization. Other commonly addressed topics included improving recreation facilities, adding more dining options, and undertaking road improvements.

### ***Convenience Shopping***

The largest percentage of respondents (31%) said they most commonly stay within Harrison Township for their convenience shopping and service needs. The second most popular answer was the Hall Road (M-59) Corridor (18%), followed closely by Chesterfield Township (18%). All other answer choices were 10% or under.

### ***Dining & Entertainment***

The largest percentage of respondents (47%) said they most commonly stay within Harrison Township for their dining and entertainment needs. Another popular answer was the Hall Road (M-59) Corridor (17%). There was a larger drop off in popularity for the other answers – each being below 10%.

### ***Health Care***

The largest percentage of respondents (21%) said they most commonly stay within Harrison Township for their health care related needs, although Clinton Township was close behind (21%). 15% said St. Clair Shores and 13% said other. All other answer choices were 10% or under.

### ***Modes of Travel***

Participants were asked about modes of transportation used for travel within the local area and to what extent.

Car was the mostly regularly used mode of travel, with 75% of respondents saying they use their personal vehicle routinely and 14% use it often. Notably, 14 respondents (5%) said they never use their car. Walking was the second most commonly used mode of travel, with 11% walking routinely and 19% walking often. Bicycling is less common, coming in at 8% routine use and 9% used often. Receiving rides from family and friends is not common, as 41% never receive rides and 31% rarely receive rides. Although 8% of respondents use uber/taxi routinely, 28% rarely use uber/taxi and 52% never use uber/taxi. Finally, the use of transit is not common at all, as 10% of respondents rarely use transit and 71% never use transit.

### **Transportation Barriers**

Respondents were given the option to write-in answers to the question, “What barriers exist that prevent you from using your preferred mode of transportation or a different mode of transportation?” The most common answer, by far, was “none.” Other options included a lack of bicycle paths and poor sidewalk conditions, especially in the winter.

### **Future Housing Types**

Respondents were asked what type of housing should be developed in Harrison Township in the next 5 to 20 years. The top answer choice by a significant margin was large

single family detached homes at 50%. The following were the top 5 answer choices overall:

1. Single family detached homes – large (>1,500 sq ft) (50%)
2. Single family detached homes – small (<1,500 sq ft) (39%)
3. Senior housing – independent living (24%)
4. No new housing should be developed (20%)
5. Single family attached homes (townhouses, condos) (16%)

Larger single family detached homes was the top answer for all respondent segments. However, there were some differences across the respondent segments. Senior housing – assisted living or nursing care was not in the overall top 5 answer choices, but was in the top 5 for Family Households, Newer Residents, and Younger and Family Formation Age Residents (interestingly, senior housing – assisted living or nursing care was not in the top 5 for Older Residents). Although no new housing should be developed was in the top 5 overall answer choices, it was not in the top 5 for Newer Residents.

### **Land Use Development Strategies**

Participants were given a list of land use development strategies the Township could employ over the next 5 to 20 years. They were asked to assign a level of importance to each strategy ranging from not important (rating of 1) to highly important (rating of 5). The strategies which were noted by the highest percentage of respondents as being highly important were:

1. Preserve natural features (floodplains, wetlands, woodlands, etc.) (64% highly important)
2. Improve and enhance the township’s waterfront business district (Jefferson Ave. at Crocker Blvd.) (51%)
3. Capitalize on or maximize access to Lake St. Clair (45%)
4. Improve the appearance and quality of existing homes and neighborhoods (44%)
5. Promote/enhance social well-being and quality of life (safety, health, culture, etc.) (40%)

All four respondent segments listed preserve natural features (floodplains, wetlands, woodlands, etc.) as their most highly important goal. However, there were some differences across the respondent segments. For Older Residents, improve/expand the motorized transportation network (roads, bridges, etc.) was their second highest highly important strategy – this strategy was not in the top 5 overall. For Family Households, promote/enhance



Shared use pathway in Harrison Township. Online survey respondents indicated that their car is the most regularly used mode of travel within the local area. Walking was the second most commonly used mode of travel, as 11% of respondents walk routinely and 19% of respondents walk often.

social well-being and quality of life (safety, health, culture, etc.) was their second highest highly important strategy. For Newer Residents, improve/expand the non-motorized transportation network (bike paths, sidewalks, etc.) made it into their top 5 highly important strategy list.

The three land use development strategies receiving the greatest number of “not important” votes were:

1. Encourage additional industrial development (35% not important)
2. Encourage additional housing development (25%)
3. Develop public parking within the Township’s waterfront business district (Jefferson Ave. at Crocker Blvd.) (11%)

### ***Economic Challenges***

Respondents were asked what type of economic growth challenges face Harrison Township. The top five answer choices were as follows:

1. Keeping young, skilled workers (34%)
2. Availability of jobs (25%)
3. Competition from nearby business districts and employment centers (25%)
4. Collaborative mindset (22%)
5. Quality of life amenities (20%)

There were a handful of differences between the respondent segments. Keeping young, skilled workers was the top answer for all respondent segments except for the Older Respondents segment, who listed availability of jobs as their top answer (35%). For Older Respondents, inadequate transportation infrastructure was their third highest response and local government leadership was their fourth highest response. The Family Households segment listed school systems (26%) as their third highest choice, while availability of jobs was not in their top five.

### ***Economic Development Strategies***

Participants were asked what effective economic development means to them. They were asked to rank 8 different economic development initiatives from most to least important. The economic development initiatives deemed to be of greatest importance were:

1. Higher standard of living for citizens (41%)
2. Improved awareness (reputation) of the township (40%)
3. Enticing more tourists to visit the township (34%)

Among the Newer Residents segment, the most common answer was enticing more tourists to visit the township (45%), while launching new businesses in the Township was their third choice. For Family Households, attracting businesses to locate to the Township was their third choice. For Younger and Family Formation Age Residents, attracting businesses to locate to the Township was their third choice.

### ***Future Planning***

Those who took the survey were asked what they would like to see in the Township that doesn’t currently exist. Popular write-in answers included more dining options, grocery stores, and senior services.

### ***Focus Group Discussions***

The planning process included group and/or one-on-one discussions with key community stakeholders, to gauge specific community needs within their area of expertise. Interviews covered specific topics including parks and recreation, senior services, youth services, transportation, infrastructure, and code enforcement.

### ***Public Open House***

After the preliminary planning recommendations were prepared, the township facilitated a Master Plan Open House on May 20, 2024. The purpose of this public open house was to present and gather public feedback on the preliminary findings and recommendations plan. Feedback from this open house was considered and incorporated into the final draft master plan report that was presented to the Harrison Township Planning Commission and Township Board.

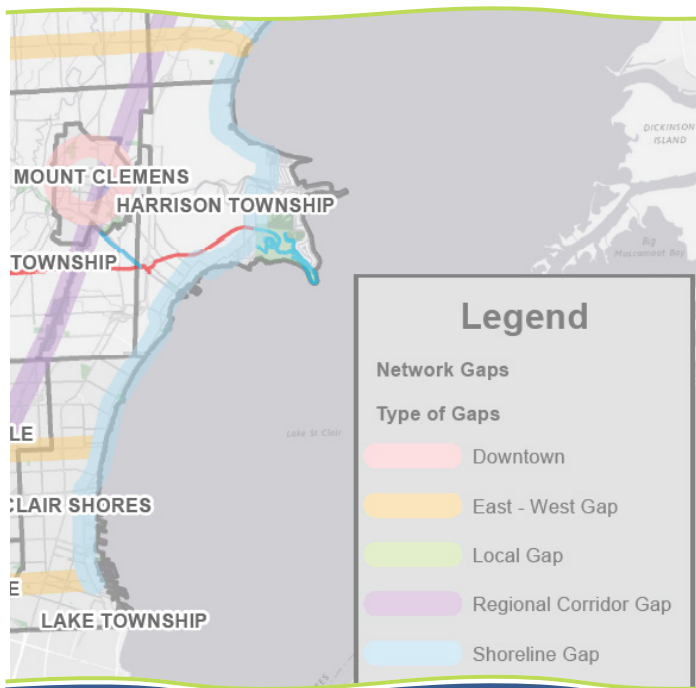
The open house did not include a formal presentation; rather, it featured topic-based “stations” allowing for attendees to review preliminary recommendations at their leisure. Attendees were able to ask questions, verbally share their comments with members of the project team and township officials, and submit written comments.

### ***Public Hearing***

As required by State law, a public hearing on the Master Plan was held by the Planning Commission on October 17, 2024. This offered one final opportunity for public comment on the Master Plan prior to adoption.

### ***Local and Regional Planning Initiatives***

The following is a summary of local and regional planning initiatives with particular relevance to Harrison Township. These initiatives have been considered and evaluated by Harrison Township and inform many of the recommendations outlined in this Master Plan.



Non-Motorized Network Gaps - From the Mobilize Macomb Non-Motorized Plan. To address the “Shoreline Gap,” the plan proposes a new Shoreline Trail which would run through Harrison Township.

### Mobilize Macomb Non-Motorized Plan (2017)

The Mobilize Macomb Non-Motorized Plan was prepared by Macomb County and adopted in 2017. This plan’s main objectives are to expand on healthy lifestyles, make parks accessible to the entire range of public the County serves, and promote safe nonmotorized transportation through infrastructure improvements. Ultimately, the plan envisions an interconnected network of trailways throughout the County.

Most relevant to Harrison Township, the plan proposes a new Shoreline Trail to run generally along the Lake St. Clair coastline from St. Clair Shores through Harrison Township to New Baltimore. This route follows Jefferson Avenue within the County. Jefferson Avenue is both a functional corridor serving the communities along Lake St. Clair and an environmental asset offering residents and visitors a unique scenic route option. This route is also part of the Underground Railroad Bicycle Route, a memorial route with historic markers along the trail; making this route a County, regional and national asset. The trail is proposed as a wide sidewalk or safety path (greater than 5 feet wide), or a shared use sidepath (8 to 10 feet wide).

### Water Resources Plan for Southeast Michigan (2018)

Finalized in 2018, this regional water resources plan was prepared by SEMCOG. This plan consists of three main chapters focused on the major aspects of water planning in Southeast Michigan – the Blue Economy, Natural Re-

sources, and Infrastructure. The plan calls for an integrated water resource planning approach to restore and improve water resources as well as identify efficiencies and optimize investments to protect public health in the region.

The end goal of an integrated water resources approach is strategic decision-making that achieves multiple outcomes instead of a traditional silo-based approach. Components of this integrated approach include increasing partnerships and collaboration, optimizing investments, enhancing public education, addressing climate resiliency, and improving water resource monitoring. Partnerships and collaboration are vital to implementing the policies outlined in the plan, supported by increased investments in water infrastructure, natural resources, and the blue economy. Public awareness of water resource benefits and challenges will support these increased investments and collaboration across agencies and jurisdictions. Finally, improving water resource monitoring programs will guide investments and collaboration needed to work towards state water quality standards.

### County Parks and Natural Resources Master Plan (2020)

The 2020-2024 Comprehensive Parks and Natural Resources Master Plan was prepared and adopted by Macomb County in 2020. The Plan reflects a vision for the future of Macomb County’s parks and natural resource facilities, their operations, maintenance, and enhancements for the next several years. It serves as a roadmap for future recreation facilities and programs by considering existing parks and programs in and around the County and anticipated demand for additional or improved recreation and natural area facilities.

Presently, no County parks facilities are located within Harrison Township. As such, the plan does not include any specific recommendations for parks improvements within Harrison Township. However, the plan offers a set of County-wide recommendations related to parks and natural resource management, including goals related to environmental stewardship, fostering community identity, encouraging healthy lifestyles, and supporting economic development.

### County Hazard Mitigation Plan (2020)

The Macomb County Hazard Mitigation Plan was prepared and adopted by Macomb County in 2020. The primary purpose of the plan is to reduce risks to lives and property from natural and human-caused hazards, such as storm events and flooding. The plan also provides coordination with local mitigation planning efforts to provide assistance on hazard mitigation actions, data sharing, and funding.

The plan establishes both County-wide and local action strategies to address hazards. Being a coastal community, proposed measures to address flooding are of particular relevance to Harrison Township. Seven specific mitigation projects are outlined in the plan for Harrison Township. Examples of recommended flood mitigation measures include creating new wetlands, raising certain existing structures above the floodplain elevation, and installing back-up generators for pump stations.

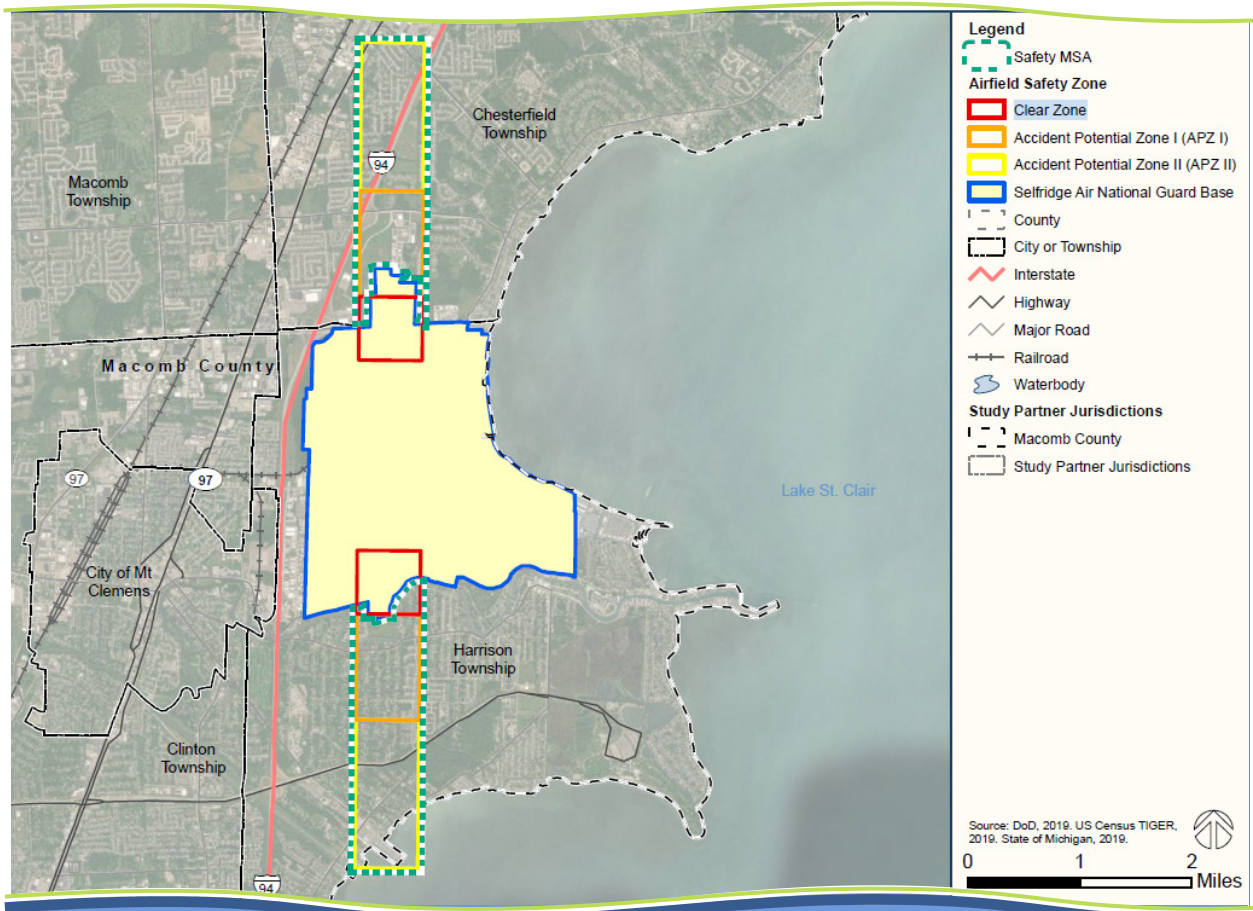
### Selfridge Sustainability Study (2021)

Adopted in 2021, the Selfridge Sustainability Study (S3) was prepared under contract with Macomb County and involved a great variety of stakeholders including Selfridge ANGB and local municipalities including Harrison Township. The plan seeks to preserve long-term land use compatibility between Selfridge ANGB and the surrounding communities. More specifically, the plan's primary goal is to:

*Protect the capability of current and future military operations while simultaneously guiding compatible community development; supporting regional economic viability and environmental health; and protecting the health, safety, and welfare of local residents and military personnel in the project area.*

The Selfridge Sustainability Study includes a detailed evaluation of compatibility factors. In relation to military readiness, compatibility can be defined as the balance or compromise between community and military needs and interests. In compatibility planning, the term "military sustainability area" (MSA) is used to formally designate a geographic area where military operations may impact local communities and, conversely, where local activities may affect the military's ability to conduct its mission. A total of six MSAs were identified in the study whose geographic areas extend into Harrison Township:

1. **Coordination MSA** - Covers all of Harrison Township and is intended to foster cooperation, communication, and awareness between Selfridge ANGB and municipal leadership and property owners.
2. **Safety MSA** - Covers portions of Harrison Township within a designated Clear Zone (CZ) and Accident Potential Zones (APZs) with goal of preventing the development of incompatible land uses in areas with the greatest potential for an aircraft mishap.
3. **Bird/Wildlife Aircraft Strike Hazard (BASH) MSA** - Covers all of Harrison Township and addresses potential bird strikes with military aircraft



Safety MSA, Clear Zone and Accident Potential Zones within Harrison Township - From the Selfridge Sustainability Study

through the outlining of standards for managing bird attractants.

4. **Unmanned Aerial Systems MSA** - Covers all of Harrison Township and addresses the use of unmanned aerial systems (drones) to avoid conflicts with military aircraft.
5. **Noise MSA** - Covers a small area of Harrison Township south of the Selfridge ANGB runway and addresses noise impacts from military operations with residential and other noise-sensitive land uses.
6. **Vertical Obstruction MSA** - Covers all of Harrison Township and is an area to regulate the height of all structures within imaginary surfaces defined by FAA and Air Force instruction.

Maps of each geographic area can be found within the Selfridge Sustainability Study. Additionally, the Vertical Obstruction MSA, Noise MSA, and Safety MSA maps from the study are included in the Master Plan Appendix.

The Clear Zone (CZ) and Accident Potential Zones (APZs) within Harrison Township are of particular relevance to this Master Plan, as they merit proper consideration for prospective land uses in these areas and coordination with Selfridge ANGB on site development proposals and decisions. The following is an explanation of each zone type:

- Clear Zone (CZ) - These are areas located near each end of the runway. The areas are noted as the most hazardous with regard to the relative potential for accidents. Properties within the CZ area have generally been acquired by the Department of Defense to prevent development.
- Accident Potential Zone 1 (APZ I) - This area falls beyond the CZ, but still possesses a high potential for accidents.
- Accident Potential Zone 2 (APZ II) - This area is beyond APZ I and has a “measurable” potential for accidents.

Lands located in APZ I and APZ II do not necessarily warrant acquisition by Selfridge ANGB, however, the study strongly encourages land use planning and controls for the protection of the public. The study provides an extensive list of land uses and the compatibility of such uses with the various zones outlined above (refer to Table 5.18 in the study).

While the Selfridge Sustainability Study is not binding on Harrison Township and does not carry the force of law, it does effect development. Over the years, Harrison Township has attempted to coordinate land use decisions with

Selfridge ANGB. The Township, in many cases, has been forced to negotiate a best case deal due to existing development patterns, previous land use decisions and market trends.

There is little doubt that the present operation of Selfridge ANGB has a substantial impact on the quality, rate, and extent of development within Harrison Township. Any changes to the use of this facility, either for military or other purposes, will need to be monitored closely to determine the potential future impact on the Township.

### Clinton River Spillway Vision (2022)

Prepared by Macomb County in partnership with entities including the Clinton River Spillway Inter-County Drain Board, Clinton Township and Harrison Township, the Clinton River Spillway Vision is a vision for the 2.5-mile long, 230 acres of public property that comprises the Clinton River Spillway in eastern Macomb County. The vision includes ensuring the integrity of the Spillway is maintained in order to provide flood control while seeking opportunities to address social equity and quality of life, improve water quality and habitat, and increase public use and enjoyment. The plan is intended to serve as a guide and tool for the various agencies to continue to move forward on improvements to the Spillway property in a coordinated manner.

Based on the results of engagement during the planning process, several overarching themes emerged to guide the development of the vision. These key themes should remain at the forefront of discussions as implementation progresses:

- Sustainable
- Equitable
- Partnerships
- Flood Control
- Safety

In addition, several objectives resonated throughout the process that guided the development of the Spillway Vision:

- Create Connections
- Increase Awareness + Use
- Increase Access to Water
- Improve Habitat + Water Quality
- Create Spaces to Gather and Play
- Activate the Space
- Improve Aesthetics
- Maintain Natural Feel

An illustrative concept for the Spillway within Harrison Township is included on this page. Numerous near-term and long-term priorities for Harrison Township were outlined in the vision, which included:

- Incorporate the vision into the Township Master Plan
- Rebuild the existing Spillway Trail as it is aging and in poor condition.
- Secure funding to construct a pedestrian bridge over the Spillway just west of Jefferson Avenue as part of the Great Lakes Way and Spillway Trail system (identified as the Shoreline Trail in the Mobilize Macomb plan)
- Participate in future efforts to incorporate additional habitat restoration and creation projects along both the north and south sides of the Spillway

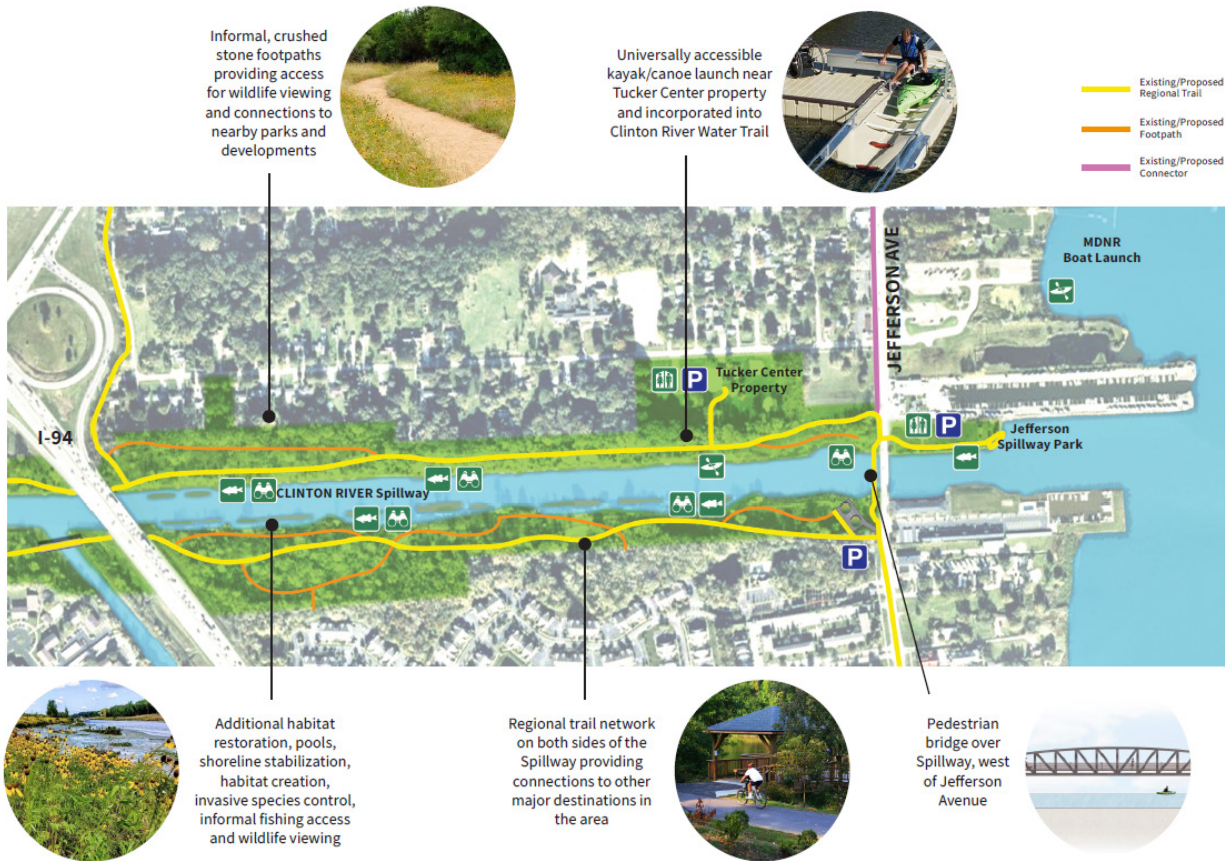
## Lake St. Clair Coastal Study (2023)

Prepared by Macomb County, this is a first-of-its kind study for Lake St. Clair. The study establishes a baseline of current water assets and quality of life amenities within a 12.1-square-mile Coastal Area of Study along the lake's shoreline. It will be used to market the region, address deficiencies and opportunities, and support funding requests that will strengthen the natural asset and its surrounding areas.

## Planning in Adjacent Communities

In addition to the broader regional planning initiatives identified in this report, Harrison Township is also influenced by land use activities occurring in neighboring communities. Frequently, the planning policies of neighboring communities can have a significant influence on the future development of property on the opposite side of the municipal boundary. The master plans of those communities sharing a common boundary with Harrison Township were examined to identify their potential impact on the community.

### HARRISON TOWNSHIP | Clinton River Spillway Vision



Clinton River Spillway Vision within Harrison Township - From the Clinton River Spillway Vision Plan

Harrison Township shares a common boundary with Chesterfield Township on the north, the City of Mt. Clemens and Clinton Township on the west, and the City of St. Clair Shores on the south. Relevant planning policies of these communities, as they relate to Harrison Township, are described below.

### Chesterfield Township

Chesterfield and Harrison abut one another along Rosso Highway, Harrison Township's northern border. Chesterfield Township has a population of 45,376 residents as of the 2020 Census. Like Harrison Township, Chesterfield Township enjoys waterfront along Lake St. Clair (Anchor Bay) and features a variety of marina and waterfront residential areas. The influence of Chesterfield Township's planning policies on Harrison Township is somewhat muted by the location of Selfridge ANGB, which generally separates Chesterfield Township and the developed portion of Harrison Township.

The Chesterfield Township Master Plan was adopted in 2021. As shown on the Future Land Use Map, community-wide commercial uses are planned on the north side of Rosso Highway, west of I-94, while light industrial uses are planned east of I-94. Blended density residential development is proposed for the southeast corner of the Township, along the Lake St. Clair shoreline.

### Mt. Clemens

The City of Mt. Clemens is adjacent to Harrison Township to the west. The I-94 freeway, between Joy Road on the north and the Clinton River on the south, forms the boundary between Harrison Township and the City of Mt. Clemens. Mt. Clemens has a population of 15,697 as of the 2020 Census. Mt. Clemens is the seat of government of Macomb County, with a large concentration of governmental buildings and offices. Downtown Mt. Clemens is less than one mile from the Harrison Township boundary. With a centralized concentration of restaurants and businesses, the downtown acts as an entertainment destination place for Harrison Township residents.

The Mt. Clemens Master Plan was adopted in 2010 with a limited update adopted in 2016. The Future Land Use Map of the Master Plan indicates that the border area adjacent to Harrison Township is largely planned for industrial use. The exception is the area along North River Road immediately adjacent to the I-94 interchange, which is planned for commercial and office use.

### Clinton Township

Located to the west of Harrison Township, Clinton Township shares an irregular boundary with Harrison Township, which is interrupted by the City of Mt. Clemens. Clinton Township is a fully urbanized community of just over 100,000 residents as of the 2020 Census, making it the most populous township in Michigan.

The Clinton Township Master Plan was adopted in 2019. The Future Land Use Map shows a range of different land uses are planned along this boundary. Commercial use is planned on the south side of Hall Road (M-59) in the northeast corner of Clinton Township. Industrial use is planned just to the south of this commercial area. Residential uses, including both single and multiple-family development is proposed south of this industrial area. South of the Clinton River, a large area of single-family development is noted, both north and south of Crocker Blvd. Multiple-family development is the most predominant planned land use pattern south of the spillway to Shook Road. A small industrial area is shown between Shook Road and I-94. The remaining portion of this common boundary is planned for single-family homes.

### St. Clair Shores

Harrison Township shares a small boundary, approximately one-quarter mile in length, with the City of St. Clair Shores to the south. These two communities are linked by Jefferson Avenue, which runs parallel to the Lake St. Clair shoreline. The city has a population of 58,874 as of the 2020 Census. It is largely a suburban residential community, although it does feature numerous commercial corridors (Harper and Little Mack) and a "Nautical Mile" business and marina district along the Lake St. Clair shoreline at Jefferson Avenue and 9 Mile Road.

The St. Clair Shores Master Plan was adopted in 2016. The Future Land Use Map of the Master Plan shows the border area adjacent to Harrison Township being planned for a combination of traditional neighborhood and residential lake front uses.

### Previous Township Planning Efforts

Finally, this Master Plan also builds upon previous planning efforts undertaken by Harrison Township. Relevant to this Master Plan, these previous efforts include:

- Harrison Township Master Plan (2010)
- Waterfront Redevelopment Plan (2015)
- Harrison Township DDA and TIF Plan (2015)
- Harrison Township DDA Complete Streets Design Plan (2017)
- Harrison Township Recreation Master Plan (2023)

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## Section 3

# SOCIAL AND ECONOMIC CHARACTERISTICS



Harrison Township Library

An analysis of social and economic characteristics is an important component in the development of any master plan and a successful planning process. While an evaluation of the community's current situation provides insight into immediate needs and deficiencies, forecasts and projections provide a basis for determining future land use requirements, public facility needs, and essential services.

By examining community demographics such as population, income, and employment, a community can identify trends and opportunities that will influence future land use decisions and policy choices. Since certain socioeconomic analyses have an identifiable impact upon the future of a community, appropriate sections have been detailed to relate social trends to future economic considerations. Secondly, the socio-economy of a place does not function in a vacuum. Consequently, this analysis is benchmarked, when appropriate, to larger socioeconomic environments and trends.

## Methodology

This demographic analysis relies on several key data sources. Figures from the decennial U.S. Census reports, including the most recent 2020 Census, are utilized, where available. Another key data source is Esri (a leader in GIS software, location intelligence and mapping), who produces independent demographic and socioeconomic estimates and forecasts for the United States using a variety of data sources, beginning with the latest Census base and adding a mixture of administrative records and private sources to capture change. Esri data is available for 2023, with 5-year forecasts for the year 2028. Data on certain detailed demographic topics is only available through the American Community Survey (ACS) 5-year estimates, made available by the U.S. Census Bureau. Finally, certain data for Harrison Township and Macomb County, including future forecasts, is made available by the Southeast Michigan Council of Governments (SEMCOG).

## Population

Population growth is a key factor influencing land use decision in any community. If the population is growing, there will be an increased need for housing, commerce, industry, parks and recreation, public services and facilities, and roads. **Table 1** shows the population trends from 1940 through the most current 2020 Census for Harrison

Township, Macomb County, the State of Michigan, and surrounding communities. Since 1940, Harrison Township's population has grown more than five times in size, increasing from 4,531 people in 1940 to 24,314 in 2020, a growth rate of 536%.

Similar positive historical population growth trends have occurred within Chesterfield Township, Clinton Township, St. Clair Shores, and Macomb County as a whole. Mt. Clemens' population has remained more stagnant by comparison. However, from 2010 to 2020, all communities analyzed experienced marginal growth or even decline, including Harrison Township. Harrison Township's population seems to have stagnated since the 1980s, staying around 24,000 residents each decade.

**Table 2** shows projected population numbers for 2023 and 2028 provided by Esri. This table shows a loss of 158 residents in Harrison Township within this 5 year period. Macomb County and the State are also shown to have slight population losses.

Table 2

POPULATION ESTIMATES		
	2023	2028
<b>Harrison Township</b>	<b>24,106</b>	<b>23,948</b>
<i>Macomb County</i>	885,863	885,139
<i>Michigan</i>	10,098,040	10,076,564

Source: 2023 Esri Demographic and Income Profiles

Table 1

POPULATION TRENDS									
	1940	1950	1960	1970	1980	1990	2000	2010	2020
<b>Harrison Township</b>	<b>4,531</b>	<b>8,052</b>	<b>12,910</b>	<b>18,755</b>	<b>23,649</b>	<b>24,685</b>	<b>24,461</b>	<b>24,587</b>	<b>24,314</b>
<i>Chesterfield Township</i>	2,004	3,722	5,888	9,378	18,276	25,905	37,405	43,381	45,376
<i>Clinton Township</i>	5,942	10,076	25,668	48,865	72,400	85,866	95,648	96,796	100,513
<i>Mt. Clemens</i>	14,389	17,027	21,016	20,476	18,806	18,405	17,312	16,314	15,697
<i>St. Clair Shores</i>	10,405	19,823	76,657	88,093	76,210	68,107	63,096	59,722	58,874
<i>Macomb County</i>	107,638	184,961	405,804	625,309	694,600	717,400	788,149	840,985	881,217
<i>Michigan</i>	5,256,106	6,308,794	7,823,194	8,875,083	9,262,078	9,295,297	9,938,444	9,883,640	10,077,331

Source: 1940 - 2020 U.S. Census Bureau

Table 3

POPULATION FORECASTS					
	2020	2030	2035	2040	2045
<b>Harrison Township</b>	<b>24,314</b>	<b>24,266</b>	<b>24,873</b>	<b>25,832</b>	<b>25,922</b>
<i>Chesterfield Township</i>	45,376	46,856	49,232	50,549	50,945
<i>Clinton Township</i>	100,513	101,848	104,088	105,798	106,561
<i>Mt. Clemens</i>	15,697	15,979	16,195	16,373	16,500
<i>St. Clair Shores</i>	58,874	59,026	60,375	61,709	62,143
<i>Macomb County</i>	881,217	899,365	928,484	947,447	957,598

Source: SEMCOG Population Forecasts

Table 4

POPULATION ESTIMATES BY AGE GROUPS									
	Harrison Township			Macomb County			Michigan		
	2010	2023	2028	2010	2023	2028	2010	2023	2028
0 to 4	1,171	961	950	48,815	44,585	44,716	596,286	528,483	528,206
5 to 9	1,223	1,083	1,033	52,758	49,305	47,754	637,784	577,543	559,071
10 to 14	1,400	1,205	1,153	56,245	52,667	51,798	675,216	610,784	602,412
15 to 19	1,481	1,149	1,123	56,808	49,772	48,203	739,599	639,875	617,218
20 to 24	1,548	1,233	1,158	49,512	45,848	42,610	669,072	646,908	615,297
25 to 34	2,845	2,966	2,631	101,393	115,931	106,250	1,164,149	1,286,710	1,203,305
35 to 44	3,230	3,019	3,193	118,439	115,801	122,508	1,277,974	1,236,846	1,283,501
45 to 54	4,472	3,222	3,064	132,856	115,635	111,517	1,510,033	1,237,077	1,205,424
55 to 64	3,843	4,141	3,619	103,977	122,870	113,639	1,251,997	1,398,648	1,272,685
65 to 74	1,943	3,360	3,669	61,093	100,989	108,108	724,709	1,164,357	1,239,907
75 to 84	1,073	1,373	1,882	40,803	51,923	64,977	444,940	562,418	712,519
85 and Over	358	394	473	18,286	20,537	23,059	191,881	208,391	237,019
<b>Total</b>	<b>24,587</b>	<b>24,106</b>	<b>23,948</b>	<b>840,985</b>	<b>885,863</b>	<b>885,139</b>	<b>9,883,640</b>	<b>10,098,040</b>	<b>10,076,564</b>

Source: 2023 Esri Demographic and Income Profiles

The Southeast Michigan Council of Governments (SEM-COG) developed a population forecast for all communities in Southeast Michigan. **Table 3** shows shift from recent population trends, with positive trajectories of growth for all of the noted jurisdictions through the year 2045. Harrison Township’s population is forecasted to increase to 25,832 citizens by the year 2040 (the planning horizon for this Master Plan), which is an increase of 6.2% from its 2020 population. Macomb County’s population is forecasted to increase to 947,447 by 2040, an increase of 7.5% from its 2020 population.

### Age Distribution

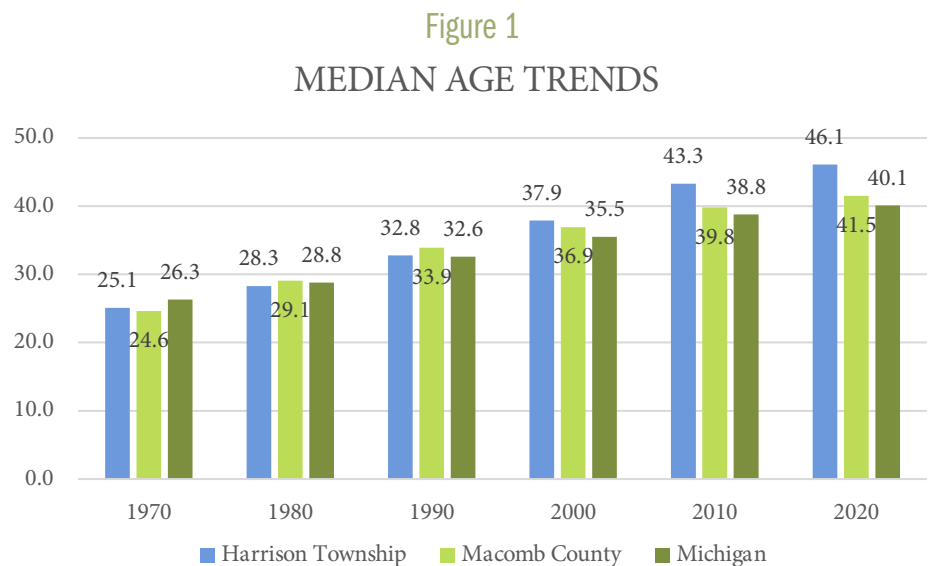
An age distribution analysis is used by demographers and policy makers to anticipate future changes in age groups which may have an influence on health care, education, and recreation. In this analysis, five life cycle groups are defined:

- Preschool (0-4 years)
- School (5-19 years)
- Family Formation (20-44 years)
- Empty Nest (45-64 year)
- Elderly (65 years or older)

**Table 4** shows population by age groups for the Township, County, and State. 2010 values are from the U.S. Census while 2023 and 2028 values are Esri estimates. Each geographic area highlighted in the table shows evidence of an aging population through the year 2028.

In 2023, the majority of Harrison Township’s population is within the Family Formation years and the Empty Nest years age groups (20-64 years of age). In 2010, 64.8% of the population was in these age groups; this is expected to decline to 57.1% by 2028. In 2010, 21.5% of the Township’s population was 19 years old or younger; this is expected to decline to 17.8% by 2028. Finally, 13.7% of the Township population was 65 years and older in 2010. By 2028, this is expected to increase to 25.2%. Between 2010 and 2028, every other geographic area compared in **Table 3** is expected to see declines in most age groups except for the 65 years and older age group.

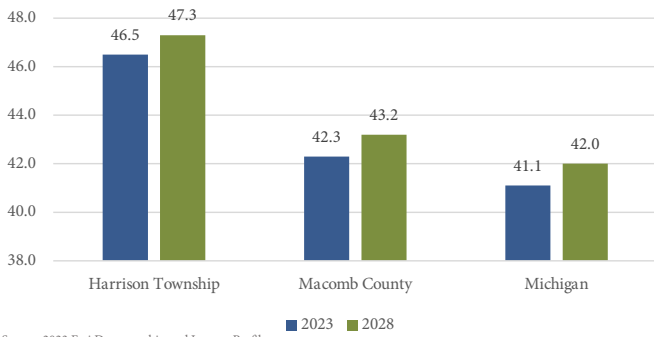
**Figure 1** shows median age for the Township, County, and State from 1970 to 2020 based on U.S. Census Bureau data. All three geographic areas show a steady increase of approximately 3.5 years in median age in each decade.



Source: 1970-2020 U.S. Census Bureau

Figure 2

MEDIAN AGE ESTIMATES



Source: 2023 Esri Demographic and Income Profiles

Figure 2 shows the estimated median age for Harrison Township in 2023 and 2028, along with Macomb County and Michigan, based on Esri estimates. All geographic areas are anticipated to increase in median age over the 5 year span. Harrison Township is expected to increase from a median age of 46.5 years to 47.3 years.

Together, the figures indicate an aging population and inform the potential future and changing needs of the community, such as ADA improvements, smaller single-story homes, senior and assisted living facilities, infrastructure to promote aging in place, senior programming, and medical care facilities. The demand for education, recreation, and consumer goods from the younger age groups (0-19 years old) may not be as high as the need for aging-related amenities, though this need may evolve as the population grows.

### Race and Ethnicity

Another important characteristic of a community is its racial make-up. Knowing the racial make-up of a community helps to identify the diverse needs of its population. Even though the population of Harrison Township

has become slightly more diverse since 2010, residents of the Township are predominantly white (Table 5). This may suggest that the housing stock and other amenities are either not affordable or not desirable to many different minority populations. Since there has been little change in the racial make-up in the community since 2010, it may be useful to analyze the housing stock and employment opportunities which may be acting as barriers to entry.

### Households

The number of persons per household constitutes household size. Since the 1970's, the nationwide trend has been a decline in household size. This trend has occurred due to fewer children per family, higher divorce rates, and an increasing number of elderly people living alone.

Knowing whether the household size is increasing or decreasing helps to identify the community's housing needs. A declining average household size may mean that a community will need more housing units to accommodate the fewer people living within each unit. In some municipalities, new housing units are being built to accommodate the demand for housing created by lower household sizes despite an overall decline in population.

Table 6 shows forecasts for households in 2050 for Harrison Township and Macomb County, based on U.S. Census statistics and SEMCOG forecasts. Harrison Township's households are projected to increase from 11,554 in 2020 to 12,172 in 2050. This is a growth rate of 5.3%. The projected increase in total households may be driven, in part, by a forecasted decline in average household size, from 2.10 in 2020 to 2.08 by 2050. Similar increases in households and decreases in average household size are forecasted for Macomb County as a whole.

Table 5

RACE AND ETHNICITY DISTRIBUTION

	Harrison Township		Macomb County		Michigan	
	2010	2020	2010	2020	2010	2020
White	21,481	19,632	705,693	665,241	7,569,939	7,295,651
Black or African American	1,811	2,503	72,053	108,532	1,383,756	1,358,458
American Indian and Alaska Native	76	60	2,351	1,766	54,665	47,406
Asian	164	255	24,908	38,244	236,490	332,288
Native Hawaiian and Pacific Islander	3	1	168	193	2,170	2,603
Some Other Race	25	84	803	2,939	9,866	37,183
Hispanic or Latino	627	742	19,095	26,214	436,358	564,422

Source: 2010, 2020 U.S. Census Bureau

Table 6

HOUSEHOLD SIZE FORECASTS				
	Harrison Township		Macomb County	
	2020	2050	2020	2050
Households	11,554	12,172	353,201	389,671
Average Household Size	2.10	2.08	2.47	2.44

Source: 2020 U.S. Census Bureau; SEMCOG 2050 Regional Development Forecasts

\*Household size for occupied housing units

## Household Characteristics

This section examines households in terms of the relationships among the persons who share a housing unit. **Table 7** examines six different household types based on relationship:

- Family households
- Married-couple families
- Male householder, no female present
- Female householder, no male present
- Households with one or more people under 18
- Households with one or more people over 65

In 2021, more than half (54.9%) of Harrison Township households were families. The second largest household type was married-couple families (39.3%). Harrison Township’s household characteristics are generally in line with Macomb County and Michigan, although Harrison Township has the lowest percentage of family households and married-couple family households.

In 2021, of all households, 19.3% included one or more persons under 18 years of age, while 12.7% included one or more persons 65 years and over. Compared to Macomb County and Michigan, Harrison Township has the lowest percentage of both values. Harrison Township’s percentage of households with one or more persons 65 years and over is comparable to the County and State.

## Income and Poverty

Income and poverty level data are a good way to measure the relative economic health of a community. **Table 8** shows median household incomes for Harrison Township, Macomb County, and Michigan. Median household income is a measure of the average of the total incomes of the persons living in a single household. The average annual median household income in Harrison Township is \$72,946 in 2023, which was higher than the County and State. Harrison Township’s median household income is expected to increase to \$80,622 by 2028, an increase of \$7,676 from 2023.

**Figure 3** shows the percentage of people below the poverty line for Harrison Township in 2010 and 2021. Of the total population in Harrison Township, approximately 10.4% was living below the federal poverty level in 2010 compared to 9.7% in 2021. A similar trend is shown among households in poverty, decreasing from 9.8% in 2010 to 9.5% in 2021.

## Educational Attainment

Educational attainment is an important factor in analyzing the capabilities of the local work force and the economic vitality of the community. The educational attainment of the citizens of a community plays a major role in determining what types of industries are suitable or necessary. **Figure 4** illustrates the educational attainment levels for Harrison Township in 2010 and 2021 based on ACS estimates.

Table 7

HOUSEHOLD CHARACTERISTICS							
	Total Occupied Households	% of Total Households					
		Family Households	Married-Couple Family	Male Householder, No spouse/partner present	Female Householder, No spouse/partner present	Households with one or more people under 18 years	Households with one or more people over 65 years
Harrison Township	11,735	54.9%	39.3%	5.9%	9.7%	19.3%	12.7%
Macomb County	351,715	64.5%	46.9%	5.2%	12.4%	27.6%	14.3%
Michigan	3,976,729	63.4%	46.8%	4.9%	11.7%	27.7%	15.4%

Source: 2017-2021 American Community Survey 5-Year Estimates

\*Totals will not equal 100.0%

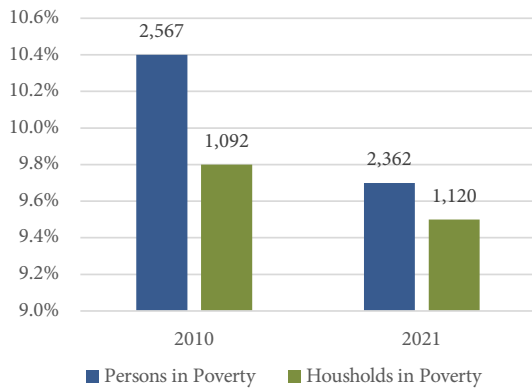
Table 8

INCOME ESTIMATES						
	2023			2028		
	Median Household Income	Average Household Income	Per Capita Income	Median Household Income	Average Household Income	Per Capita Income
Harrison Township	\$72,946	\$69,803	\$65,287	\$80,622	\$79,424	\$75,808
Macomb County	\$98,021	\$94,795	\$94,443	\$110,664	\$108,196	\$107,829
Michigan	\$47,309	\$38,270	\$38,288	\$54,003	\$44,115	\$44,180

Source: 2023 Esri Demographic and Income Profiles

Figure 3

POVERTY TRENDS



Source: 2006-2010, 2017-2021 American Community Survey 5-year Estimates

Analyzing employment by industry provides insight into the types of occupations that employ the Township’s citizens. Using data from SEMCOG, **Table 10** details the percentages of people within each employment industry in Harrison Township and Macomb County between 2020 and 2050. In Harrison Township in 2020, the public administration sector employed the highest percentage of citizens (23.2%), followed by leisure and hospitality (11.2%), and manufacturing (10.1%). These three industries are forecasted to remain the most prevalent in the Township through 2050. Harrison Township’s percentages in each industry closely mirror the County, as both maintain the same top three.

Work Location

Based on US Census data, **Table 11** shows where residents of Harrison Township commute for work. Presently, only approximately 10% of Harrison Township residents (who are 16 years or older and employed) work within Harrison Township. The remainder commute outside of Harrison Township to work.

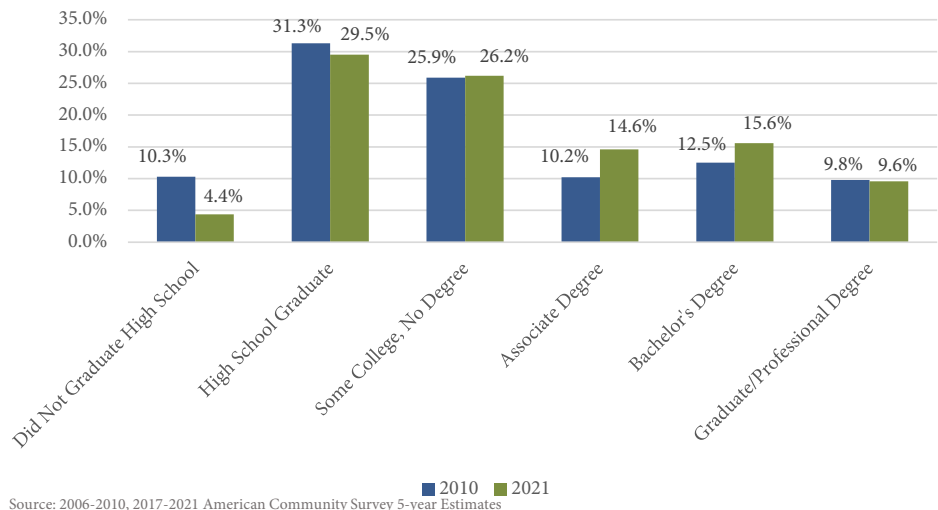
As of 2021, of the population 25 years and over in Harrison Township, over 95% had graduated high school or a higher degree. 25.2% of Harrison Township residents (25 years and over) had obtained a Bachelor’s Degree or a higher degree. The largest difference between 2010 and 2021 is the decrease in Harrison Township residents who did not graduate high school, changing from 10.3% to 4.4%. This shows residents in the Township are increasingly educated.

Employment

Employment data for Harrison Township’s citizens is made available from Esri. **Table 9** shows that 64.9% of the total population in Harrison Township in 2023 was in the workforce, a value higher than both Macomb County (63.4%) and Michigan (61.2%). Of the workforce population, a total of 402 were unemployed while 12,989 were employed. Harrison Township’s unemployment rate of 3.0% is lower than both Macomb County (4.8%) and Michigan (5.4%).

Figure 4

EDUCATIONAL ATTAINMENT



Source: 2006-2010, 2017-2021 American Community Survey 5-year Estimates

Table 9

LABOR FORCE					
	Population	Employed	Unemployed	Unemployment Rate	Labor Force Participation Rate
<b>Harrison Township</b>	<b>20,641</b>	<b>12,989</b>	<b>402</b>	<b>3.0%</b>	<b>64.9%</b>
<i>Macomb County</i>	728,981	439,570	22,273	4.8%	63.4%
<i>Michigan</i>	8,258,834	4,780,925	272,426	5.4%	61.2%

Source: 2023 Esri Civilian Labor Force Profiles

\*Data Refers to civilian employed population 16 years and over

Table 10

EMPLOYMENT BY INDUSTRY FORECASTS								
	Harrison Township				Macomb County			
	2020	2030	2040	2050	2020	2030	2040	2050
Natural Resources, Mining, & Construction	613	724	760	781	27,285	33,274	34,641	35,256
Manufacturing	937	1,045	973	936	62,823	72,178	67,444	64,991
Wholesale Trade	163	185	223	230	11,297	12,625	13,244	13,274
Retail Trade	586	572	526	513	46,490	45,357	41,282	38,904
Transportation, Warehousing, & Utilities	419	561	550	547	21,963	27,342	28,508	29,396
Information & Financial Activities	803	838	858	928	36,612	39,014	39,854	40,481
Professional and Technical Services & Corporate HQ	497	528	531	578	43,272	49,384	52,628	55,879
Administrative, Support, & Waste Services	448	547	614	651	24,140	27,903	30,410	32,553
Education Services	469	491	516	523	20,485	22,394	23,133	23,347
Healthcare Services	596	639	673	711	46,619	52,622	57,697	63,172
Leisure & Hospitality	1,041	1,338	1,362	1,383	29,710	41,089	42,393	42,820
Other Services	539	595	601	604	24,655	27,430	28,155	28,370
Public Administration	2,149	2,239	2,254	2,268	20,384	21,137	21,538	21,637
<b>Total Employment Numbers</b>	<b>9,260</b>	<b>10,302</b>	<b>10,441</b>	<b>10,653</b>	<b>415,735</b>	<b>471,749</b>	<b>480,927</b>	<b>490,080</b>

Source: SEMCOG 2050 Regional Development Forecasts

**Table 11** lists selected municipalities where employed Harrison Township citizens work, including Detroit (12.7%), Clinton Township (10.7%), Warren (8.7%) and Sterling Heights (7.1%). The remainder (31.7%) of employed Harrison Township residents commute to work in other non-selected municipalities.

Table 11

WHERE RESIDENTS WORK		
	Harrison Township	
<i>Detroit</i>	1,635	12.7%
<i>Clinton Twp</i>	1,388	10.7%
<i>Harrison Twp</i>	1,368	10.6%
<i>Warren</i>	1,120	8.7%
<i>Sterling Heights</i>	916	7.1%
<i>Troy</i>	602	4.7%
<i>St. Clair Shores</i>	532	4.1%
<i>Mount Clemens</i>	497	3.8%
<i>Roseville</i>	396	3.1%
<i>Auburn Hills</i>	361	2.8%
<i>Elsewhere</i>	4,097	31.7%
<b>Total</b>	<b>12,912</b>	<b>100%</b>

Source: U.S. Census Bureau - 2012-2016 CTPP/ACS Commuting Data and Commuting Patterns in Southeast Michigan

\*Data Refers to civilian population 16 years and over

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## Section 4

# HOUSING AND HOUSING AFFORDABILITY



Attached multi-family housing in Harrison Township

Housing, or more generally, dwellings, refers to the construction and assigned usage of houses or buildings individually or collectively, for the purpose of shelter. Housing is a basic human need, and it plays a critical role in shaping the quality of life for individuals, families, and communities. It is of great importance that communities maintain a stock of quality housing to serve the varied needs of its residents.

Assessing a community's housing stock is an important aspect in seeing how a community is currently structured to provide for their residents, in addition to analyzing where they may need to provide more variation to accommodate diverse housing preferences. An evaluation of housing affordability helps to reveal whether certain residents are prevented from securing housing, even where there is a surplus in available housing.

## Total Housing Units

According to Esri data, Harrison Township is expected to see a modest increase in total housing units between 2023 and 2028 (**Table 12**). The County and State are expected to see similar changes.

SEMCOG provides occupied housing unit forecasts. According to SEMCOG, Harrison Township's occupied housing units (households) are expected to increase by 5.3%, from 11,554 in 2020 to 12,172 by 2050 (**Table 13**). (Note that this figure represents occupied housing units, not vacant or seasonally vacant housing units.) Macomb County's occupied housing units are forecasted to increase by 10.3% between 2020 and 2050.

## Housing Occupancy and Tenure

Housing occupancy measures the number of occupied housing units and vacant housing units. Tenure identifies whether those occupied units are inhabited by renters or homeowners. Occupancy and tenure data is shown in **Table 14**. According to Esri, 6.7% of Harrison Township's housing is vacant in 2023. Generally, a healthy housing market will feature a vacancy rate of approximately 5% to ensure there is sufficient available housing stock. Harrison Township's occupancy percentage falls in line with this standard. Macomb County has a lower vacancy rate while the State of Michigan has much higher rates of vacancy than Harrison Township.

Table 12

TOTAL HOUSING UNITS ESTIMATES				
	2023		2028	
	Total Housing Units	Average Household Size	Total Housing Units	Average Household Size
Harrison Township	12,470	2.07	12,510	2.05
Macomb County	373,639	2.46	376,541	2.43
Michigan	4,608,370	2.42	4,637,244	2.39

Source: 2023 Esri Housing Profiles; 2023 Esri Demographic and Income Profiles

Table 13

TOTAL HOUSEHOLDS FORECAST			
	Households (Occupied Units)		Percent Change (2020-2050)
	2020	2050	
Harrison Township	11,554	12,172	5.3%
Macomb County	353,201	389,671	10.3%

Source: U.S. Census Bureau and SEMCOG 2050 Regional Development Forecast

Among those housing units that are occupied in Harrison Township as of 2023, the majority (63.0%) are occupied by owners as opposed to renters. A higher owner-occupancy rate (70.9%) is found in Macomb County as a whole. The estimated 2028 values show little change for Harrison Township, with all categories changing by less than 2%.

Table 14

OCCUPANCY STATUS				
	2023			
	Households	Owner Occupied	Renter Occupied	Vacant
Harrison Township	11,636	63.0%	30.3%	6.7%
Macomb County	357,397	70.9%	24.7%	4.3%
Michigan	4,079,897	63.4%	25.1%	11.5%
	2028			
	Occupied Households	Owner Occupied	Renter Occupied	Vacant
Harrison Township	11,688	64.4%	29.1%	6.6%
Macomb County	360,702	71.8%	24.0%	4.2%
Michigan	4,116,402	64.1%	24.7%	11.2%

Source: 2023 Esri Housing Profiles

\*Household size for occupied housing units

Table 15

BUILDING PERMIT TRENDS							
Harrison Township	Single Family	Two Family	Attach Condo	Multi Family	Total Units	Total Demos	Net Total
2010	14	0	49	0	63	7	56
2011	23	0	0	0	23	1	22
2012	36	0	0	0	36	8	28
2013	9	0	4	0	13	4	9
2014	8	0	24	0	32	8	24
2015	24	0	16	0	40	1	39
2016	31	0	5	0	36	7	29
2017	27	0	21	0	48	4	44
2018	11	0	0	33	44	6	38
2019	18	0	0	0	18	5	13
2020	8	2	0	0	10	6	4
2021	16	0	0	0	16	4	12
2022	9	0	0	0	9	6	3
2023	24	0	0	0	24	5	19
<b>TOTALS</b>	<b>258</b>	<b>2</b>	<b>119</b>	<b>33</b>	<b>412</b>	<b>72</b>	<b>340</b>

Source: SEMCOG Development

## Building Permits

SEMCOG tracks building permit trends for new housing units within southeast Michigan municipalities. This helps understand recent trends in new housing construction, in general, and specifically the types of housing units constructed.

Building permit trends for Harrison Township between 2010 and 2023 are shown in **Table 15**. During the timespan, a net total of 340 new housing units were permitted. Building permit activity for new housing was most concentrated in 2010 through 2018 (with the exception of 2013), where the net total of housing permits ranged from 22 to 38 units per year. Since 2018, the net total of housing permits has not exceeded 19 in a single year.

Of the 412 total housing units permitted between 2010 and 2023 (this figure does not include demolitions), 258 or 62.6% were single-family units. A total of 119 permits were for attached condominium units (28.9%), while 33 permits were for multi-family units (8.0%) and 2 were for duplex units (<1%).

## Housing Types

Future planning for housing begins with an understanding of the current distribution of housing types within a community. **Table 16** separates housing units into three different categories: single unit (i.e., single-family detached homes), multi-unit (i.e., apartment buildings), and mobile homes or other (i.e. boat, RV, van, etc.).

The distribution of housing units for Harrison Township are based on the 2017-2021 American Community Survey estimates. As shown in **Table 16**, 53.7% of Harrison Township's housing stock is single unit dwellings (6,858 total), while 41.2% is multi-unit dwellings (5,266 total). Only 5.0% of the Township's housing stock is mobile homes or other units (643 total).

As a benchmark, **Table 16** compares the Township's housing type distribution with the surrounding municipalities and Macomb County. Harrison Township's percentage of single unit dwellings (53.7%) is the second lowest of the units of government compared. Only Clinton Township has a lower percentage (48.4%). Conversely, Harrison Township's multi-unit dwelling percentage of 41.2% is the second highest of the units of government compared; Clinton Township is the highest at 48.1%. At 5.0%, Harrison Township has a relatively high percentage of mobile home or other units, with only Chesterfield Township having a higher percentage (5.6%).

Table 16

HOUSING UNITS BY TYPE								
	Single Unit		Multi-Unit		Mobile Homes or Other		Total Units	
	#	%	#	%	#	%	#	%
<b>Harrison Township</b>	<b>6,858</b>	<b>53.7%</b>	<b>5,266</b>	<b>41.2%</b>	<b>643</b>	<b>5.0%</b>	<b>12,767</b>	<b>100.0%</b>
Chesterfield Township	11,093	60.7%	6,155	33.7%	1,024	5.6%	18,272	100.0%
Clinton Township	22,443	48.4%	22,304	48.1%	1,622	3.5%	46,369	100.0%
Mt. Clemens	4,452	64.0%	2,295	33.0%	206	3.0%	6,953	100.0%
St. Clair Shores	23,000	81.2%	5,308	18.7%	26	0.1%	28,334	100.0%
Macomb County	252,910	71.1%	102,324	28.8%	379	0.1%	355,613	100.0%

Source: 2017-2021 American Community Survey 5-Year Estimates

## Housing Values

Analyzing housing values helps to gain an understanding of the overall quality and affordability of housing within a community. It is of great importance that a community maintains good quality and affordable housing for its current residents and for potential residents.

As shown in **Table 17**, in 2021, the median value of owner-occupied housing units in Harrison Township was \$205,100, which was higher than both Macomb County (\$184,600) and the State (\$172,100). This is a positive indicator of the quality of Harrison Township's owner-occupied housing stock. Similar to Macomb County, most of Harrison Township's houses are valued between \$100,000 and \$300,000, whereas most houses for Michigan are valued below \$200,000.

Harrison Township's median rent (\$948) is nearly identical to the State (\$946) but lower than Macomb County (\$1,032). Most rental units in the Township carry a median rent between \$500 and \$999. This may be an indication of the somewhat lower quality of rental units of the Township in comparison to Macomb County as a whole.

## Housing Affordability

The housing stock in a community should be affordable to its residents. If housing costs are prohibitive, housing needs may remain unmet even when there is a sufficient supply of housing.

One method to measure housing affordability is to determine monthly housing costs as a percentage of household income. Generally, if a household is paying more than 30% of household income for housing (mortgage or rent, plus utilities), they are considered "cost burdened." For Harrison Township, monthly owner cost figures are provided

Table 17

Financial Characteristics	Harrison Township		Macomb County		Michigan	
	#	%	#	%	#	%
<b>VALUE: Spec</b>	<b>8,196</b>	<b>100.0%</b>	<b>261,678</b>	<b>100.0%</b>	<b>2,870,693</b>	<b>100.0%</b>
<i>Under \$100,000</i>	1,106	13.5%	45,077	17.2%	707,432	24.6%
<i>\$100,000-\$199,999</i>	2,897	35.3%	99,955	38.2%	961,608	33.5%
<i>\$200,000-\$299,999</i>	2,021	24.7%	66,019	25.2%	602,204	21.0%
<i>\$300,000-\$499,999</i>	1,727	21.1%	42,338	16.2%	436,850	15.2%
<i>Over \$500,000</i>	445	5.4%	8,289	3.2%	162,599	5.7%
<i>Median Value</i>	\$205,100		\$184,600		\$172,100	
<b>RENT: Spec</b>	<b>3,539</b>	<b>100.0%</b>	<b>90,037</b>	<b>100.0%</b>	<b>1,106,036</b>	<b>100.0%</b>
<i>&lt; \$500</i>	197	5.6%	5,849	6.5%	109,627	9.9%
<i>\$500-\$999</i>	1,863	52.6%	34,722	38.6%	480,618	43.5%
<i>\$1,000-\$1,499</i>	1,175	33.2%	34,936	38.8%	333,610	30.2%
<i>&gt; \$1,500</i>	236	6.7%	11,433	12.7%	125,970	11.4%
<i>No Cash Rent</i>	68	1.9%	3,097	3.4%	56,211	5.1%
<i>Median Rent</i>	\$948		\$1,032		\$946	

Source: 2017-2021 American Community Survey 5-Year Estimates

by the U.S. Census based on American Community Survey sample counts between 2017 and 2021. Based on a sample of 4,856 housing units with a mortgage, 18.0% of owners in Harrison Township paid more than 30% of their household income on housing costs. This percentage for Harrison Township was lower than the nation-wide average of 27.2% for the same period. Based on a sample of 3,471 units paying rent, 47.0% of renters in Harrison Township paid more than 30% of their household income on housing costs. This percentage for Harrison Township was lower than the nation-wide average of 49.4% for the same period.

Although the percentage of housing cost burdened households in Harrison Township may not be as high as the national average, housing affordability remains a local concern. This is especially true as home values and rents have risen in recent years due to a competitive housing market and by the Covid pandemic-induced run on housing. According to recent data, the median home price in the U.S. rose roughly 30% over the last decade, yet incomes increased by only 11% over the same period. This trend is expected to continue within Harrison Township over the next 5 years. According to Esri projections, Harrison Township's median value of owner-occupied housing is expected to increase by 18.3% between 2023 and 2028, while its median household income is only expected to increase by 10.5% over the same period.

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## Section 5

# EXISTING CONDITIONS ANALYSIS



Lake St. Clair Shoreline at Dusk

The establishment of a future vision for a community, including the development of a Future Land Use Plan, must consider the existing physical characteristics of a community. This includes an evaluation of natural features, existing land uses, transportation networks, infrastructure networks, and existing public services and facilities. This analysis of existing conditions serves as a starting point for discussions about future growth and development. This section summarizes the most important existing conditions within Harrison Township and their relevance to future land use planning.

## Natural Features

The natural environment plays a major role in land use. It can significantly impact development; for example, a wetland may prohibit the construction of any structure. Conversely, the natural environment can be affected by land development. An example of this is the increased erosion potential caused by clearing vegetation. Thus, when preparing a Future Land Use Plan, it is important to examine the natural environment in order to determine where development is best suited, and where it should be discouraged.

In any environmentally sensitive area within a community, development should be prevented. Environmentally sensitive areas are lands whose destruction or disturbance will affect the life of a community by either:

- Creating hazards such as flooding or slope erosion.
- Destroying important public resources such as groundwater supplies and surface water bodies.
- Wasting productive lands and non-renewable resources such as prime farmland and natural habitats like wetlands.

Each of these effects is detrimental to the general welfare of a community, resulting in social and economic loss.

## Topography

The overall topography of Harrison Township can be characterized as generally flat. Within Harrison, elevations vary by less than 15 feet from its highest to lowest point. The overall flat topography of Harrison Township presents few constraints to development. However, the flat topography can complicate infrastructure services, such as the challenge of ensuring proper pressure in public water systems and flow rates in sanitary sewer and storm water drainage systems.

## Woodlands

While woodlands are not a prominent feature, the Township does have many small scattered wooded areas. As shown on the **Natural Features Map**, the largest wooded areas in the Township are found along Metro Parkway between Hazel and Shoreline, as well as south of the Spillway and east of I-94, near Selfridge ANGB. Other scattered woodlands are found throughout the Township. The woodlands along Metro Parkway offer many opportunities for scenic and recreation attraction. Additionally, mature street trees and neighborhood trees are prevalent throughout the Township's residential neighborhoods.

## Wetlands

Wetlands are an extremely important, though commonly overlooked natural resource that provides both aesthetic and functional benefits. Through the years, over 50% of Michigan's wetlands have been destroyed by development and agricultural activities. Therefore, the State of Michigan enacted Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994 to protect the remaining wetlands.

The wetland act authorizes the Michigan Department of Environment, Great Lakes, and Energy (EGLE), to preserve certain wetland areas. EGLE may require permits

before altering regulated wetlands and may prohibit development in some locations.

EGLE defines and regulates wetlands as "land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support, wetland vegetation or aquatic life, and is commonly referred to as a bog, swamp, or marsh." EGLE reserves the right to regulate wetlands if they are any of the following:

- Connected to one of the Great Lakes or Lake St. Clair
- Located within 1,000 feet of one of the Great Lakes or Lake St. Clair
- Connected to an inland lake, pond, river, or stream
- Located within 500 feet of an inland lake, pond, river or stream
- Not connected to one of the Great Lakes or Lake St. Clair, or an inland lake, pond, stream, or river, but are more than 5 acres in size
- Not connected to one of the Great Lakes or Lake St. Clair, or an inland lake, pond, stream, or river, and less than 5 acres in size, but EGLE has determined that these wetlands are essential to the preservation of the state's natural resources and has notified the property owner

Any wetlands in the Township not meeting the criteria for wetlands as defined by EGLE can be protected by local control techniques. Such techniques include a local wetland ordinance, policies in this Master Plan directing incompatible land uses away from wetlands, and specific wetlands provisions in the Zoning Ordinance.

The **Natural Features Map** highlights major areas of wetlands within the Township. Generally, these are most concentrated south of the Spillway, along Metro Parkway between Hazel and Shoreline, north of the Lake St. Clair Metropark, and within Selfridge ANGB.

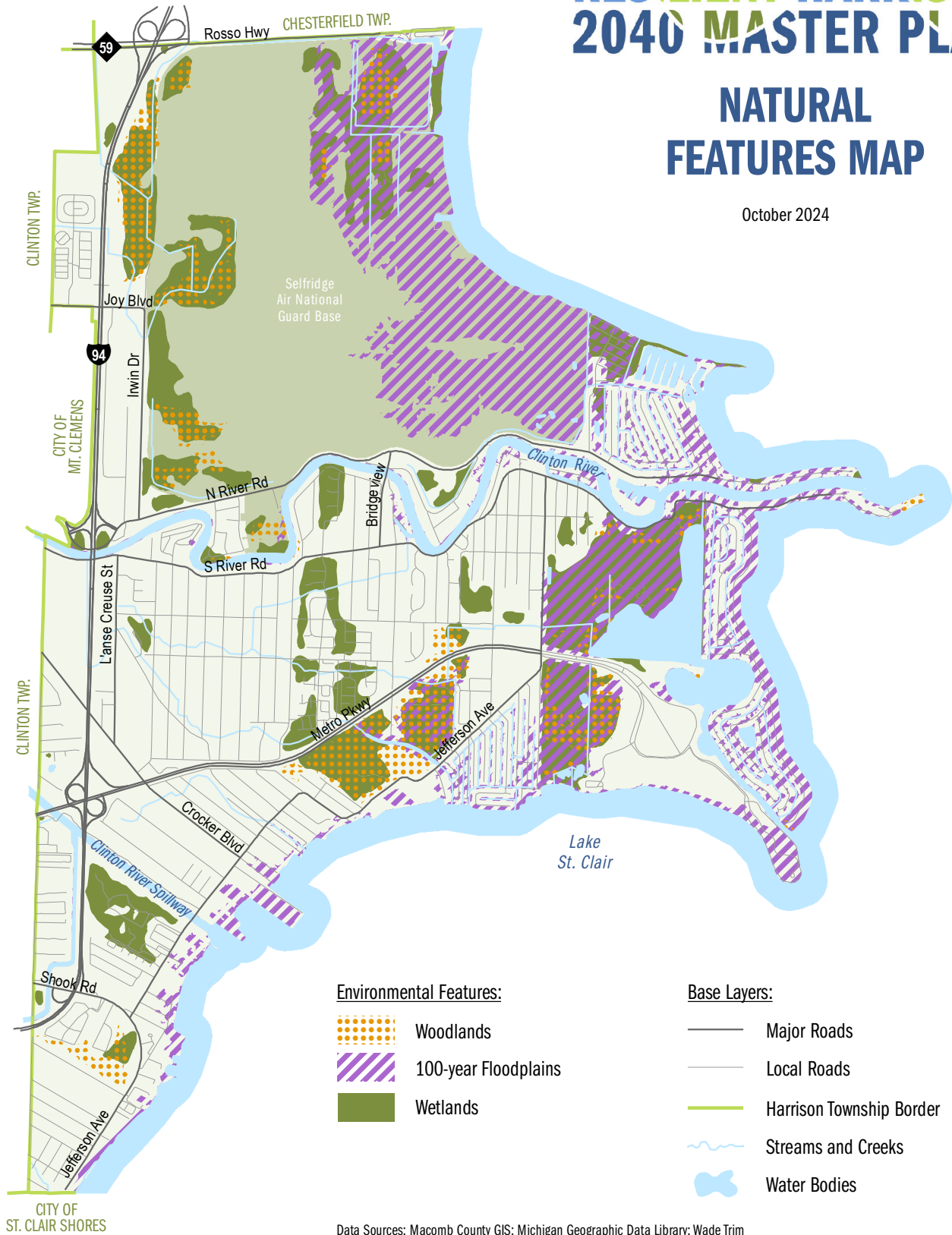
## Water Bodies

In addition to being located along Lake St. Clair, Harrison Township is home to several primary natural water bodies. The Clinton River runs transverse across the central part of the Township. To the south, the Clinton River Spillway, also known as the Spillway, continues to run through Harrison Township, towards Mt. Clemens, connecting to the Clinton River and beyond. These water bodies are part of the Clinton River watershed system and serve as a focal point for the Township and for recreation opportunities. Residents and visitors enjoy the Township's water features

# RESILIENT HARRISON 2040 MASTER PLAN

## NATURAL FEATURES MAP






October 2024



**Environmental Features:**

-  Woodlands
-  100-year Floodplains
-  Wetlands

**Base Layers:**

-  Major Roads
-  Local Roads
-  Harrison Township Border
-  Streams and Creeks
-  Water Bodies

Data Sources: Macomb County GIS; Michigan Geographic Data Library; Wade Trim  
 Woodlands Source: US Geological Survey, 2023  
 Floodplains Source: Federal Emergency Management Agency, 2023  
 Wetlands Source: National Wetland Inventory, 2015

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for water sports, fishing, swimming, and more; the water bodies are accompanied by hiking trails and pathways to restaurants, entertainment, and other local amenities.

## Floodplains

Flood plain information for this Master Plan is based on 2023 data from the Federal Emergency Management Agency’s (FEMA) for the National Flood Insurance Program. From a planning standpoint, this information is intended to promote floodplain management through implementation of “sound land use” within floodplain areas. As illustrated on the **Natural Features Map**, extensive areas along the Lake St. Clair shoreline are identified as being within a 100-year floodplain.

A 100-year floodplain is defined as the land adjacent to a river, lake or stream that will be inundated by water during a flood which has a 1% chance of occurring of being exceeded in any given year. Every river, lake or stream has a floodplain associated with it.

Efforts should be made to maintain floodplains in their natural state to assure preservation of natural features and to limit damage to personal property. Certain activities or development within a floodplain may be subject to permitting by EGLE. In general, construction and fill may be permitted in the portions of the floodplain that are not floodways, provided local ordinance and building standards are met. In addition, compensating excavation must be provided that is equal to the volume of fill placed in the floodplain. (Floodways are the channel of a river or stream and those portions of the floodplain adjoining the channel which are reasonably required to carry and discharge the 100 year flood; these are areas of moving water during times of flood. New residential construction is specifically prohibited in the floodway.)

The current building codes in Michigan requires that new construction or substantially improved buildings within the 100-year floodplain have the lowest floor, elevated at least one-foot above the 100-year flood elevation. Basements that are below grade on all four sides must be 1 foot above the 100-year floodplain elevation.

## Existing Land Use

Knowledge of existing land development furnishes the basic information by which decisions can be made concerning proposals for future residential, commercial, industrial, and public land use activities. The **Existing Land Use Map** and **Table 18**, included in this section of the report, will serve as a reference for the Township in its consideration for land use management and public improvement proposals.

## Methodology

A computer-generated base map for the Township was first created using digital information from the Michigan GIS Open Data portal and other online data sources. The base map includes the Township boundary line, streets, and water bodies. Property boundary line data was acquired from Macomb County. A parcel-by-parcel analysis of the Township was conducted by Wade Trim staff in 2023 using the same land use classifications as included in the Township’s 2010 Master Plan.

## Land Use Analysis

Below is a description of each existing land use category found within the Township.

### *Single-Family Residential*

This land use category includes land occupied by single-family dwelling units, including both detached and attached units, seasonal dwellings, and their related accessory buildings such as garages and sheds.

In total, single-family residential lands comprise 2,276 acres or 24.4% of the Township. Most existing single-family development consists of platted subdivisions or site condominium developments. The central portion of the Township, generally between Jefferson Avenue and the Clinton River, contains large areas of single-family residential subdivision development. Additionally, a large number of single-family residential neighborhoods are found near the lakeshore; many of these neighborhoods feature canals which lead to Lake St. Clair.

Table 18

EXISTING LAND USE		
Type	Acreage	Percentage
Single Family Residential	2,276	24.4%
Multiple Family Residential	422	4.5%
Manufactured Housing	88	0.9%
Office	7	0.1%
Commercial	103	1.1%
Marina	298	3.2%
Industrial	139	1.5%
Public	1,079	11.6%
Semi-Public	140	1.5%
Selfridge ANGB	2,927	31.4%
Vacant/Rights-of-Way	1,852	19.8%
<b>Total</b>	<b>9,331</b>	<b>100.0%</b>

Source: Wade Trim Analysis, 2023

# RESILIENT HARRISON 2040 MASTER PLAN

## EXISTING LAND USE MAP

October 2024



Data Sources: Macomb County GIS; Michigan Geographic Data Library; Wade Trim



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### ***Multiple Family Residential***

Multiple family residential use includes any residential properties that have two or more units. These include duplexes, triplexes, quadplexes and traditional apartments, along with their related accessory buildings such as garages.

In Harrison Township, multiple family residential use occupies 422 acres or 4.5% of the Township. While multiple family sites can be found throughout the Township, two concentrations are evident. The first of these is along the Township's western boundary, south of the Clinton River spillway and west of I-94. More than 1,000 units are located within this area, accounting for more than one-third of all multiple-family units in the community. Other concentrations of multiple-family units are located along the Lake St. Clair shoreline and on the north side of Metropolitan Parkway.

### ***Manufactured Housing Community***

Willow Point is a large manufactured home community located in the northwestern portion of the Township. This is the largest property within this use category, which accounts for 88 acres or 0.9% of the Township. Blue Sky Mobile Park and several other smaller communities along the shoreline make up this category.

### ***Office***

Offices such as financial institutions, professional offices, and clinics are included in this category. There are only a few office land uses within Harrison Township, which make up 7 acres or 0.1% of the Township.

### ***Commercial***

This land use category includes land that is predominantly of a commercial character, including retail sales establishments, grocery/convenience stores, service establishments (including personal, pet, business and automotive services), restaurants, entertainment venues, commercial child care centers, and mini-storage establishments.

There are several primary pockets of commercial activity in Harrison Township, comprising 103 acres or 1.1% of land uses within the Township. Jefferson Ave has the greatest density of commercial activity within the Township, including three distinct business districts:

- Jefferson Avenue at Crocker Boulevard - This is Harrison Township's "Waterfront District" and features a variety of commercial establishments along with marinas and related uses. The Township established a Downtown Development Authority (DDA) in 2015 who works to facilitate enhancements within the DDA District.

- Jefferson Avenue at Shook Road
- Jefferson Avenue at South River Road

Other commercial areas include a shopping area along Crocker Boulevard at Metro Parkway (grocery store and a multi-tenant commercial center), general commercial uses at North River Road and I-94, and neighborhood commercial uses at South River Road and Bridgeview Street.

### ***Marina***

Harrison Township's extensive Lake St. Clair and Clinton River shoreline beckons a significant amount of land being used for marinas. At present, 298 acres or 3.2% of land is used for this purpose. Most existing marinas are located along both sides of the Clinton River, from Jefferson Avenue east to the mouth of the River; along the Lake St. Clair shoreline, north of the spillway; and east of Selfridge ANGB.

### ***Industrial***

This land use category is comprised of land occupied by manufacturing industries, processing facilities, warehouses, marijuana grow facilities, and non-manufacturing uses which are primarily industrial in nature. Nearly all of the industrial use within the Township is found in the "industrial corridor" along Irwin, Production, and Executive Drives between North River Road and Joy Boulevard, to the west of Selfridge ANGB and east of I-94.

In total, industrial lands occupy 139 acres or 1.5% of the Township.

### ***Public***

Public uses are land and facilities that are publicly operated and available for use by the public. Examples include schools, public parks, government buildings, and water and sewer utilities. There are numerous public uses throughout the Township, comprising 1,079 acres or 11.6% of the Township.

### ***Semi-Public***

Semi-public uses are land and facilities which may be privately owned or operated but used by the public or a limited number of persons. Examples include churches, cemeteries, and fraternal organizations. Semi-Public accounts for 140 acres or 1.5% of total land in the Township.

### ***Selfridge Air National Guard Base***

This category includes all property owned by Selfridge ANGB. In total, Selfridge ANGB comprises 2,927 acres or 31.4% of the total area of the Township, making it the single largest existing land use category.

Table 19

EXISTING LAND USE COMPARISON													
	Single Family Res		Multiple Family Res		Manufactured Housing		Commercial		Office		Industrial		Total Acreage
	Acres	% of Tot.	Acres	% of Tot.	Acres	% of Tot.	Acres	% of Tot.	Acres	% of Tot.	Acres	% of Tot.	
Harrison Township	2,276	24.4%	422	4.5%	88	0.9%	103	1.1%	7	0.1%	139	1.5%	9,331
Chesterfield Township	4,009	22.5%	787	4.4%	230	1.3%	636	3.6%	109	0.6%	990	5.5%	17,843
Clinton Township	6,350	35.2%	2,079	11.5%	440	2.4%	854	4.7%	329	1.8%	704	3.9%	18,056
Mt. Clemens	888	33.0%	121	4.5%	17	0.6%	172	6.4%	72	2.7%	234	8.7%	2,687
St. Clair Shores	4,133	55.4%	351	4.7%	0	0.0%	277	3.7%	98	1.3%	91	1.2%	7,466

Source: 2023 existing land use survey for Harrison Township by Wade Trim; SEMCOG 2020 Existing Land Use Data for adjacent municipalities.

### Vacant/Rights-of-Way

This category includes undeveloped lands in the Township such as woodlots, wetlands, open fields, and vacant buildings/sites. This category also includes publicly or privately owned road rights-of-way. In total, the vacant/rights-of-way category comprises 1,852 acres or 19.8% of the Township.

### Existing Land Use Comparison with Adjacent Communities

Comparing the existing land use distribution of Harrison Township with its adjacent communities can serve as a benchmark for future land use planning and may provide insights into whether more or less acreage of each land use type should be planned for the future. **Table 19** compares the distribution of selected existing land categories within Harrison Township with those of the adjacent communities. The existing land use data for the adjacent communities is from 2020 and was developed by SEMCOG. When comparing Harrison Township with the adjacent communities, it is important to note that the overall distribution of land use within Harrison Township may be skewed somewhat by the significant land area occupied by Selfridge ANGB.

At 24.4%, the percentage of **single family residential** land use within Harrison Township is relatively low in comparison to the surrounding communities. Only Chesterfield Township, at 22.5%, has a lower percentage.

At 4.5%, the percentage of Harrison Township’s land dedicated to **multiple family residential** use is in line with adjacent communities. Clinton Township’s multiple family residential use percentage (11.5%) is the highest, while all other adjacent communities are between 4.4% and 4.7%.

At 0.9%, the percentage of land in Harrison Township occupied by **manufactured housing** is generally in line with the adjacent communities, whose percentages range between 0% (St. Clair Shores) and 2.4% (Clinton Township).

At 1.1%, the percentage of **commercial** land use in Harrison Township is by far the lowest of the adjacent communities. All other communities range between 3.6% (Chesterfield Township) and 6.4% (Mt. Clemens).

At 0.1%, the percentage of Harrison Township’s land dedicated to **office** use is low when compared to adjacent communities. The second lowest percentage is found in Chesterfield Township (0.6%) while the highest percentage is found in Mt. Clemens (2.7%).

At 1.5%, the percentage of **industrial** land use in Harrison Township is low when compared to the adjacent communities. St. Clair Shores has a slightly lower percentage (1.2%); however, Clinton Township (3.9%), Chesterfield Township (5.5%) and Mt. Clemens (8.7%) all have much higher percentages of industrial land use.

### Transportation

Mobility and accessibility are vital components of the social and economic wellbeing of a community. The traffic circulation system is, in a large sense, the framework upon which a community is built. This system must support the collective mobility of citizens and visitors of Harrison Township. The system must also be fully coordinated with the other elements of the Master Plan, particularly future land use, so as to complement the collective goals, objectives, and policies of the plan, and to ensure that residents can access needed services and employment opportunities.

### Regional Highway Network

The residents of Harrison Township have good access to the region and the state through State and US Highways, major county roads, and local roads. Running along the western border is Interstate 94. M-59 extends into the northwestern corner of the Township. Metro Parkway leads to M-3 and M-97 just west of the Township border. These highways provide easy access to other communities in the region such as Mt. Clemens, Sterling Heights, Warren, and Utica. These highways also provide access to the major metropolitan areas of the state as well as the entire

Midwest. Major cities located within a one-half day driving distance from the Township include:

- Detroit – 26 miles
- Ann Arbor – 64 miles
- Flint – 67 miles
- Toledo – 82 miles
- Lansing – 102 miles
- Grand Rapids – 169 miles
- Cleveland – 193 miles
- Traverse City – 255 miles
- Chicago – 303 miles

Responsible regionalism and coordination with other local and county-wide transportation plans are extremely important in order to ensure and enhance inter-regional connections. Additionally, regional planning for transportation may be beneficial for future regional transportation investments.

### Local Transportation Network

The **Existing Transportation Network Map** shows the current transportation network of Harrison Township. All roads in the Township are divided into four categories:

- State Trunkline
- County Primary
- County Local
- Other Local (roads not certified to receive revenues from Michigan Public Act 51)

Using this classification, the **Existing Transportation Network Map** shows the transportation routes within the Township and the primary links to outside the Township. The primary north/south through route is I-94; it connects Port Huron to Detroit and beyond. The primary east/west through route is Metro Parkway; it stretches from Harrison Township to Woodward Avenue in Bloomfield Hills. Other key roads that extend beyond the Township limits are Jefferson Avenue and Crocker Boulevard.

In general, the transportation network within the Township is somewhat fragmented, with many of the roads ending in dead ends. To a significant extent, this is due to the barriers formed by Lake St. Clair, the Clinton River, and I-94; affording only limited road crossings.

### Non-Motorized Facilities

The **Existing Nonmotorized Network Map** shows the existing pathway and sidewalk network within the Township. Regional trails in the Township include Freedom Trail, which extends from the Township's western boundary at Union Lake Road east to the entrance of Lake St. Clair Metropark at Jefferson Avenue. A branch of the Freedom Trail extends along the Clinton River spillway as far south as Jefferson, with a connection to Tucker Park. Freedom Trail continues west from Harrison Township for a total of 10.7 miles, connecting Lake St. Clair Metropark to Schoenherr Road in Sterling Heights.

While the Lake St. Clair Metropark provides numerous walking and biking trails, the Township's local trail network lacks connectivity in some areas. The **Existing Nonmotorized Network Map** shows key gaps in the local trail network along Jefferson Avenue, between the Township's southern border and Metro Parkway, and along South River Road, generally between Emerick Road Park and Jefferson Avenue.

Presently, there are approximately 85.3 miles of sidewalk within the Township. However, the sidewalk network is severely fragmented. Although sidewalks are provided along key streets, including both Jefferson Avenue and Crocker Boulevard, numerous local streets are lacking sidewalks. With a fragmented sidewalk network, many neighborhoods are lacking safe walking connections to destinations such as downtown, parks, and schools. Key sidewalk gaps in the Township include the neighborhood between Townhall and Hazel Street, which provide connections for many residents to L'Anse Creuse High School, L'Anse Creuse Central Middle School, and Graham Elementary.

### Other Transportation Modes

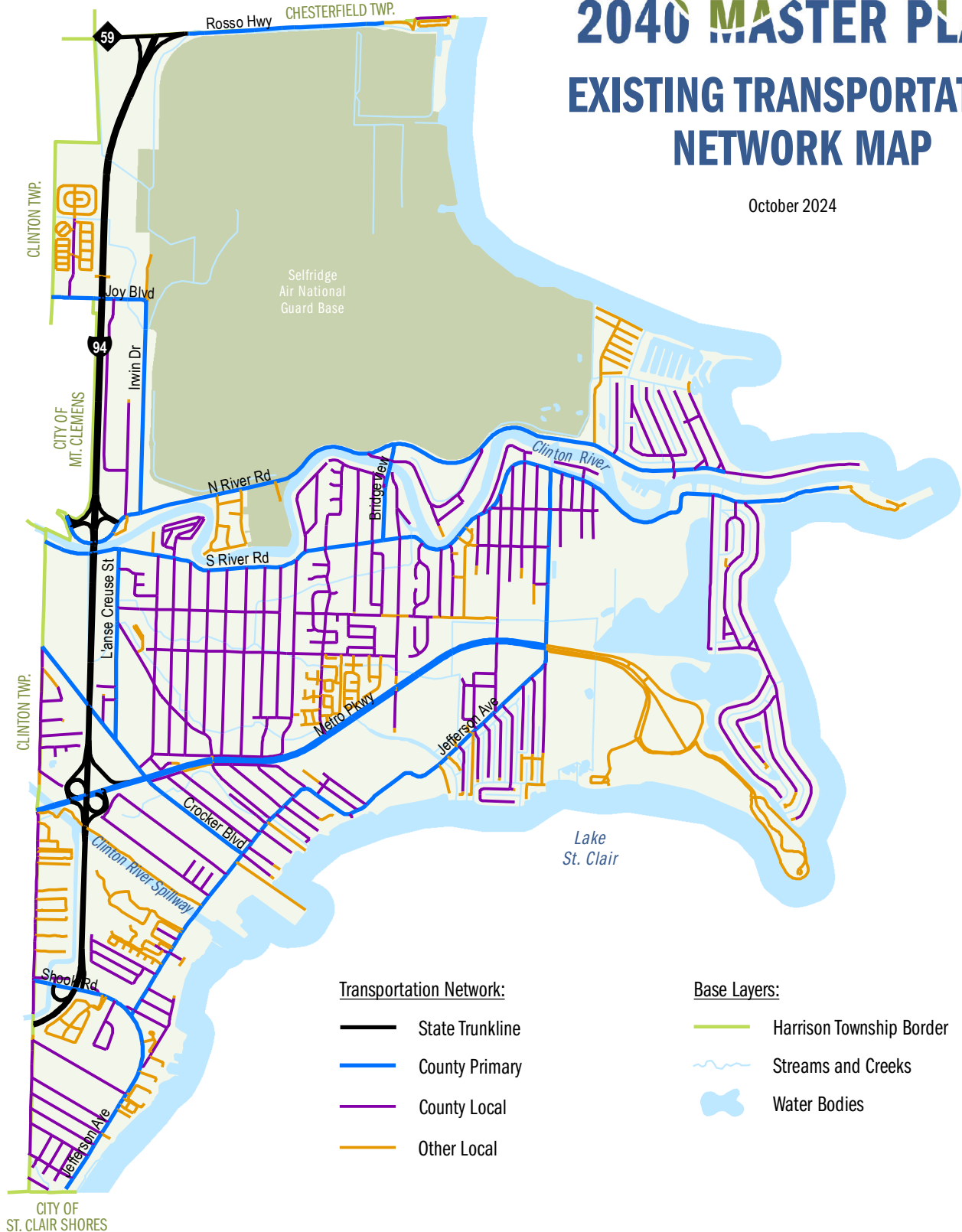
Macomb County is served by the Suburban Mobility Authority for Regional Transportation (SMART). Three fixed bus routes are available in Harrison Township, all along Crocker Blvd (stop numbers 10266, 10270 and 19203). Harrison residents who are elderly and/or who have disabilities have access to the SMART's Connector curb-to-curb service.

Air transportation for Harrison residents is provided through nearby local, regional, and international airports including Detroit Metro Airport, located approximately 41 minutes southwest of Harrison Township, and the Coleman Young International Airport, located 20 miles southwest of the Township.

# RESILIENT HARRISON 2040 MASTER PLAN

## EXISTING TRANSPORTATION NETWORK MAP

October 2024



Data Sources: Macomb County GIS; Michigan Geographic Data Library; Wade Trim



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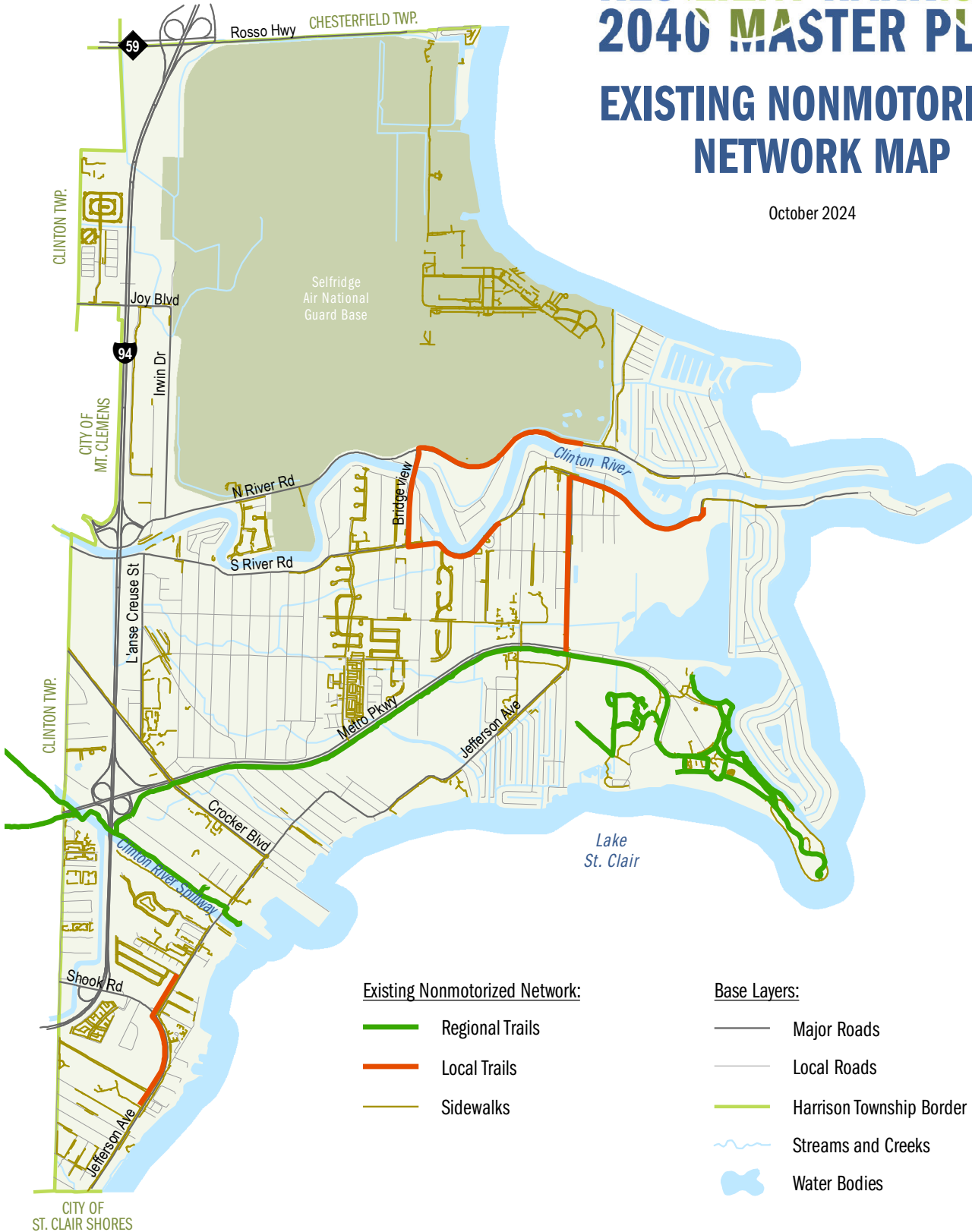
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# RESILIENT HARRISON 2040 MASTER PLAN

## EXISTING NONMOTORIZED NETWORK MAP

October 2024



Data Sources: Macomb County GIS; Michigan Geographic Data Library; Wade Trim; SEMCOG



# RESILIENT HARRISON 2040 MASTER PLAN

## TRANSPORTATION ANALYSIS MAP

October 2024



Data Sources: Macomb County GIS; Michigan Geographic Data Library; Wade Trim;  
 Crash Locations Source: SEMCOG, 2021  
 Pavement Condition Source: SEMCOG, 2021  
 Traffic Volume Source: SEMCOG, 2021

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## Transportation Analysis

The **Transportation Analysis Map** shows a variety of data relating to the current condition of roads within Harrison Township. All of the roads have been classified as either paved or unpaved. Information on paved and unpaved roads was gathered through SEMCOG in September of 2023.

Most of the roads in Harrison Township are paved, although a fair percentage of the Township's roads remain unpaved in comparison to other suburban communities in metropolitan Detroit. Most unpaved roads can be found in residential areas between South River Road and Metro Parkway.

The map also identifies crash locations within Harrison Township as provided by SEMCOG. All vehicle crashes between 2017 and 2021 are shown. Aside from Interstate 94 and its ramps, the streets with the most crashes were:

- Jefferson Avenue
- Metro Parkway
- Crocker Boulevard

Traffic safety issues could arise at these locations due to high speeds, sharp curves, excessive traffic, or driver confusion.

Average annual daily traffic (AADT) counts on selected roads are also shown. The data for traffic counts was obtained through SEMCOG. Knowing traffic volumes is important for identifying the corridors that generate the highest traffic and visibility, and which have a greater potential for supporting more intensive land uses. Traffic volumes are also used for determining the need for road improvement and expansion. Roads with a high daily traffic count are shown in darker red, while roads with lower daily traffic counts are shown in yellow. Roads that do not have AADT data do not have this color scale underlay.

Overall, the traffic volumes on Harrison Township's roads are relatively low. The highest traffic counts can be found on I-94. Many of the County Primary roads in Harrison have the highest traffic counts aside from the highway. County local roads tend to see the lowest AADT.

Road conditions within Harrison Township for major streets are shown in the illustration at right, based on data from the Transportation Asset Management Council (TMAC). As shown, the majority of roads in Harrison Township that were rated were found to be in either poor or fair condition.



Road Condition Ratings (PASER) from 2021 and 2022 for major roads in Harrison Township. As can be seen, most of the roads in Harrison Township that were evaluated were found to be in poor condition.

Source: Transportation Asset Management Council (TMAC) Interactive Map.

## Community Services and Facilities

The **Community Services and Infrastructure Map** highlights the location of key community service facilities and properties within the Township. Considered by many as the primary destination within the Township, the Lake St. Clair Metropark is a 770 acre recreational area offering numerous facilities and activities for visitors.

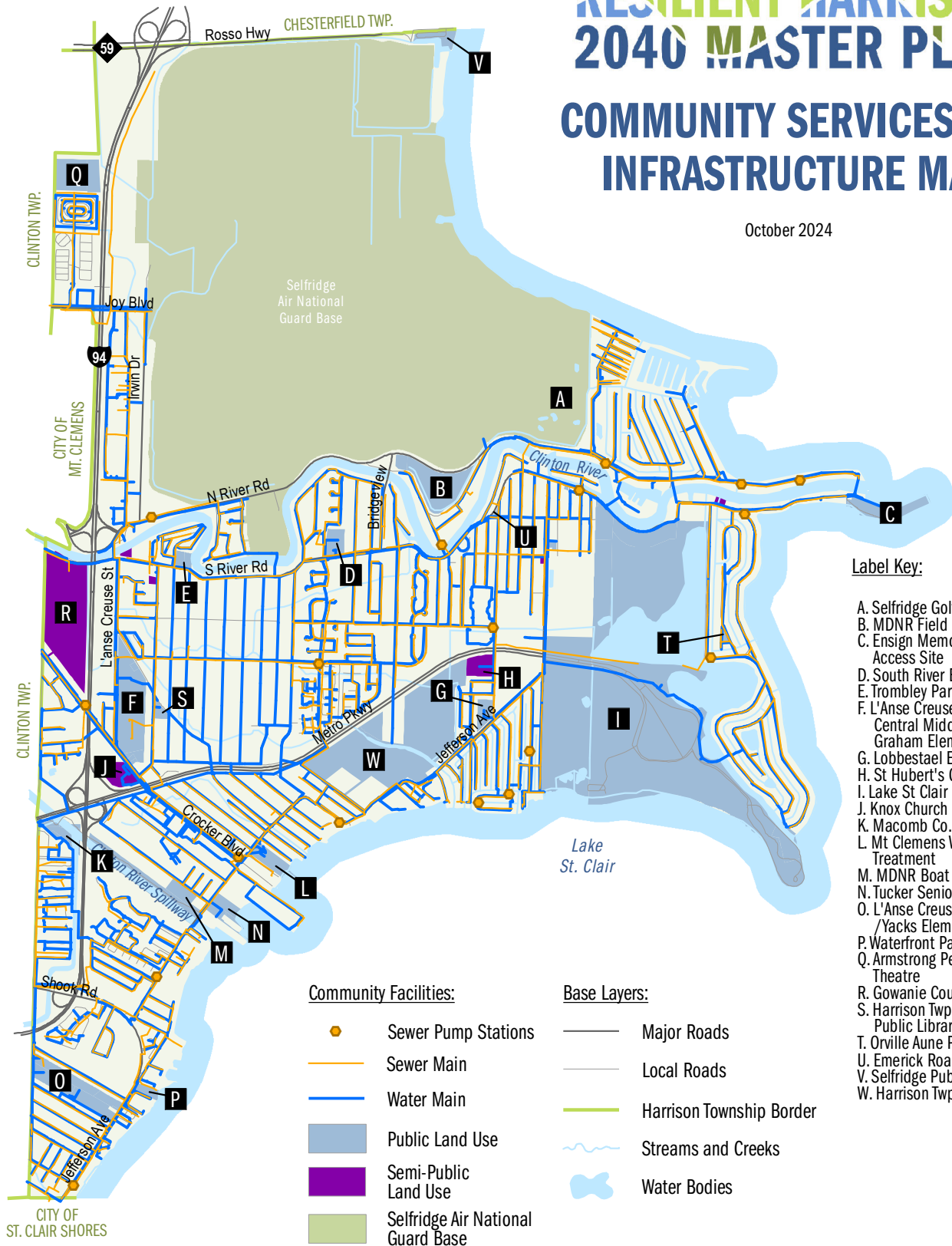
Harrison Township Hall is located on L'Anse Creuse Street. The water department and library are located adjacent to the Township Hall building. Other Harrison Township facilities include Tucker Senior Center, and several utility facilities (pump station, water towers, etc.).

Located on Ballard Street, the Tucker Senior Center is a regional facility serving seniors 55 and older. The facility currently provides a wide variety of programs and services for the senior community.

# RESILIENT HARRISON 2040 MASTER PLAN

## COMMUNITY SERVICES AND INFRASTRUCTURE MAP

October 2024



**Label Key:**

- A. Selfridge Golf Course
- B. MDNR Field Office
- C. Ensign Memorial Boating Access Site
- D. South River Elementary
- E. Trombley Park
- F. L'Anse Creuse High/Central Middle/Graham Elementary
- G. Lobbestael Elementary
- H. St Hubert's Church
- I. Lake St Clair Metropark
- J. Knox Church
- K. Macomb Co. Public Works
- L. Mt Clemens Water Treatment
- M. MDNR Boat Launch
- N. Tucker Senior Center
- O. L'Anse Creuse South Middle/Yacks Elementary
- P. Waterfront Park
- Q. Armstrong Performance Theatre
- R. Gowanie Country Club
- S. Harrison Twp Hall/Public Library
- T. Orville Aune Park
- U. Emerick Road Park
- V. Selfridge Public Boat Launch
- W. Harrison Twp Property

**Community Facilities:**

- Sewer Pump Stations
- Sewer Main
- Water Main
- Public Land Use
- Semi-Public Land Use
- Selfridge Air National Guard Base

**Base Layers:**

- Major Roads
- Local Roads
- Harrison Township Border
- Streams and Creeks
- Water Bodies

Data Sources: Macomb County GIS; Michigan Geographic Data Library; Wade Trim

Other public and quasi-public buildings and facilities within Harrison include the Mt. Clemens Water Treatment facility, MDNR Boat Launch, and several churches.

### Emergency Services

Police protection is provided by the Macomb County Sheriff's Deputies, located at 33125 S River Rd. The Harrison Township Fire Department is located at 27061 Crocker Boulevard as well as 39460 Jefferson Ave. Both fire and police services can be reached via 911 emergency service.

### Educational Facilities

Township residents and beyond are served by the L'Anse Creuse Public School System. The system's student population is nearly 10,000 children spread across nine elementary schools (Atwood, Carkenord, Graham, Green, Higgins, Lobbestael, Tenniswood, South River, and Yacks), four middle schools (Central, North, East, and South), and two high schools (L'Anse Creuse and L'Anse Creuse - North). Located within Harrison Township are four elementary schools (Graham, Lobbestael, South River, and Yacks), two middle schools (Central and South), and L'Anse Creuse High School (see **Community Services and Infrastructure Map**).

### Parks and Recreation Facilities

The Township operates five municipal parks, two of which are located along water bodies. These parks provide access and enjoyment of the Clinton River, Spillway, and Lake St. Clair. Area residents and visitors enjoy the waterway for kayaking, fishing, swimming, and watching wildlife.

Trombley Park is surrounded predominantly by residential dwellings, near the Clinton River. The park features two ball diamonds in addition to a pitching bullpen.

Emerick Road Park is framed by South River Road, Emerick Road, and Prentiss Street. The park includes a playscape structure. It also includes picnic tables and greenspace. The park serves the surrounding residential neighborhoods and is easily accessible by a pathway along South River Road.

Orville Aune Park is a mini-park framed by Archer Drive, Powers and Pardee Streets on the east side of the Township. It is located in the middle of a residential neighborhood near Lake St. Clair. The park includes greenspace area, a playscape structure, picnic tables, and trash receptacles.

Tucker Park has two areas which are separated by Jefferson Avenue. One area is located along Lake St. Clair and includes a pavilion with picnic tables and BBQ grills, a boardwalk/fishing pier, and a small storage building. The

second area is accessible from Ballard Street and includes the Tucker Senior Citizens Center, restroom facilities, play structure, and picnic tables/benches. This site also includes two baseball diamonds and a pathway which connects to the Clinton River Trail bicycle/pedestrian path.

Waterfront Park contains 4 acres, with more than 275 feet of shoreline along Lake St. Clair, with a seawall. The park includes a pavilion with picnic tables and BBQ grills, restroom facilities/storage area, two horseshoe pits, sand volleyball courts, one ½-court basketball court, additional picnic area with tables and BBQ grills, and a wooden boardwalk along Lake St. Clair. The site also contains a playground which includes a play structure, slide, sandbox, and climbers. Attached condominiums are located on both sides of the park.

Beyond the Township parks, several private recreational facilities or open spaces are found scattered across the Township. These include several boat launch sites, the Selfridge Golf Course, Gowane Golf & Country Club, and the Lake St. Clair Metropark.

### Public Water

The Township provides clean and safe drinking water to all its customers. The Township's Water & Sewer Department maintains approximately 117 miles of various sized water distribution mains within the Township (see **Community Services and Infrastructure Map**). In addition to mandatory testing, they perform other tests for hundreds of additional substances and microscopic organisms to ensure their water is safe.

### Public Sewer

Public sewer service is provided through the Harrison Township Water & Sewer Department. The Township maintains approximately 89 miles of various sized sewer mains for 9,700 customers (see **Community Services and Infrastructure Map**).

## Section 6

# VULNERABILITY ASSESSMENT



Flooding in Harrison Township during a May 2019 rainfall event.

### What is Climate Vulnerability and Resilience?

By the end of the 21st century, Southeast Michigan is expected to experience an increase in extreme weather events caused by climate change. These events can leave our most vulnerable communities at risk of extreme heat, flooding, poor air quality, and other social, economic, and environmental dangers.

The impacts of extreme heat, air quality, and flooding will not be felt uniformly across Macomb County. Some areas and populations, such as coastal communities like Harrison Township, are more vulnerable to these climate risks as the Township has more exposure, higher sensitivity, and lower adaptive capacity than inland communities.

To help build community-wide awareness of climate vulnerability, and direct adaptation and resilience investments to where they will be most impactful, this assessment aggregates important data and resources for use in the development of adaptation and resilience programs and services. This assessment works cohesively with the other sections of this Master Plan, as well as with existing local and regional studies, to identify Township-specific areas of high risk and develop a greater understanding of the challenges the community is likely to face in the future.

## Definition of Terms

**Resilience:** the ability of a social, ecological, or socio-ecological system and its components to anticipate, reduce, accommodate, or recover from the effects of a hazardous event or trend in a timely and efficient manner (UN Office for Disaster Risk Reduction, accessed 2023).

**Vulnerability:** the propensity or predisposition to be adversely affected. Vulnerability encompasses a variety of concepts and elements, including susceptibility and capacity to cope and adapt (IPCC, 2014).

**Exposure:** The presence of people, livelihoods, species or ecosystems, environmental functions, services and resources, infrastructure, or economic, social or cultural assets in places and settings that could be adversely affected (IPCC, 2014).

**Impact:** Effect on natural and human systems such as lives, livelihoods, health, ecosystems, economics, societies, cultures, services and infrastructure (IPCC, 2014).

**Adaptive Capacity:** The ability of systems, institutions, humans, and other organisms to adjust to potential damage, to take advantage of opportunities, or to respond to consequences (IPCC, 2014).

## Resiliency and Vulnerability

With an increase in hazardous and extreme weather events must come an increase in diligence and preparedness for mitigating, adapting, and recovering from these events. Harrison Township faces similar risks and vulnerabilities as other local governments in Macomb County; however, as a coastal community, these risks may be exacerbated. There will continue to be more precipitation, more extreme storms, and more extreme temperatures (both high heat and intense cold events). The Great Lakes Integrated Sciences and Assessment (GLISA) program is a NOAA funded research center bringing the best available climate data to the Great Lakes Region. Detailed research and data on climate changes that are measured and predicted can be found on the GLISA website. According to GLISA, across the United States, and especially in the Midwest, the frequency and intensity of severe storms has increased, and is expected to become more pronounced. The amount of precipitation falling in the heaviest 1% of storms has increased by 42% in the Midwest from 1958 to 2016.

For Midwest communities, summer and winter precipitation has been above average for the last three decades (U.S. Global Change Research Program, 2009). As these trends

continue, Harrison Township is likely to experience the negative social, economic, environmental, and cultural effects of these events. In order to minimize these impacts, the Township should make concrete plans to approach these extreme weather events as they arise.

## Experiencing Extreme Weather Locally

### Flooding, Rising Lake Levels, and Heavy Precipitation

In 2021, Harrison Township experienced a historic flooding event. In combination with rising water levels in Lake St. Clair, the Clinton River, and the Great Lakes, Harrison Township residents, businesses, and public facilities experienced significant and costly damage due to flooding after a heavy rainfall event. Extreme weather events like these have the capacity to desecrate the homes and livelihoods of Township residents physically and financially.

Resident homes and businesses along the coast and along the Clinton River canal-way are at the highest risk of experiencing the impacts of a catastrophic flooding, rainfall, or lake overflow event. In seasons of high rainfall, which are expected to become increasingly frequent, homeowners, business owners, and the Township will be forced to allocate precious financial and emotional resources to the prevention of major impacts through purchasing flood insurance, disaster supplies (including, food, sandbags, preventative flood barriers).

The Macomb County Hazard Mitigation Plan (2020) describes the hazards and impacts of flooding within Macomb County. It notes that flooding in Macomb County has occurred on a regular basis. Current NFIP mapping indicates many areas in Macomb County have at least a 1% annual chance of flooding. Floods can damage or destroy public and private property, disable utilities, make roads and bridges impassable, destroy crops and agricultural lands, cause disruption to emergency services, and result in fatalities. People may be stranded in their homes for several days without power or heat, or they may be unable to reach their homes at all. Long-term collateral dangers include the outbreak of disease, widespread animal death, and broken sewer lines causing water supply pollution, downed power lines, broken gas lines, fires, and the release of hazardous materials.

The Macomb County Hazard Mitigation Plan further notes that flooding is not restricted to the main branches of rivers. Most riverine flooding occurs in early spring and is the result of excessive rainfall and/or the combination of rainfall and snowmelt. Ice jams also cause flooding in winter and early spring. Severe thunderstorms may cause flooding during the summer or fall, although these are normally localized and have more impact on watercourses

## Extreme Weather in Harrison Township

August 2014 - Historic Rainfall Event (Flooding)

July 2016 - Historic Rainfall Event (Flooding)

August 2016 - Historic Rainfall Event (Flooding)

May 2019 - Historic Rainfall Event (Flooding)

June 2021 - Historic Rainfall Event (Flooding)

When describing the 2021 flooding event, one Harrison Township resident was quoted as saying:

*“Everyone was already quarantined at home due to COVID-19. If we got flooded out, where would we go?”*

- Harrison Township Resident  
(Click On Detroit, 2021).

with smaller drainage areas. The water, with no place to go, will find the lowest elevations, areas that are often not in a floodplain. That type of flooding is becoming increasingly prevalent in Macomb County, as development outstrips the ability of the drainage infrastructure to properly carry and disburse the water flow. Typically, the result is water backing into basements, which damages mechanical systems and can create serious public health and safety concerns.

### Evaluating Asset Risk

The following section examines specific vulnerabilities within Harrison Township and addresses general actions to build and track resilience and adaptation. The **Vulnerability Assessment Map** highlights key Township assets and their relationship to risk based on their location within a 100-year floodplain.

### Community and Population Vulnerability

#### Income

Based on the census information in previous sections, Harrison Township’s median income is lower than the county as a whole. This data is important, as the relative wealth of the Township precludes the use of most federal climate action dollars, which tends to be directed to lower income and disadvantaged communities. The community’s financial standing also means there are likely a number of households that are energy cost burdened or will be burdened by impacts of extreme weather events.

There are individuals and neighborhoods within the community that are more vulnerable to the financial impact of climate-related events. While the data does not locate

these populations, it is critically important to remember that financial vulnerability varies greatly from household to household.

#### Age

Of additional note, Harrison Township’s population is older than Macomb County as a whole. Over 24% or 5,922 residents are over the age of 62, with a median age of 45.2. We note this only because the very young and the elderly are more vulnerable to the impacts of high heat events and air pollution, than healthy adults and school age children.

Unfortunately, the data does not allow for more specific location and identification of vulnerable households – either vulnerable due to health conditions, age, or economics. This information is useful for the township to understand the different types of vulnerabilities within the community.

### Coastal and Riverine Vulnerability

#### Water Quality & Public Health

GLISA indicates that extreme precipitation events will increase contaminated runoff and mobilize pollutants. This has the potential to contaminate fish, increase likelihood of waterborne diseases, and further contamination of natural and potable waters.

#### Natural Systems

As a coastal community, Harrison Township is home to sensitive ecosystems, such as wetlands, and other freshwater systems. These sensitive natural systems are particularly susceptible to erosion and damage caused by shoreline hardening. Wetlands, especially, are considered irreplaceable natural systems and are heavily protected by local and federal laws; however, these systems are not exempt from extreme weather events. As such, the Township should do what it can to protect these unique and important ecosystems that offer biodiversity and contribute to the environmental health of the Township.

#### Public Space

Most of Harrison Township’s parks are either located along or are very near to Lake St. Clair, the Clinton River and the Clinton River Spillway. These parks offer numerous amenities including scenic vistas, baseball diamonds, bleachers, equipment storage, pavilion, picnic tables, barbeque grills, horseshoe pits, volleyball courts, fishing piers, restrooms, and playground equipment.

Most of the Township’s parks fall within the 1% annual chance of flooding, which means they have a higher vulnerability to extreme weather events, such as heavy precipitation. Destruction or damage to these assets has

a large financial impact on the Township, but also has the potential to limit the cultural wellbeing and quality of life for residents who depend on these resources in their daily routines.

## Infrastructure Vulnerability

### Roads and Transportation

Roads will be impacted in several ways. First, increased winter rain followed by freeze/thaw cycles will result in a shorter lifespan for all the Township roads – both paved and gravel – and will require more maintenance during the road’s functional lifespan. Second, more intense rainfall may undermine sections of roadway and bridges (scour, which is the erosion of the base of bridges due to faster streamflow) and wash out culverts and gravel roads. Gravel roads, in particular, will be impacted. These impacts have been linked to an increased risk of traffic accidents. GLISA indicates that according to an estimate by the EPA, the annual cost of maintaining Midwestern bridges may reach \$400 million by the year 2050 as a result of the projected increase in scour damage.

It should also be noted that many residents in the Township have a limited number of access roads that allow them to move in and out of the Township, due to the peninsular shape of the Township, with Lake St. Clair on three sides. These few key routes, including North and South River Roads, are susceptible to flooding. This creates the potential for trapping residents or limiting their ability to access critical services and facilities.

During periods of intense rainfall, many gravel roads and sections of gravel roads will wash out due to the volume and speed of the stormwater runoff. These same roads will experience “washboarding” or rutting, and more and larger potholes resulting from stormwater flow that is exacerbated by use during these weather events. It can be expected that the Township will need to work with the Department of Roads to address the increased frequency of maintenance over time.

Extreme heat also adversely impacts asphalt roads. With more days expected over 90 degrees, this heat may buckle roads, melt sealant, and create failures at the edge of pavements. There currently is no tracking of heat-related repair or maintenance by the Macomb County Department of Roads.

### Water and Sewer

The majority of Harrison Township residents are served by public water and sewer systems. Climate impacts both water and sanitary sewer infrastructure. Typically, water mains and lines are subject to more stress due to extreme

freeze and thaw cycles. Sanitary lines are often impacted when major precipitation events overwhelm the system. Additionally, several of the Township’s pump stations, which are storage and collection chambers that lift and distribute wastewater and sewage, are located within 100-year floodplains. These critical infrastructure facilities are subject to failure or may function improperly during a flooding event.

### Stormwater Management

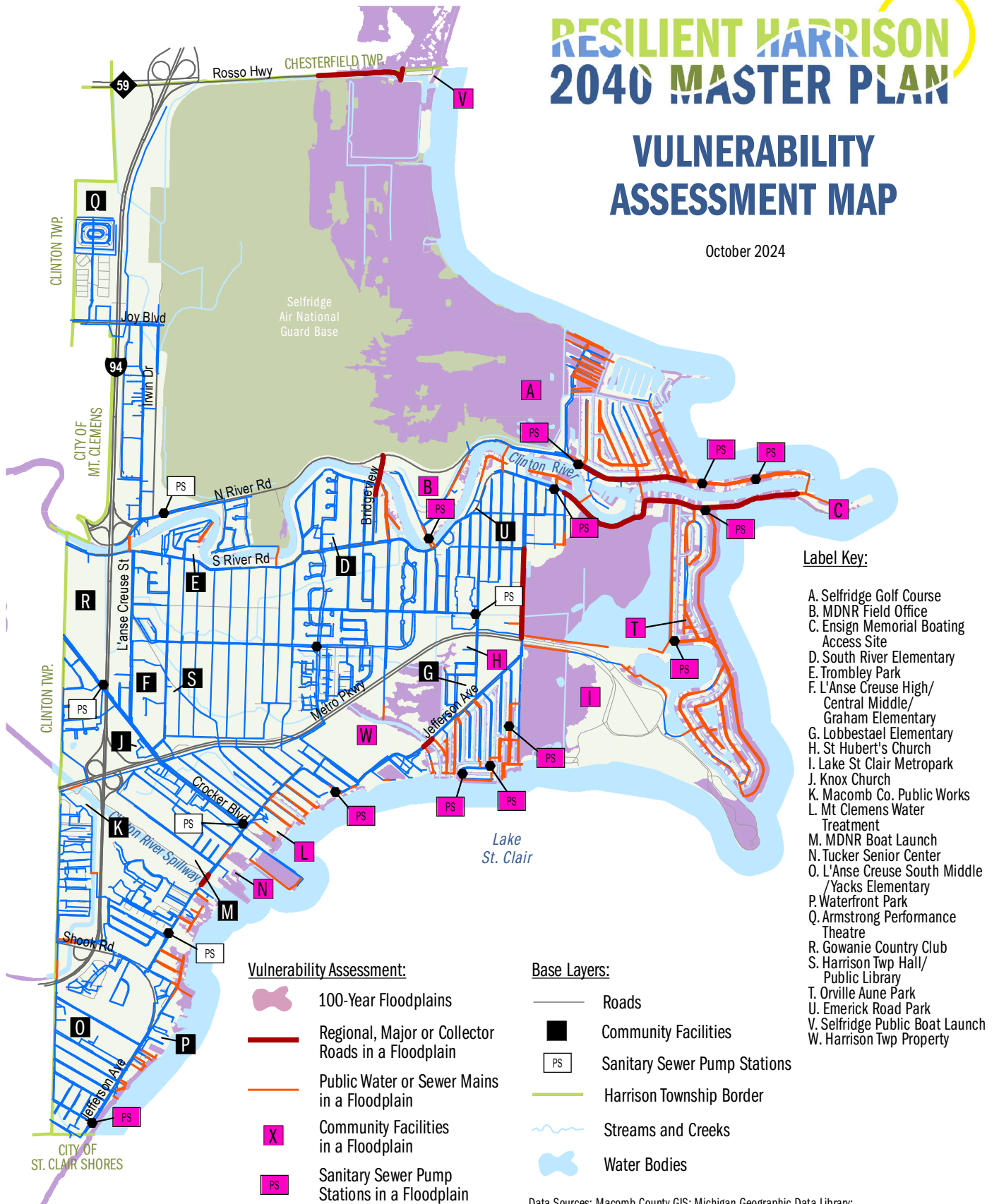
GLISA states, “the observed increase in heavy rain events across the region is already contributing to more stormwater management problems. Extreme precipitation can overload sewage systems and water treatment facilities, increasing the risk of waterborne disease outbreaks when untreated sewage is discharged into surface water. An increase in the frequency and volume of combined sewer overflows is projected in the Great Lakes under high emissions scenarios. Increased urbanization further amplifies flooding risks, because more impervious surfaces channel storm water into fast-moving flows that are more difficult to control. In areas with poor stormwater management, more frequent heavy rains, impervious surfaces, and degrading infrastructure will likely result in even greater damage.”

In the older commercial portions of the Township, especially those near the Clinton River and Lake St. Clair, excess water drains directly to the river and lake. This has the potential to harm water quality, increase runoff, and create capacity overflow and standing water issues. These risks stress the importance of maintaining the cleanliness and flow of drains and ditches. For newer developments, on-site retention sites should be considered whenever possible to mitigate these hazards.

# RESILIENT HARRISON 2040 MASTER PLAN

## VULNERABILITY ASSESSMENT MAP

October 2024



Data Sources: Macomb County GIS; Michigan Geographic Data Library; FEMA Flood Hazard Areas Effective 12/30/2020; Wade Trim Analysis



500 Griswold, Suite 2500  
Detroit, MI 48226  
www.wadetrिम.com

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## Section 7

# VISION AND POLICY FRAMEWORK



Lake St. Clair Metropark

## Introduction

The Master Plan is a general policy document. It identifies various visions of how and when the community should develop. It is important that the Master Plan reflect the needs and desires of the people of Harrison Township. The Resilient Harrison planning process provided the basis for the creation of this plan's guiding principles, vision, and policies. A series of public meetings, workshops, and stakeholder meetings, discussions with a Master Plan Advisory Committee and the Planning Commission, and a review of previous local and regional planning efforts formulated the recommendations of this plan. An overview of the planning process and relevant past local and regional planning efforts can be found in Section 2.

As an expression of desirable physical development, the Master Plan is an affirmation of visions and strategies (goals and objectives). Each vision is supported by strategies designed to serve as a guide to consistent and rational public and private decisions in the use and development of land and public improvements.

The visions and strategies are organized by seven major themes including:

- Exceptional Community Character
- Vibrant Residential Areas
- Thriving Economy and Business Districts
- Balanced Circulation Network
- First Class Community Services
- Sustainable Environment
- Adaptive and Resilient

## Policy Purpose

Administration by Township Officials, legislative action by the Township Board, quasi-judicial rulings by the Zoning Board of Appeals, and administrative action and recommendations by the Planning Commission are sometimes criticized as being capricious and arbitrary. Clear-cut statements of policy can go far to minimize the perceived arbitrariness of certain planning and planning-related actions. They can guide and substantiate honest, intelligent decisions. They can also serve the Planning Commission as an anchor of objectivity. Another useful function performed by visions and strategies is in the area of informing the public about the thinking of the Planning Commission with regard to land use decisions.

## Exceptional Community Character

### Vision Statement

Embrace and capitalize upon Harrison Township's waterfront heritage to support desirable neighborhoods, vibrant business districts, attractive public spaces, plentiful recreational areas, and overall quality of life.

### Strategies

1. Review and update the zoning ordinance's design standards to ensure attractive and high-quality development throughout the township.
2. Improve marina/boat livery aesthetics while maintaining and promoting economic viability.
3. Rehabilitate and/or redevelop economically and aesthetically deteriorated residential and commercial areas.
4. Work with the Historical Commission to document the historically significant properties of the community.
5. Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.
6. Foster and expand community arts and culture through partnerships with regional and local organizations and support of arts and culture focused community events.

## Vibrant Residential Areas

### Vision Statement

Promote viable and safe residential living environments that offer a range of housing opportunities and choices that meet the needs of persons of all life-cycles.

## Doctrine for Vision Implementation

Without adhering to the following principles and/or tenets, the ability of the Township to realize the visions herein will be placed at grave risk.

1. Administrators of this Master Plan must separate themselves from decisionmaking which is based on the many pressures, both politically and emotionally, applied by self interest groups and individuals.
2. Administrators of this Master Plan must avoid short-range decisions inconsistent with the long-range strategies herein, which will result in the incremental destruction of the intent of this Plan.
3. Administrators of this Master Plan are charged with an ethical and professional responsibility for obtaining a strong working knowledge of this policy document. This entails understanding the doctrine, the visions, the strategies, the programs and the overall intent of this Plan.

### Strategies

1. Review and update zoning ordinance provisions to ensure high-quality residential development and redevelopment which protects and promotes long-term value.
2. Identify desired housing types and densities for different neighborhood areas and ensure that the zoning ordinance supports their development.
3. Enforce existing housing, rental and maintenance codes to ensure neighborhoods remain strong and vital.
4. Support new lifestyle housing choices such as townhomes, rowhouses, stacked ranches, lofts and life-work units in strategic locations, particularly near or within mixed-use districts with access to major roads and when adequately supported by public infrastructure.
5. Review and update the township zoning ordinance and map to limit the future development of traditional multiple-family apartments, in recognition of the township's already substantial share of this housing type.
6. Educate members of the community on the need for and benefits of affordable housing and support the development of high-quality and appropriately sited affordable housing consistent with market demand.

7. Review the zoning ordinance and seek to eliminate barriers and disincentives to residential development projects that are desired by the community.
8. Educate members of the community on the need for and benefits of senior housing. Encourage senior independent housing and residential dependent care facilities to support the needs of the township's aging population and allow citizens to "age in place" within the township. Ensure that such development is appropriately sited and adequately serviced by public infrastructure and services.
5. Help business owners and investors understand and navigate the landscape of business services and support, zoning ordinance rules, and development review procedures.
6. Review the zoning ordinance and consider allowing housing within the township's marina districts to increase activity and investments in mixed-use waterfront areas.

## Thriving Economy and Business Districts

### Vision Statements

Retain existing, and facilitate new commercial and office development that creates a stable economic tax base and provides quality shopping and services for residents of the immediate vicinity, township and region.

Partner with Harrison Township Downtown Development Authority (DDA) to achieve its vision of a mixed-use waterfront district, with thriving businesses, varied entertainment opportunities, high quality living environments, an active lakefront, inviting public spaces and varied recreational opportunities.

Promote the economic viability and aesthetics of the industrial corridor.

### Strategies

1. Identify existing underutilized commercial, industrial, marina and mixed-use sites, while working cooperatively with outside partners and the development community to undertake inventive redevelopment concepts.
2. Plan for commercial uses only where there is an existing or projected sufficient support population, or where there will be adequate draw from the highway or the trade area.
3. Continue to expand and deepen relationships with local institutions, community groups, business development groups and the DDA to maximize the use of scarce time and money.
4. Review the zoning ordinance and seek to eliminate barriers and disincentives to non-residential and mixed-use development projects that contribute to the local economy and are supported by the community.
1. Support and coordinate with MDOT and the Macomb County Department of Roads (MCDR) to improve and maintain the thoroughfare network to ensure safety and function.
2. Develop design standards and ordinances to facilitate safe and functional circulation within the township, such as: access management standards, traffic calming techniques, cross access and marginal access drives.
3. Require sidewalks in new developments and identify and target existing areas without sidewalks for sidewalk development.
4. Improve pedestrian safety and accessibility of crosswalks.
5. Create a network of multi-use pathways linking cultural resources, schools, parks, the lake, and activity centers throughout the township.
6. Continue to build a strong partnership of public and private entities and residents to support regional trail initiatives, including Macomb County, SEMCOG and the Community Foundation for Southeast Michigan (Great Lakes Way).
7. Work with MDOT, MCDR and any other transportation authorities to develop a rail transit or similar type of mass transit system to link the township and surrounding communities to Metropolitan Beach via the Metropolitan Parkway median and any other resources.

## Balanced Circulation Network

### Vision Statement

Establish a multi-modal transportation network that effectively serves both the motorized and non-motorized needs of the township, provides accessibility and connectivity to destinations, is designed for people, and responds to advances in transportation technology.

### Strategies

# First Class Community Services

## Vision Statement

Continue to offer efficient, first-class services, facilities, and recreational areas to residents and businesses to preserve the township's high quality of life.

## Strategies

1. Plan for the continued improvement of the township's public facilities and services through capital improvement programming, coordinated with adjoining jurisdictions, and other public agencies, and supported by outside funding programs.
2. Require concurrency of all infrastructure improvements relative to requests for increased land use intensities or densities.
3. Continue to engage with and cooperate with the Selfridge Air National Guard (SANG) Base in support of their mission and adopt and enforce, when feasible, the recommendations of the Selfridge Sustainability Study
4. Develop, expand and improve the township's system of parks, guided by the 5-year Parks and Recreation Master Plan.
5. Continue to maintain and support the senior center and its programs to provide high quality, cost effective services to township residents.
6. Continue to prioritize good governance and leadership by operating in an open and financially stable manner, focusing on maintaining high levels of citizen involvement and achieving measurable results.
7. Continue collaboration efforts with the L'Anse Creuse Schools and other township institutions to support education, culture, social-wellbeing and quality of life within the township.

# Sustainable Community and Environment

## Vision Statements

Strive for the protection of critical environmental resources, including the Lake St. Clair shoreline and adjacent wetlands and habitats, the Clinton River, Clinton River Spillway, and other open spaces, which contribute to the health of natural systems, wildlife habitats, quality of life and district character.

Foster community collaboration and civic mindedness while partnering with fellow citizens to improve the township while safeguarding Harrison Township's exceptional assets.

## Strategies

1. Eliminate or substantially reduce pollutants being discharged into the lake and other water bodies.
2. Protect and enhance Lake St. Clair, the Clinton River and Clinton River Spillway, through measures such as the placement of land into conservation easements, shoreline stabilization, elimination of invasive species, and control of storm water runoff pollutants.
3. Encourage the use of Low Impact Development strategies in new developments, public projects and buffers around lakes, wetlands and drains. Low impact development strategies emphasize conservation and use of onsite natural features to protect water quality.
4. Ensure waterfront development emphasizes public access to the water and remains sensitive to visual and environmental development impacts.
5. Provide and/or improve low impact public access to natural features as appropriate including pedestrian trails and kayak launches.

# Adaptive and Resilient Community

## Vision Statements

Anticipate, accommodate and positively adapt to or thrive amidst changing climate conditions or hazard events and enhance quality of life, reliable systems, economic vitality and conservation of resources for present and future generations.

Increase the resiliency of the township to the risks associated with flooding.

## Strategies

1. When designing new recreation and municipal facilities (like fire stations and community centers), include accommodations to use facilities as emergency relief locations during times of extreme heat, severe storms, or other natural disasters.
2. Encourage broad participation from township departments and community leaders in hazard mitigation and emergency preparedness planning at the township and county level.
3. Partner with Macomb County in hazard mitigation planning and work to implement, where feasible, the recommendations of the Macomb County Hazard Mitigation Plan.

4. Reevaluate floodplains and localized flooding data to determine where changes in zoning or building standards might be necessary to reduce the risk of property and infrastructure damage.
5. Continue to partner with non-profits and other community services to link vulnerable populations, like homeless youth, low-income seniors, and others with appropriate resources.
6. Expand preparedness education and risk awareness programs to help township residents be prepared and ready to support their neighbors in an emergency.
7. Review and update zoning regulations to support township resident's use and development of renewable energy.
8. Integrate sustainable practices into township operations, and encourage township residents to do the same.

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## Section 8

# FUTURE LAND USE PLAN



Harrison Township Offices

## Introduction

The Future Land Use Plan is the physical result of the master plan development process. It is designed to serve as a guide for the future development of the township. In the creation of a Future Land Use Plan, it is critical that the current profile of the community is thoroughly understood to better predict future conditions. The preceding sections of this Master Plan provide the background or basis on which the Future Land Use Plan was developed. In particular, the Future Land Use Map was based upon:

- Existing land use conditions
- Infrastructure capabilities
- Analysis of demographic data
- Vulnerability assessment
- Visions and policies
- Public participation gained through various opportunities during the planning process

While the township has carefully derived the Future Land Use Plan and Map based on the above factors, there may be conflicts between text in the Master Plan and the Future Land Use Map designation of a property. Where those instances have occurred, the designation on the map is most critical in reviewing a rezoning request.

## Future Land Use Map and Classifications

Thirteen future land use classifications have been established and are shown on the **Future Land Use Map**. Below is a narrative to explain the proposed development patterns illustrated on the Future Land Use Map.

### Single-Family Residential Classifications

Many of the township's visions for single-family residential development focus on improvements to existing subdivisions such as adding sidewalks, paving roads and providing accessible parks and pathways. From a future land use standpoint, the visions also include ensuring adequate emergency service response, protecting natural resources, ensuring the provision of adequate infrastructure (roads, sewage, water, storm drains, etc.) and providing appropriate densities based on these visions and other guiding principles discussed previously in this Master Plan.

Gross density is utilized in this plan for designating planned residential development intensities. The number of units anticipated on a parcel of land is based on gross acreage. When applying gross density for purposes of zoning, street right-of-ways and undevelopable acreage such as floodplains and wetlands should not be included in the overall acreage. The densities provided are designed to give the township the maximum number of dwelling units that will be allowed in each classification based on the character of the area.

Two single-family residential future land use classifications have been established in the Master Plan. These classifications are described below.

#### Single-Family Residential (Low Density)

This classification is intended to create a location for single family residential detached housing developed with an expected density of no more than 4 dwelling units per acre. This would equate to a minimum lot size of no less than 10,800 square feet. However, the creation of smaller sized ("clustered") lots within a development may be allowed as a means to accomplish community benefits, such as the preservation of unique natural features on the property.

Lands designed on the Future Land Use Map in this category are largely found in the central portion of the township, generally between Metro Parkway and South River Road. Most of the properties designated in this classification are located within well established residential neighborhoods. These are highly-desirable, safe and attractive neighborhoods whose character should be maintained and protected. Most properties are already developed; although there are some larger and/or undeveloped properties that

could accommodate new residential development similar in character to existing development.

In addition to single-family residential dwellings, certain other land uses that would primarily serve the needs to residents in the surrounding neighborhoods could be accommodated within the Single-Family Residential (Low Density) classification. These uses include home occupations, in-home day care facilities, parks, schools, places of worship, township facilities, cemeteries, fraternal organizations, and golf courses.

#### Single-Family Residential (Medium Density)

This classification is intended to create a location for single family residential detached housing developed with an expected density of between 4 and 6 dwelling units per acre. However, the creation of smaller sized ("clustered") lots within a development may be allowed as a means to accomplish community benefits, such as the preservation of unique natural features on the property.

In most cases, the areas designated Single-Family Residential (Medium Density) include already established residential neighborhoods. Many of these neighborhoods are located near waterfronts including areas along Lake St. Clair and the Clinton River. Additionally, most of the single-family residential neighborhoods south of Metro Parkway are designated in this classification. These are well-established, safe and attractive neighborhoods whose character should be maintained and protected.

Two-family dwellings (duplexes) may also be appropriate within this classification. In addition to single-family and two-family dwellings, certain other land uses that would primarily serve the needs to residents in the surrounding neighborhoods could be accommodated within the Single-Family Residential (Medium Density) classification. These uses include home occupations, in-home day care facilities, parks, schools, places of worship, township facilities, cemeteries, fraternal organizations, and golf courses.

### Multiple-Family and Specialized Residential Classifications

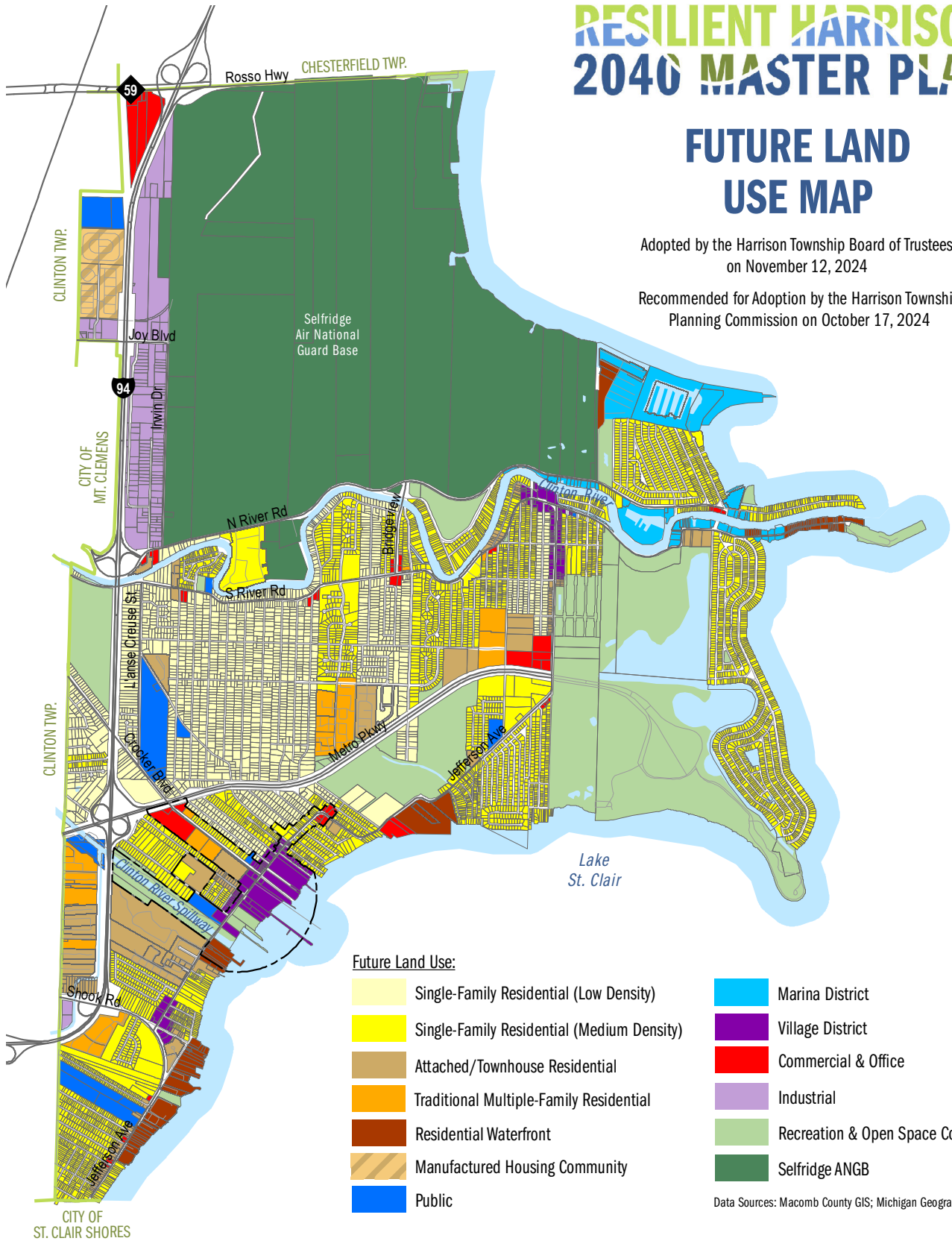
Multiple-family residential uses maintain a substantial presence in Harrison. As noted in Section 4 (Table 16), more than 40% of the township's housing units are multi-units - this percentage is greater than Macomb County as a whole (29%) and all adjoining municipalities except Clinton Township.

# RESILIENT HARRISON 2040 MASTER PLAN

## FUTURE LAND USE MAP

Adopted by the Harrison Township Board of Trustees  
on November 12, 2024

Recommended for Adoption by the Harrison Township  
Planning Commission on October 17, 2024



**WADE TRIM**  
500 Griswold, Suite 2500  
Detroit, MI 48226  
www.wadetrtrim.com

- Harrison Township Border
- DDA District Boundary
- Streams and Creeks
- Water Bodies



# Housing Types Continuum - Illustrative Examples

The illustrations below are intended to visually represent the spectrum of housing types and are only to be used as a reference for the terms used in this section.

## Single-Family Detached



## Attached (Duplex, Side-by-Side)



## Attached (Duplex, Stacked)



Photo Source: Opticos Design Missing Middle Housing Types



Photo Source: Opticos Design Missing Middle Housing Types

## Mobile/Manufactured Home Parks



## Low-Rise/Garden Apartments



## Mixed-Use (Upper Floor Res.)



**Attached (Triplex/Fourplex)**



Photo Source: Shutterstock



Photo Source: Shutterstock



Photo Source: Opticos Design Missing Middle Housing Types

**Attached (Townhouse)**



Photo Source: Shutterstock

**Cottage Homes/Courts**



Photo Source: Google Street View



Photo Source: Congress for the New Urbanism

**Live-Work Unit**



Photo Source: Shutterstock

**Mid-Rise Apartments**

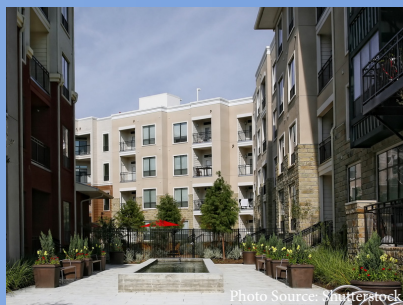


Photo Source: Shutterstock

**High-Rise Apartments**

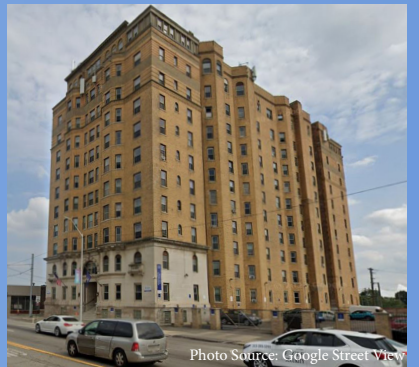


Photo Source: Google Street View



Photo Source: Shutterstock

## Attached/Townhouse Residential

This future land use classification is intended to accomplish a diversity of residential development types that fill in the gap of housing between single-family detached dwelling on one end of the housing spectrum and traditional apartments on the other end. This type of housing has been called “missing middle” housing, because it is generally less commonly found in many communities. The missing middle housing types provide diverse housing options, including a variety of attached housing types (duplexes, triplexes, quadplexes, and townhouses) in different arrangements (attached side-by-side or stacked). Additional types may include cottage homes/courts and live-work units. With limited exceptions, these dwelling units feature individual entries at ground level.

The majority of missing middle types have 4 to 8 units within a building and are generally 2 to 3 stories in height. This classification is specifically designed to accommodate missing middle housing at this scale and density. However, higher density missing middle housing types, featuring up to 12 units per building and as much as 4 stories in height, may be considered in appropriate locations such as within mixed-use districts and when located along major roads.

It is not intended for this category to accommodate traditional multiple-family apartment complexes (low-rise, mid-rise or high-rise) or mobile/manufactured home parks.

Development within this category will be carefully designed to ensure the protection of the natural characteristics of the property, encourage high-quality architectural design standards and facilitate the construction of site amenities to serve the residents of the development and community as a whole. They will also be sufficiently screened where adjacent to lower density single-family neighborhoods.

Lands in Harrison Township designated Attached/Townhouse Residential include numerous existing developments that are characteristic of missing middle housing, as well as new lands that are appropriate to accommodate new housing development.

Senior living facilities and care facilities may also be appropriate within this classification. Additional uses that may be accommodated in this classification include home occupations, parks, schools, places of worship, township facilities, cemeteries, and fraternal organizations.

## Traditional Multiple-Family Residential

Although Harrison Township’s existing multiple-family residential development takes a variety of forms, a significant number are traditional apartment buildings and complexes. Traditional apartment complexes are characterized by multiple apartment buildings on a single site, generally 2 to 3 stories in height, with a shared entrance for the units located within each building. Often this type of development is called a “garden apartment,” because they feature low-level apartment buildings typically surrounded by lawns, landscaping and gardens. This future land use classification is designed to represent this traditional multiple-family apartment and garden apartment typology.

The allowable density for lands designated in the Traditional Multiple-Family Residential classification will be as dictated by the Harrison Township Zoning Ordinance and generally ranges from 6 to 12 dwelling units per acre.

Harrison Township does feature several existing apartment buildings that have a much greater density and a height greater than 3 stories (mid-rise and high-rise apartments). Examples include the Metro Tower Apartments and Ahepa Apartments on Crocker Boulevard, and the 400 On The Lake condominium building on Jefferson Avenue. These properties are included in the Traditional Multiple-Family Residential classification and are expected to remain; however, this Master Plan does not encourage new multiple-family residential development in Harrison Township of this scale and density.

Senior living facilities and care facilities would also generally be appropriate within this classification. Examples include independent senior housing, assisted living, convalescent and nursing homes, and hospice care facilities.

Additional uses that may be accommodated in this classification include single-family dwellings, two-family dwellings, home occupations, parks, schools, places of worship, township facilities, cemeteries, and fraternal organizations.

## Residential Waterfront

This specialized residential category is intended to encompass areas within the township, primarily along Lake St. Clair, that include existing higher density “waterfront” residential uses. These are largely attached residential condominium buildings/complexes oriented to the waterfront and containing various waterfront amenities. In many cases, these developments feature boat slips for the benefit of the owners. Most existing development is 3 stories in height or less. Expected densities range from 6 to 12 dwelling units per acre.

This classification may include additional uses compatible with a mixed-use waterfront setting including marinas, recreational facilities, and senior living facilities.

### Manufactured Housing Community

The intent of the Manufactured Housing Community future land use classification is to provide an additional means of affordable housing in Harrison Township. There are currently four manufactured housing communities within the township. Of these four communities, the township has planned for one to remain over the next twenty years. The township does not anticipate any new or expanded manufactured housing communities during the timeframe of this Master Plan. The three communities located on the lake are older and on land that is much smaller than current manufactured housing development standards would dictate. Therefore, these areas are planned to eventually be redeveloped into other uses in conformance with this Future Land Use Plan.

### Mixed-Use and Non-Residential Classifications

The Master Plan examines Harrison Township's existing marina, commercial, office and industrial base and the extent to which new development may be needed to accommodate anticipated market demands. The methodology used to make this determination includes analysis of the nature and extent of the township's existing non-residential establishments and the types of goods and services that they provide. Market demand is also related to geographic location, accessibility, transportation, land use patterns, and zoning patterns. All of these factors impact whether or not existing and anticipated non-residential acreage quantitatively meets future needs.

### Marina District

Marinas are an important part of the land use fabric of Harrison Township. The marinas of Harrison Township are part of the identity of the community and are one of the main draws to the township for non-residents. This future land use classification is intended to protect and strengthen marina areas of the township. The plan does not foresee any new marina development over the next twenty years and therefore focuses on the preservation of the existing marinas in the township.

This classification would accommodate marinas and marina related activities and facilities. Uses ancillary to marinas, such as restaurants, banquet halls, recreational spaces and convenience stores, may also be permitted when the site is large enough to accommodate the increased parking needs. Additional uses allowed within this classification

may include parks, township facilities, boat storage, boat launches, restaurants, and marine construction.

Additionally, this Master Plan recommends an evaluation of existing zoning rules for marina areas and amendments that would allow for housing units to be integrated within marina properties. The addition of residential uses is seen as an opportunity to increase activity levels and investments in mixed-use waterfront areas.

Certain issues related to existing marina development in Harrison Township is recognized:

- A lack of landscape screening for boat storage
- Inadequate lot sizes to maintain proper setbacks
- A lack of fencing provided around storage areas and along road frontages that is decorative in nature
- A lack of paved parking surfaces at many sites
- Ancillary uses such as restaurants being operated without adequate parking
- Ground and water contamination

To address these issues, this Master Plan recommends the following:

- Require boat storage be located in the side or rear yard where possible
- Require landscaping and fencing improvements along the road frontages
- Develop a review procedure that allows marina owners to phase required improvements
- Work with environmental interests to educate residents and marina owners about lake contamination
- Highlight marina uses as part of a nautical design theme within the township

### Village Districts

One of the ways the Master Plan proposes to promote a unique character within its commercial areas and generate a renewed interest in redevelopment, is through the creation of "village" oriented commercial nodes. Three areas have been identified for this type of development:

1. The township's DDA District, encompassing the waterfront district surrounding Jefferson Avenue/Crocker Boulevard
2. The area surrounding the Shook Road/Jefferson Avenue intersection
3. Jefferson Avenue, south of South River Road

While this plan envisions a commercial and office emphasis within the Village Districts, it is anticipated that a mixture of uses will occupy these nodes based on market demand. This future land use classification supports the accommodation of a combination of uses either contained within an individual structure or among structures, generally housing a mix of residential, commercial, office, and quasi-public uses. This would include mixed-use buildings with street level retail and/or office use, with office and/or residential spaces on the floors above.

### **DDA/Waterfront District**

In 2015, the township adopted a Waterfront Redevelopment Plan for the waterfront district surrounding Jefferson Avenue and Crocker Boulevard. Soon after the adoption of this plan, the DDA was established. The limits of the DDA District are shown on the **Future Land Use Map**. This Master Plan embraces the vision and recommendations for this waterfront district as established in the Waterfront Redevelopment Plan. Specifically, the following has been established as a vision statement for the waterfront district:

*The Harrison Township waterfront will be a mixed-use, safe, walkable, aesthetically pleasing, integrated waterfront district with a nautical theme, harmonious with the natural environment, and connected to surrounding neighborhoods and local and regional hubs through multiple modes of travel. The waterfront district will be a place of four-season activity for persons of all ages and interests, with thriving businesses, varied entertainment opportunities, high quality living environments, an active lakefront, inviting public spaces and varied recreational opportunities.*

### **Commercial & Office**

This classification may accommodate a wide variety of retail and service businesses. Businesses could range from general retail, automobile service and restaurants to small commercial centers. Professional offices such as medical, dental, financial and personal services are also appropriate within this classification.

Based on current commercial patterns formed within the township, the plan focuses on the redevelopment of existing commercial and office sites, rather than the establishment of a large number of new locations. Redevelopment, however, can prove difficult based on the several non-conformities that exist with these aged commercial locations. For example, lot sizes in the majority of the more heavily concentrated commercial areas generally maintain lot depths that are less than one hundred and fifty feet. This limitation creates a substantial burden on business owners who are not able to meet current setback, parking and landscaping requirements due to the limited

amount of land area. The lack of room for required improvements and the fear of being required to bring the site into complete compliance with the standards of the Zoning Ordinance often can act as a deterrent to business owners interested in making improvements to their site. To address this, it is recommended that a careful review of existing zoning regulations for commercial and office districts is conducted to identify where barriers to redevelopment can be eliminated and/or to introduce flexibility to accommodate inventive redevelopment concepts.

### **Industrial**

This future land use classification is intended to accommodate light industrial developments, such as wholesale activities, warehouses, and manufacturing, whose external, physical effects are restricted to the area of the districts and in no manner affect in a detrimental way any of the surrounding districts. It is further the intent of this classification to encourage and facilitate the development of industrial enterprise in a setting conducive to economic stability and growth, providing protection from blight, deterioration and nonindustrial encroachment, and efficient traffic movement for employee and truck traffic. Protection is provided to residential land uses by separating them from industrial activities and by prohibiting the use of industrial zones for new residential development.

Land reserved for industrial purposes provides important economic benefits for the community. Not only does industrial development offer a source of jobs, it also makes a strong contribution to the township's tax base.

Except for a small industrial area along Shook Road near I-94, lands classified as Industrial are concentrated in the northern portion of the township. This includes lands along Irwin, Production and Executive Drives and also along Joy Boulevard.

## **Public and Open Space Classifications**

### **Public**

The Public future land use classification was established to embrace large, existing facilities operated by various governmental and public agencies. Additionally, semi-public facilities operated by private entities but generally made available to the public are also included in this classification. These facilities include schools, government facilities, places of worship, clubs, and fraternal organizations.

No areas slated for future public use are included in the Future Land Use Plan. Rather, any new facilities could be accommodated throughout the township, where appropriate and consistent with the requirements of the Harrison

Township Zoning Ordinance and sound planning and design principles.

### Recreation & Open Space Conservation

This future land use classification includes public parklands, private open space areas, and similar “open” institutional properties. Lands may also include privately owned lands that would not be able to be developed due to environmental constraints such as wetlands. These lands are intended to remain open/undeveloped or for conservation and/or limited recreational use.

Numerous properties are included in this classification and are found throughout the township. These include all of the township’s parks, existing golf courses, existing boat launch sites, the Lake St. Clair Metropark, and several publicly owned properties that are presently undeveloped and are intended to remain for conservation and/or limited recreational use.

### Selfridge ANGB

This future land use classification includes all property owned by Selfridge ANGB and is intended to protect and support the mission of base. Selfridge ANGB is an important asset to Harrison Township and Southeast Michigan, not only from a strategic military perspective, but also as an economic base for workers and companies alike. The presence of Selfridge ANGB brings in outside money to the local economy through government funding and businesses investing in the area. Recently, Selfridge ANGB was selected for a new refueling plane mission, the KC-46A. Additionally, Harrison Township’s congressional representatives are currently pursuing a new fighter plane mission such as the F-15EX.

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## Section 9

# CIRCULATION PLAN



Jefferson Avenue approaching the Clinton River Spillway bridge

## Introduction

Harrison Township strives towards providing an equitable and sustainable transportation system that will serve its current and future residents into the middle of the 21st century and beyond. Towards that end, the township's leadership understands that a long-term plan is necessary to accomplish a balanced circulation system of vehicular and nonmotorized transportation that serves the needs of all users equally.

The circulation plan incorporates the relevant visions and strategies considered earlier, along with the inventory information and concepts and standards introduced in the existing conditions analysis. The purpose of this section is to outline a 5 to 20-year vision for a circulation system of "complete streets" and nonmotorized facilities that will provide a convenient and safe option to link people, schools, businesses, parks, natural resources, and cultural and historic landmarks to each other within the township as well as connect to adjacent communities and resources.

## Why Complete Streets?

The ability of people and goods to efficiently flow without unexpected stops or unprecedented congestion is an important part of the quality of life in a community as well as a vital part to a community's economic well-being and growth. Yet, a circulation network that emphasizes efficient traffic flow primarily for a single mode of travel over other circulation goals and modes of travel leads to an unbalanced, unsafe and inefficient transportation system.

Complete streets contribute to livable communities that make getting around easier for people with disabilities, older adults, and children. They also increase safety and contribute to better public health, while decreasing traffic demands. The following are key benefits of complete streets:

**Safety** - Safety is a key concern in designing transportation networks, both for motorists as well as pedestrians and bicyclists. According to a Federal Highway Administration publication, crashes involving pedestrians are twice as likely to occur in places without sidewalks. Complete streets design the streets with the pedestrian in mind and engage in comprehensive safety improvements. A study by the Transportation Research Board found that installing pedestrian and bicycle facilities can reduce the risk of crashes by 28 percent. In addition, the installation of some pedestrian features, such as medians and traffic-calming measures, can lead to speed reduction in motorists.

**Economic Development** - An increased level of pedestrian and bicycling activity can improve business and bring revenue to the surrounding area. Complete streets projects increase foot traffic and have been successful throughout the nation in attracting new businesses. The walkability of a neighborhood can also increase property values. A survey of 15 real estate markets across the country in 2009 found that a 1-point increase in the walkability of neighborhood (as measured by WalkScore.com) resulted in an increase of home values by \$700 to \$3,000. In addition, streetscaping projects, such as planting street trees in the right of way, can increase the selling prices of homes.

**Public Health** - Complete streets support active living habits. The walkability of a neighborhood is directly linked to the health of its residents. A study done by Social Science & Medicine found that people who live in walkable neighborhoods participated in 35 to 45 more minutes of physical activity per week and were less likely to be overweight than similar people living in neighborhoods that are less walkable.

## What is a Complete Street?

Complete streets are designed and operated to enable safe access for all legal users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities can safely move along and across a complete street. The right-of-way is designed to enable safe access for all users as part of a complete street. There are no strict requirements to qualify as a complete street. The community context must be taken into consideration and therefore each complete street is unique. Some complete streets may include special bus lanes and accessible public transportation stops, while others may have wide paved shoulders with narrower travel lanes. The concept of complete streets is not to create the perfect street for every traveler, but rather to design a network of streets that emphasizes different modes of transportation and is accessible by everyone.



**The Environment** - The transportation industry is one of the leading contributors to carbon dioxide emissions in the United States. Nonmotorized forms of transportation, such as walking and biking, can have the biggest impact on reducing emissions, but transit is also a lower emissions mode.

**Accessibility** - Many roads are designed to meet the needs of automobiles, however at least one-third of Americans do not drive and use other forms of transportation. These groups include children, adolescents, some older adults, individuals with disabilities, and low-income individuals. Complete streets aim to allow safe and comfortable travel for everyone, including people in these groups.

## Motorized Transportation Plan

Harrison Township does not have ownership or maintenance responsibilities for roads within the township. Interstate 94 and M-59 is under the jurisdiction of the Michigan Department of Transportation (MDOT), while most other roads are owned and maintained by the Macomb County Department of Roads (MCDR). In addition to public roads under MDOT and MCDR jurisdiction, there are numerous privately-owned roads within the township. (Refer to the Existing Transportation Network Map in Section 5.)

## Road Classifications and Planned Rights-of-Way

Given that the majority of the township's roads are under MCDR jurisdiction, the vision for motorized transportation within Harrison Township is largely based on the future plans of the MCDR. The vision for motorized transportation in Harrison Township is illustrated on the **Motorized Circulation Plan Map**. Aside from the I-94 expressway, the following four road classifications are established:

- Regional Road
- Major Road
- Collector Road
- Local Streets

**Regional Roads** include M-59, west of I-94, and Metropolitan Parkway. These are both divided highways and have a planned right-of-way width of 204 feet.

**Major Roads** include Rosso Highway, Crocker Boulevard, Shook Road and Jefferson Avenue (south of Shook Road). These routes have a planned right-of-way width of 120 feet.

**Collector Roads** have a planned right-of-way width of 86 feet. Collector routes include portions of Jefferson Avenue, L'Anse Creuse Street, Prentiss Street, South River Road, North River Road, Reimold Street, Coleridge Street, Pointe Parkway and Shoreline Drive.

All other roads in Harrison Township are **Local Streets** and have a planned right-of-way width of either 60 feet or 66 feet.

The following are specific recommendations for Harrison Township that may differ from the MCDR's future planned rights-of-way:

- Based on the limited traffic, lack of need of additional right-of-way to accomplish the village district goals, and the concentration of established development adjacent to the road, Jefferson Avenue between Shook and Metro Parkway is designated as a Collector Road and should have a future right-of-way of only 86 feet (as opposed to 120 feet). The majority of Jefferson Avenue presently functions within a 66 foot right-of-way.
- North River Road and South River Road are designated as Collector Roads and their planned rights-of-way should only be 86 feet (as opposed to 120 feet). This reduced right-of-way width recognizes the substantial established residential, commercial and marina development already adjacent to the roads.

## Complete Streets Design within the Harrison Township DDA District

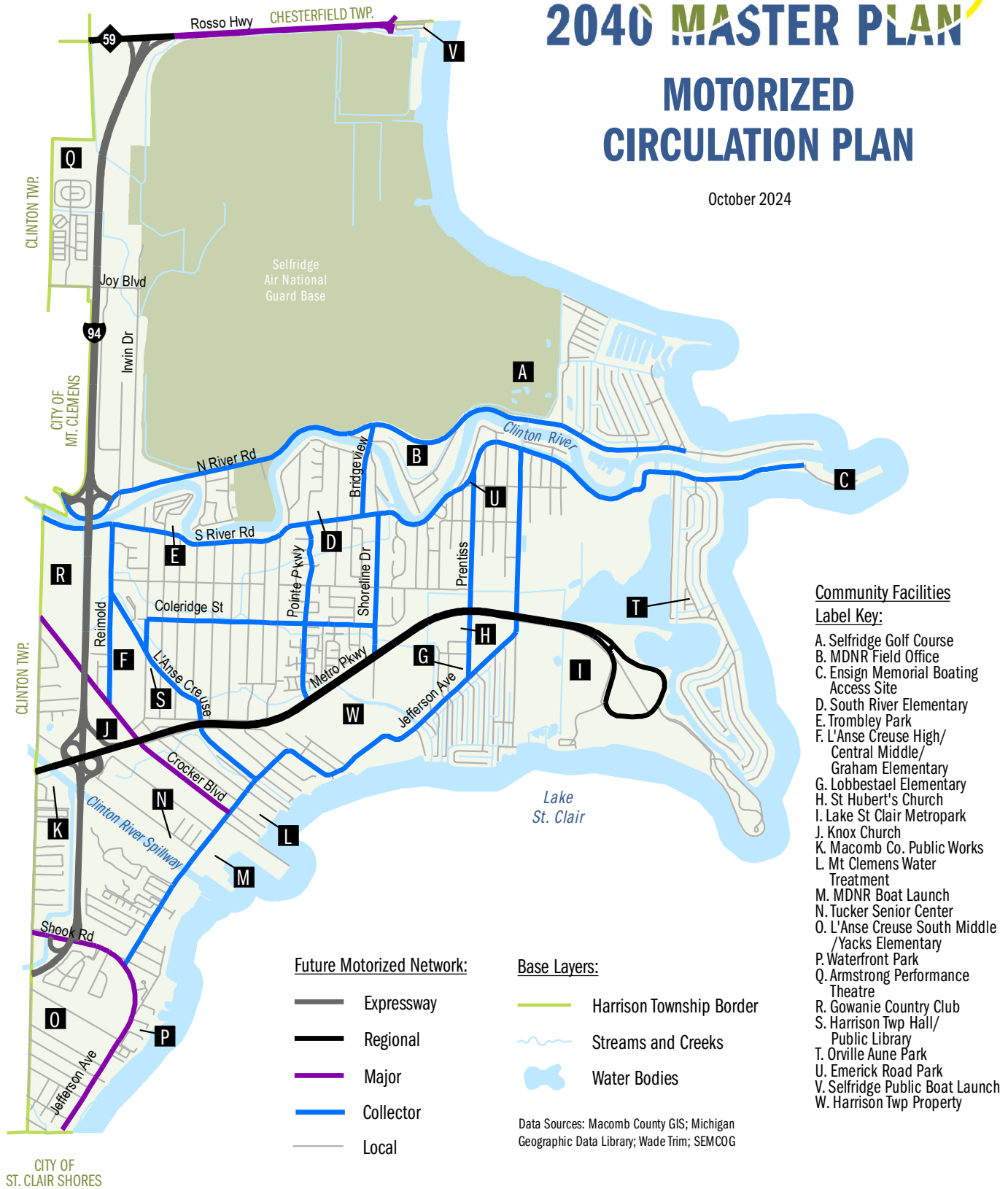
Adopted by the Harrison Township Downtown Development Authority (DDA) in 2017, the Harrison Township DDA Complete Streets Design Plan establishes a vision for complete streets within the DDA District. Notably, the plan established specific design recommendations for Jefferson Avenue and Crocker Boulevard, as well as recommendations for intersection safety/aesthetic improvements, multi-use pathways, public off-street parking, lake access opportunities, and enhanced connections from the DDA District to Mt. Clemens. The recommendations outlined in the Harrison Township DDA Complete Streets Design Plan are hereby adopted by reference.

The follow is a summary of the key design recommendations for Jefferson Avenue and Crocker Boulevard within the DDA District.

# RESILIENT HARRISON 2040 MASTER PLAN

## MOTORIZED CIRCULATION PLAN

October 2024



500 Griswold, Suite 2500  
Detroit, MI 48226  
www.wadetrिम.com

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### ***Jefferson Avenue, north of Crocker***

- Maintain two travel lanes, but consider pedestrian refuge crossing islands at key locations
- Construct a shared use pathway along west side of road (min. 10 foot wide); construct a sidewalk along east side of road
- Streetscape and landscape improvements, including decorative screening walls and street trees
- Access management improvements, including shared access drives and rear alleys behind businesses

### ***Jefferson Avenue, south of Crocker***

- Widen from two lanes to two lanes with a center left turn lane; at key locations, the center turn lane would include pedestrian refuge crossing islands and or traffic calmin medians
- Construct a shared use pathway along west side of road (min. 10 foot wide); construct a sidewalk along east side of road
- Streetscape and landscape improvements, including decorative screening walls and street trees
- Access management improvements, including shared access drives and rear alleys behind businesses
- Construct a new pedestrian/shared use pathway bridge over the Clinton River Spillway, parallel to but separate from the existing Jefferson Avenue bridge.

### ***Crocker Boulevard***

- Maintain two travel lanes, but consider pedestrian refuge crossing islands at key locations
- Construct a shared use pathway along south side of road (min. 10 foot wide); construct a sidewalk along north side of road
- Landscape and drainage improvements, including decorative street trees and bioswales

## **Access Management**

Access management and internal circulation are critical elements in creating a safe and efficient roadway system. The capacity of a regional or major road can be enhanced, and its useful life extended, by careful attention to access controls and circulation between adjacent sites. This coordination and review will also likely reduce the total number of access drives as well as the total number of conflict points. The township has the ability to implement access management standards which will allow for the proper planning

and placement of access drives in the township. If not implemented as new development occurs, the township will be faced with the difficult task of eliminating access drives on a piecemeal basis.

During the life of this plan, the two primary areas of focus for access management will be along Jefferson Avenue and on South River Road. The concept of access management is based on granting owners of property along a specified roadway, specifically those owning commercial, office or industrial, access to their property, but not unlimited access. There are many access management standards which can be implemented within the township. These include driveway spacing, limiting the number of access drives, and shared drives. When implementing access management policies, the township should utilize the Michigan Access Management Guidebook prepared by MDOT as a guide to assist in determining appropriate standards. As part of the Master Plan, the township has noted the following objectives for access management.

### ***Joint Access Easement***

One method of reducing the need for access drives onto major road is to provide joint or cross access easements between sites. During the site planning process, consideration should be given to the alignment of parking lot maneuvering lanes which would allow for continuous and safe travel between parking lots. Joint access easements allowing for such travel should be required prior to site plan approval. These documents will require review by the Township Attorney, as well as the Township Engineer.

### ***Maximizing Corner Clearance***

Curb cuts for properties located on a corner parcel require special attention. Access drives and curb cuts should provide the maximum amount of spacing possible from the intersection to the curb cut. Further, in most cases, the access drive should be limited to the secondary roadway rather than the primary. This will help in channeling vehicles to a common intersection rather than creating new turning areas. AASHTO standards for intersection and corner clearance should be utilized as a guide when implementing this access management technique.

### ***Maximize Clear Vision***

Particular attention should be given to the areas of the township where commercial access drives would be located on curves or portions of roadways with varying topographic height. Clear vision for motorists in this area should be reviewed carefully due to potential blind spots. If possible, access drives should be located in such a manner where clear vision in both directions is maximized.

## Maximize Drive Offset

The Planning Commission, in their review of site plans, needs to pay particular attention to driveway offsets. Driveways and roadways on opposite sides of the road can increase the potential for conflict. Therefore, if drives cannot be aligned across a street, the distance between driveway centerlines should be maximized.

## Metro Parkway Regional Rail

With the growing push for a regional mass transit system in metro Detroit, Harrison Township aims to promote the concept of rail transit on Metro Parkway. The system should be coordinated with Macomb County to connect activity nodes. A functioning rail system on Metro Parkway could provide quick access from Lake St. Clair to destinations across the county and beyond.

## Nonmotorized Transportation Plan

The nonmotorized transportation plan sets forth recommendations for the expansion and improvement of the township's nonmotorized routes, including pedestrian and bicycle facilities, as well as safety enhancements. The future nonmotorized circulation network is designed to link Harrison Township's most important community facilities and establish easy to navigate connections for people to walk and bike in their neighborhoods and around the township.

## Trail/Shared Use Pathway Network

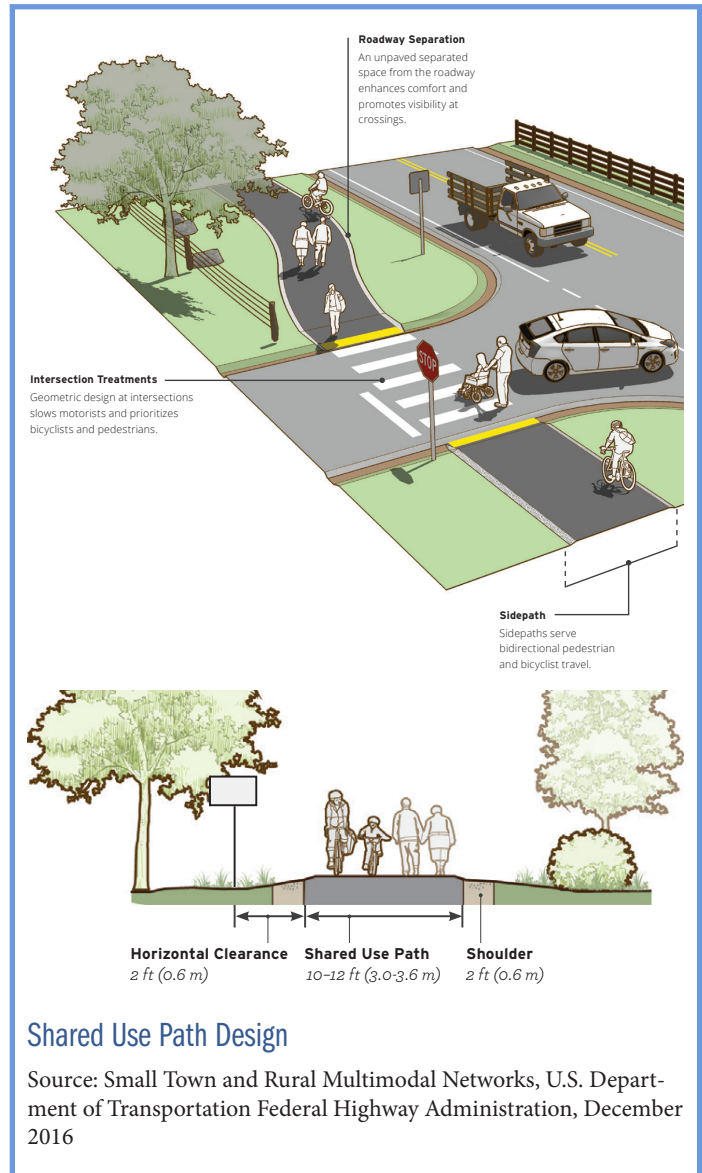
The **Nonmotorized Circulation Plan Map** outlines a vision for trails/shared use pathways within Harrison Township. The proposed network is built upon regional trails and local trails. Regional trails connect well beyond Harrison Township and are part of a broader network within Macomb County and southeast Michigan. Local trails generally connect the township's neighborhoods with key destinations within the township such as business districts, schools and recreational facilities.

The regional trail network includes the Freedom Trail and Great Lakes Way systems. The Freedom Trail system is largely existing within Harrison Township. Planned elements of the Freedom Trail system include a new shared use pathway within county property along the south side of the Clinton River Spillway, as well as a proposed pedestrian bridge over the Clinton River Spillway, adjacent to the Jefferson Avenue bridge (the pedestrian bridge is under design and slated for construction in 2025). The Great Lakes Way regional trail proposes to run from the southern township border, along Jefferson Avenue to South River Road; then along South River Road to the western township border. There are some existing completed segments along Jefferson Avenue and South River Road, but the system is largely incomplete.

Existing local trails/shared use pathways within Harrison Township include segments along Bridgeview Street, North River Road, South River Road, and the Lake St. Clair Metropark internal pathway system. Planned local trails/shared use pathways include portions of Shook Road, Crocker Boulevard, L'Anse Creuse Street, Coleridge Street, Pointe Parkway, Shoreline Drive, North River Road and South River Road.

Shared use paths, which accommodate walkers, runners, bicyclists, in-line skaters, wheelchair users and others, need to be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) design requirements. In particular, the following design considerations should be used at the time of detailed design:

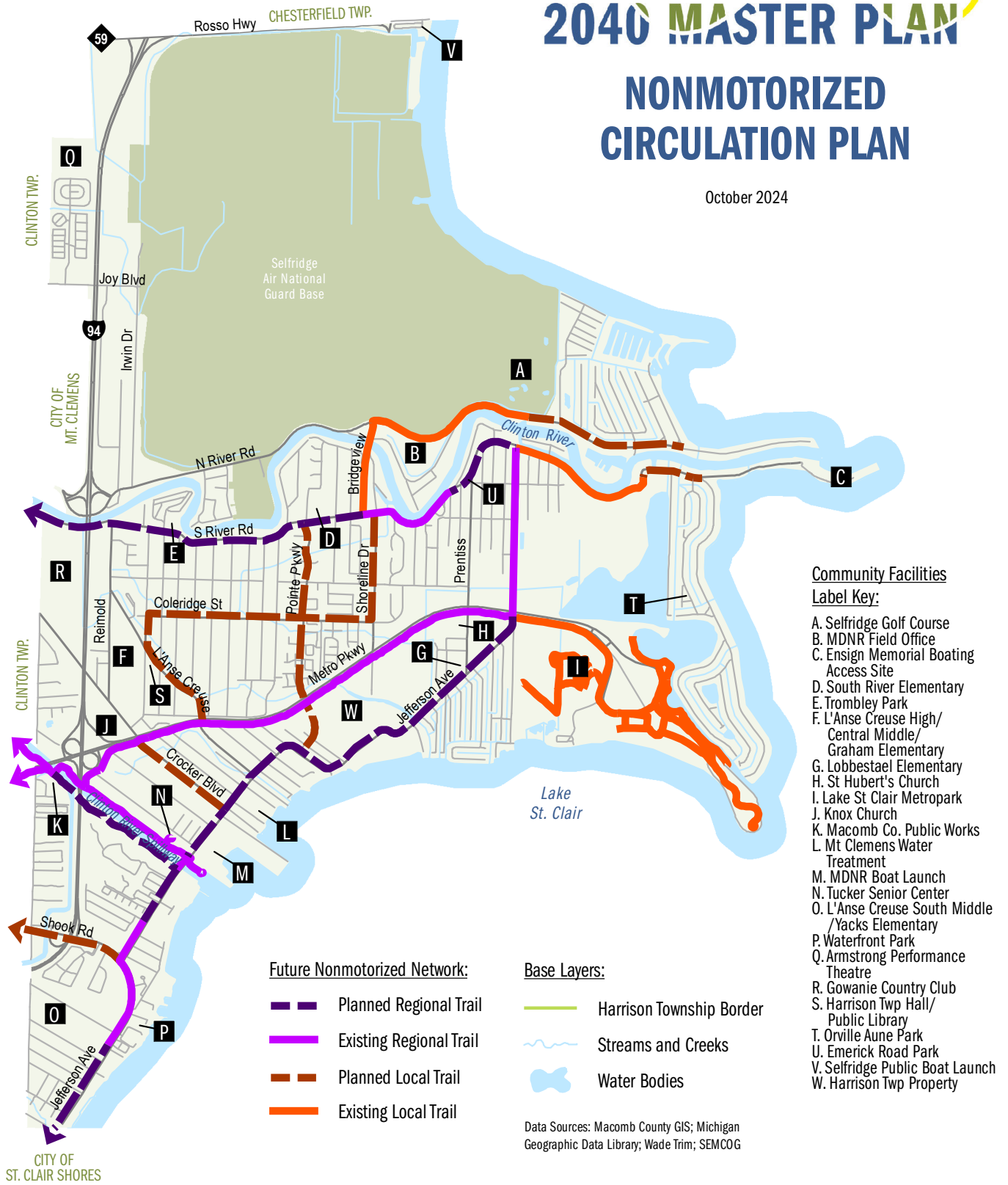
- Horizontal and vertical alignment to ensure clear sight lines
- Recommended asphalt surface, with crushed stone as a potential alternative surface



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- Minimum width of 10 feet
- Two feet minimum clear zones on each side, to provide stopping and resting areas and allow for passing and widening at curves
- Avoid view obstructions at edges of the path by placing signs, poles, utility boxes, waste receptacles, trenches and other elements away from the edge of the path and using low-growing shrubs and groundcovers or high-branching trees
- Use bicycle speed limits
- Use delineation and separation treatments, such as colored paving, textured paving, pavement markings, and signing
- Use directional signing
- The desired vertical clearance to obstructions should be a minimum of 8 feet (10-feet is desirable); however, vertical clearance may need to be greater to permit passage of maintenance and emergency vehicles
- Selective clearing and grubbing a width of 5 feet on each side of the path is desired so as to reduce the amount of vegetation encroachment and minimize the frequency of needed maintenance trimming

When planning, designing, and building a shared use path, there are a wide variety of cross sections that may be utilized. The selected design, material, and construction method is highly dependent on the existing conditions, soils, funding agency, user group(s), etc. A professional engineer or landscape architect should provide assistance in the design of the typical path cross-section. For all path design and construction, drainage, compaction, and material selection are key design considerations.

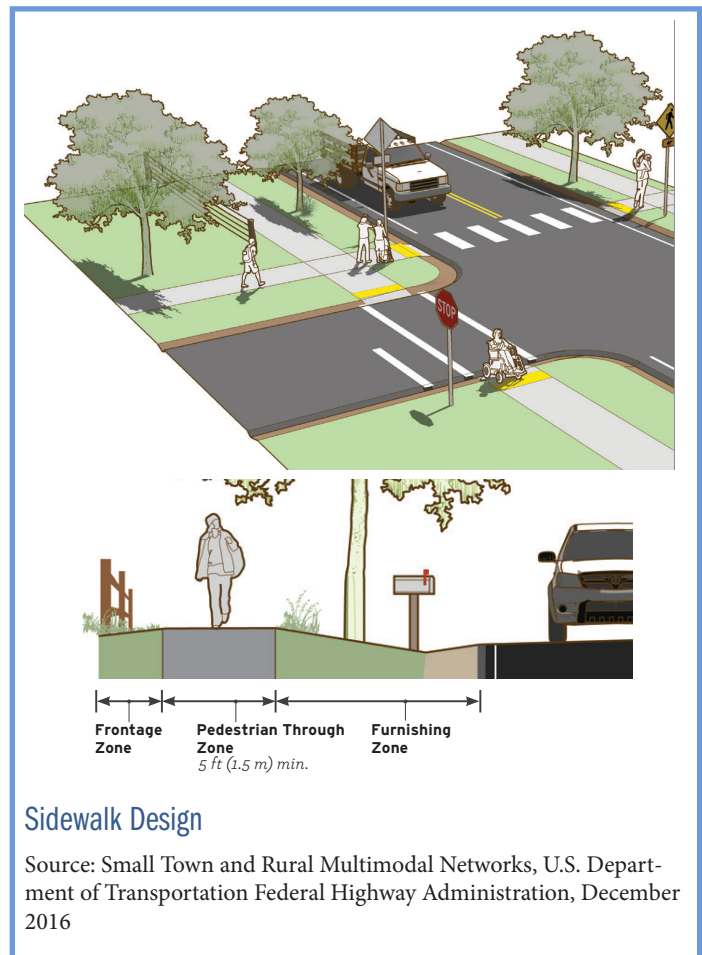
## Sidewalk Network

Sidewalks run along but are physically separated from a roadway. They provide space for use by pedestrians that should be safe, comfortable and accessible to all. Typically, sidewalks consist of concrete pavement and range between 4 to 5 feet wide. AASHTO permits 4 foot wide sidewalks while the Federal Highway Administration (FHWA) recommends a minimum width of 5 feet.

As noted in Section 6 (Existing Nonmotorized Network Map), the existing sidewalk network within Harrison Township is severely fragmented. With a fragmented sidewalk network, many neighborhoods are lacking safe walking connections to destinations such as downtown, parks, and schools.

The ultimate goal is to achieve a continuous network of sidewalks network throughout the township. However, it is not realistic to accomplish this in the planning horizon given financial constraints and other barriers. The following strategies are recommended in order to significantly improve the township's sidewalk network over time:

- With limited exceptions, require new development and redevelopment, as part of the site plan review process, to provide new sidewalks along all road frontages.
- Ensure that pedestrian accommodations, including sidewalks, are included as part of any road reconstruction project.
- Consider the use of public funding for sidewalk construction to fill in existing gaps in the sidewalk system, particularly along Major Roads and Collector Roads as identified on the **Motorized Circulation Plan Map**.



## Sidewalk Design

Source: Small Town and Rural Multimodal Networks, U.S. Department of Transportation Federal Highway Administration, December 2016

## Pedestrian/Road Crossings

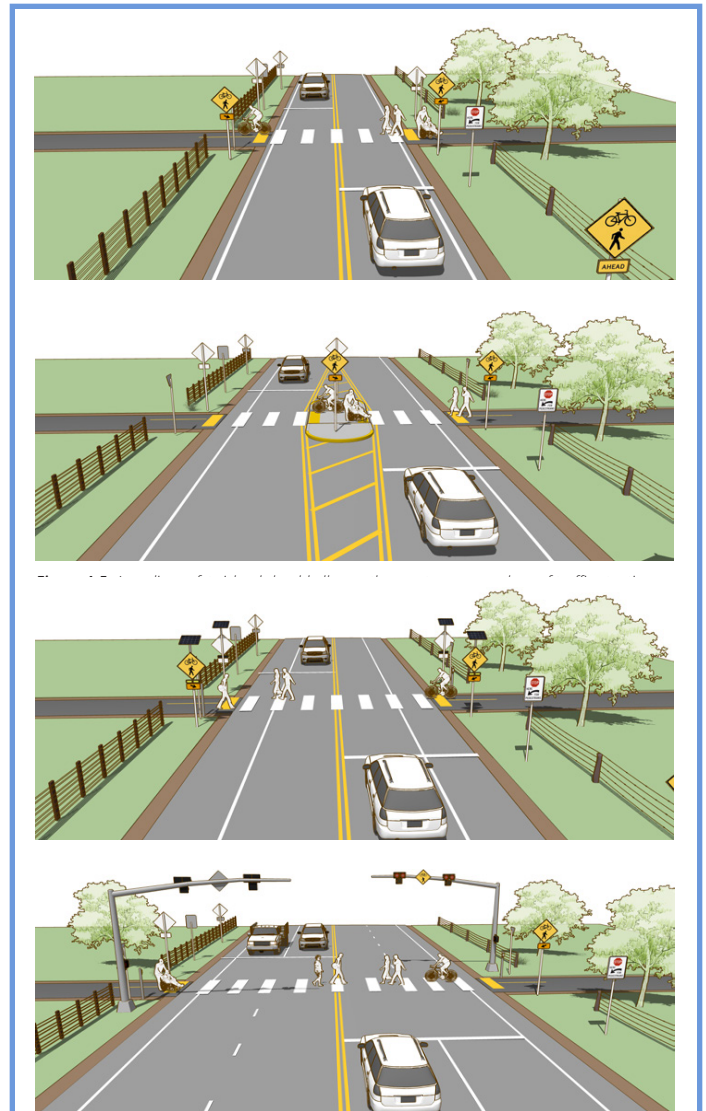
Each time a non-motorized route crosses a vehicular roadway, a potential conflict is created. Some intersections or crossings prove to be more problematic than others. During design and construction of road intersections and crossings, there are multiple solutions that can be utilized to provide for a safe and friendly environment for non-motorized users. The two most common types of non-motorized crossings are those that occur mid-block and those that occur at existing road intersections.

### ***At-Grade, Mid-Block Crossings***

Mid-block crossings occur where shared use path or other non-motorized route crosses a road far enough from another road intersection so that there are no unexpected vehicular turning movements that the route user may encounter. At these crossings, the shared use path or other non-motorized route should be at a 90-degree angle to the road, as much as is possible. Other considerations include traffic control devices, sight distance for both non-motorized users and motorists, refuge island use, access control, and pavement markings.

### ***At-Grade, Intersection Crossings***

Where a shared use path or other non-motorized route crosses at an existing road intersection, it must be integrated close to the intersection in order to allow motorists and non-motorized users to recognize each other as intersecting traffic. Traffic control devices and separation distance between the road and path are also important considerations. Clear sight lines are especially important to reduce the possibility of conflicts between trail users and motorists.



### Mid-Block Crossing Design Options

(from Top to Bottom):

- Marked crosswalk
- Median safety island
- Rectangular Rapid Flash Beacon (RRFB)
- Pedestrian Hybrid Beacon (PHB)

Source: Small Town and Rural Multimodal Networks, U.S. Department of Transportation Federal Highway Administration, December 2016

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## Section 10

# IMPLEMENTATION STRATEGY



Shared use pathway near Tucker Senior Center

## Introduction

The objective of the Master Plan is to provide the guidelines through which the township can improve and operate. A plan is of little value to the community unless it is used to guide decisions and operations of the township. The implementation of the various planning elements requires the development and effectuation of ordinances and techniques, along with a public information program to inform residents of the merits and objectives of the Master Plan. Likewise, in order to achieve maximum benefits, the planning process must be designed to permit periodic assessment of data and the continued review of plan elements. The township should continue to promote new and updated zoning provisions, code enforcement, and create a capital improvements plan in accordance with the visions and strategies used to develop the Master Plan.

The plan is designed to be a road map for action, incorporating strategies, specific projects, and programs that will achieve the desired results. This section identifies the actions needed to transform the plan's vision into reality.

## Tenets of Successful Implementation

The input received through the planning process provided a foundation to help achieve the township's vision. Community support, commitment, and involvement must continue.

### Commitment

Successful plan implementation will be directly related to a committed township leadership. While elected and appointed officials will have a strong leadership role, many others, including township staff and leaders from the community's many institutions and organizations, will also be instrumental in supporting the plan. However, commitment reaches beyond just these individuals and includes the array of stakeholders. Citizens, landowners, developers, and business owners interested in how Harrison Township develops must unite toward the plan's common vision.

### Guidance for Development Decisions

This plan is designed for routine use and should be consistently employed during any process affecting the community's future. Private investment decisions by developers, corporations, and land owners should consider the plan's direction as it is the guide for future growth and stability of the community.

### Role of the Planning Commission

A role of the Planning Commission is to provide recommendations to the Township Board and township administration. This planning function is a continuous process which does not terminate with the completion of the Master Plan. Planning is an ongoing process of identification, adjustment, and response to problems or opportunities that arise. In order to sustain the planning process, generate positive results, maintain momentum, and respond to change, the plan should be reviewed and updated every five years, at a minimum (refer to the Planning Enabling Act). In addition, the Planning Commission or other designated committees, can prepare sub-area or topic-based plans for specific issues or areas of concern as specified in the Master Plan.

The Planning Commission's work does not end with the adoption of this plan. Every year, the Planning Commission should establish/update its annual work plan based upon this plan's recommendations.

## Coordination between Boards and Commissions

In no certain order, the Planning Commission, Township Board, Zoning Board of Appeals, Downtown Development Authority, and other groups are essential for the implementation of the plan. To that end, there should be a regularly scheduled coordination session between these groups to discuss work plans and priorities for the year. Resources can be allocated and schedules developed to minimize the duplication of effort and conflicting interests.

### Downtown Development Authority's Role

The DDA should be viewed as the development arm of township government, as opposed to just a funding source for public improvements. The DDA can leverage private investment using its ability to capture tax increment, both current and future, and direct it toward specific development projects. Without this investment, many projects would not be feasible, ensuring they would not be built and the township loses new tax revenue moving forward.

### Capital Improvement Program

The township has and will continue to maintain an updated and effective Capital Improvement Plan (CIP). A CIP is used to evaluate, prioritize and structure financing of public improvement projects. The CIP provides a basis for systematic review of proposed improvements related to the Master Plan by the Township Board, and creates an opportunity to coordinate timing, location and financing of those projects.

The role of the Planning Commission in the CIP process is primarily to identify potential projects as related to the Master Plan, coordinate material submitted by others, and work with financial officials in assembling facts for decision by the Township Board.

### Public Understanding and Support

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

In order to organize public support most effectively, the township must emphasize the reasons for the planning program and encourage citizen participation in the adoption of the plan and the continued planning process.

Public education can be achieved through informational presentations at various local functions, newspaper articles, and preparation of simple summary statements on plans for distribution. Participation by residents in various civic groups is evidence of community involvement.

## Programs and Funding

Successful implementation of projects will depend on the ability of the township to secure the necessary financing. Besides the general fund, millage proposals and other traditional funding mechanisms, there are several sources of funding available to the township. In many cases, the township has in the past, or currently benefits from such funding.

## Zoning Plan

According to section 2(d) of the Michigan Planning Enabling Act, PA 33 of 2008, the Master Plan shall include a “Zoning Plan” depicting the various zoning districts and their use, as well as standards for height, bulk, location, and use of building and premises. The zoning plan serves as the link between the Master Plan and the Zoning Ordinance, and to ensure consistency between the two documents, it guides the Planning Commission in what to consider updating in the Zoning Ordinance.

This Master Plan has established a total of 13 future land use classifications (see the **Future Land Use Map** and Section 8).

The presently adopted Harrison Township Zoning Ordinance has established a total of 16 zoning district designations, as follows:

- R1, Single Family Residential
- R1-A, Single-Family Residential
- R1-B, Single-Family Residential
- R1-C, Single-Family Residential
- R1-D, Single-Family Residential
- MHC, Manufactured Housing Community Residential
- RM-1, Multiple-Family Residential
- RM-2, Multiple-Family Residential
- HMR, High and Mid-Rise Residential
- LC, Local Commercial
- GC, General Commercial
- V-1, Village District
- V1-A, Village District: Downtown Waterfront
- RW, Residential Waterfront Mixed Use

- WF, Waterfront
- IND, Industrial

The Harrison Township Zoning Ordinance also has established a development option, Planned Unit Development, which allows for regulatory flexibility for unique projects that meet certain qualifications.

**Table 20** highlights how each of the 13 future land use classifications is intended to be accomplished through zoning district designations. As indicated in the table, there are several suggested zoning ordinance amendments to be considered, including the following:

- The RM-1 District will require amendments to allow for the character of development proposed in by the Attached/Townhouse Residential future land use category; as an alternative, a new “Attached/Townhouse” zoning district could be developed.
- A review of the RM-1 and RM-2 District density and site layout requirements is needed to ensure appropriateness in the context of Harrison Township
- Consider amendments to the WF District to allow residential mixed-use
- Consider amendments to the LC and GC Districts to allow residential mixed-use
- The R-1 District could be eliminated and replaced with a new Recreation & Open Space Conservation District

Beyond the above, the following are additional recommended zoning ordinance considerations and amendments necessary to implement the vision statements and strategies of this Master Plan (see Section 7):

- Review and update the zoning ordinance’s design standards to ensure attractive and high-quality development throughout the township. Specific attention should be paid to development and redevelopment within marina, mixed-use and commercial districts.
- Conduct a closer investigation of the township’s neighborhoods ensure that the zoning ordinance supports appropriate development consistent with the historic context of the neighborhood. This should specifically include an evaluation of lake-front neighborhoods with historically smaller lot sizes and consideration of amendments to reduce the number of nonconforming lots.

Table 20

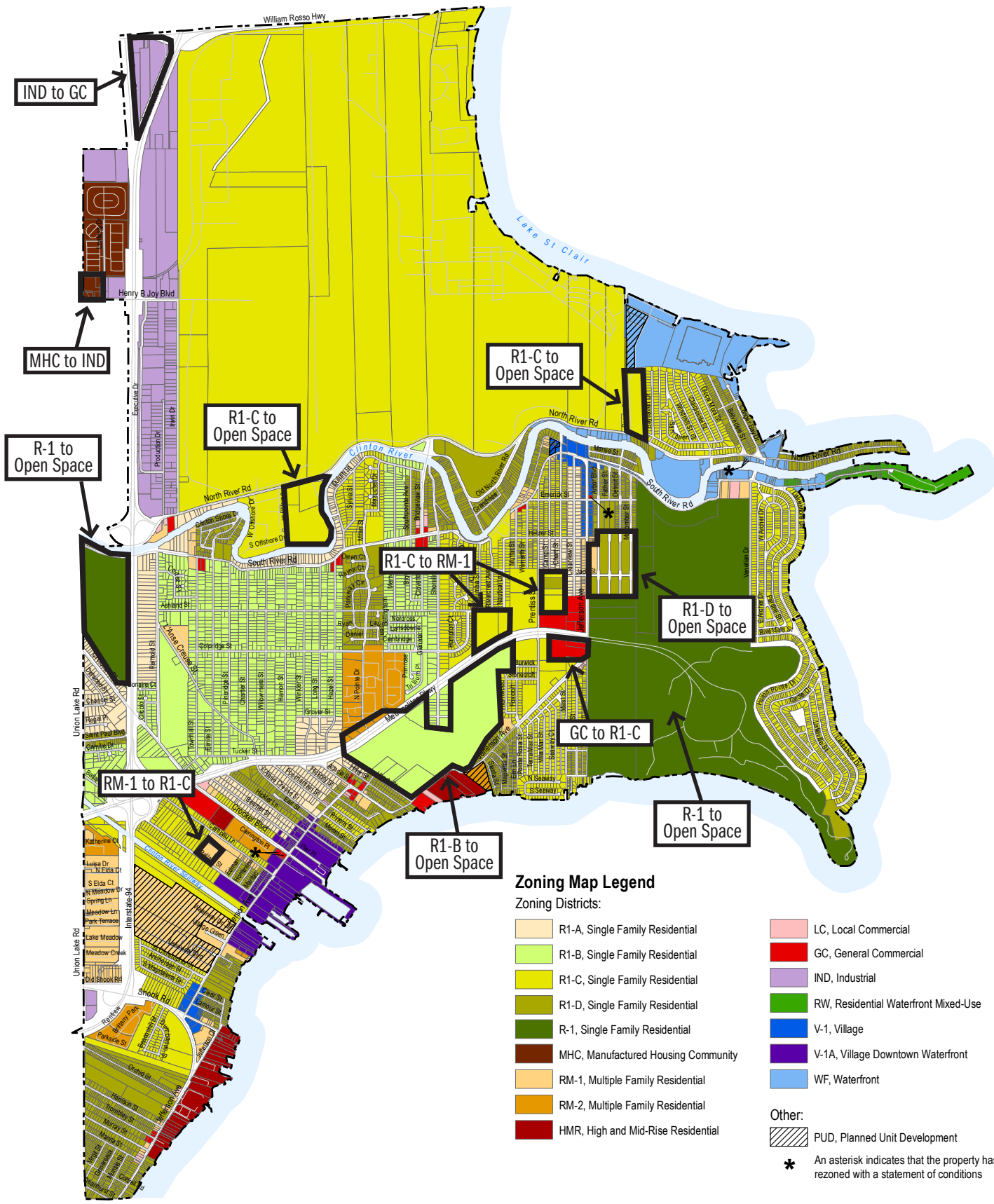
FUTURE LAND USE AND ZONING RELATIONSHIP		
Future Land Use Classification	Current Zoning District(s)	Notes
Single-Family Residential (Low Density)	R1-A or R1-B Districts	
Single-Family Residential (Medium Density)	R1-C or R1-D Districts	
Attached/Townhouse Residential	RM-1 District or a new district	The RM-1 District will require amendments to allow for the character of development proposed in the Master Plan. As an alternative, a new "Attached/Townhouse" zoning district could be developed.
Traditional Multiple-Family Residential	RM-1 or RM-2 Districts	A review of the RM-1 and RM-2 District density and site layout requirements is needed to ensure appropriateness in the context of Harrison Township. The HMR District exists for existing "high-rise" development, but no new land for HMR District zoning is recommended.
Residential Waterfront	HMR or RW Districts	The existing RW District is unique to the properties at the east end of South River Road.
Manufactured Housing Community	MHC District	
Public	See notes -->	Most existing zoning districts allow public and semi-public uses.
Marina District	WF District	Consider amendments to the WF District to allow residential mixed-use.
Village District	V-1 or V-1A Districts	The V-1 District covers the village nodes at Jefferson and Shook and Jefferson at South River. The V-1A District covers the township's DDA District at Jefferson and Crocker.
Commercial & Office	LC or GC Districts	Consider amendments to the LC and GC Districts to allow residential mixed-use.
Industrial	IND District	
Recreation & Open Space Conservation	R-1 District or a new district	The only properties presently zoned R-1 District are a golf course and the Lake St. Clair Metropark. The R-1 District could be eliminated and replaced with a new Recreation & Open Space Conservation District.
Selfridge ANGB	See notes -->	The Selfridge ANGB property is currently zoned R1-D District.

- Review and update zoning ordinance provisions to ensure high-quality residential development and redevelopment. This would include potential amendments to support new lifestyle housing choices such as townhomes, rowhouses, stacked ranches, lofts and life-work units in strategic locations, particularly near or within mixed-use districts with access to major roads and when adequately supported by public infrastructure.
- Review and update the township zoning ordinance and map to limit the future development of traditional multiple-family apartments, in recognition of the township's already substantial share of this housing type.
- Review the zoning ordinance and seek to eliminate barriers and disincentives to residential development projects that are desired by the community. This would include a review and potential amendments to the planned unit development eligibility criteria and design standards, as well as site development requirements for attached/townhouse development.
- Review the zoning ordinance and seek to eliminate barriers and disincentives to non-residential and mixed-use development projects that contribute to the local economy and are supported by the community. This would include review of the WF,

LC and GC Districts to consider whether residential mixed-use may be allowed under appropriate conditions.

- Review the zoning ordinance and consider amendments that encourage the use of Low Impact Development strategies in new development and redevelopment projects.
- Consider zoning changes to allow for sustainable energy production.
- Review the zoning ordinance and consider amendments that incentivize or require buffers around lakes, wetlands and drains.
- Reevaluate floodplains and localized flooding data to determine where changes in zoning or building standards might be necessary to reduce the risk of property and infrastructure damage.

Finally, after adoption of the Master Plan, it is recommended that the Planning Commission examine the currently adopted Harrison Township Zoning Map in light of the new Future Land Use Map. The Planning Commission may consider proactive changes to the Zoning Map upon adoption of this Master Plan. However, the Planning Commission is not obligated to amend the Zoning Map and may instead choose to allow private property owners, over time, to petition the township for zoning district changes which the Planning Commission may approve



Harrison Township Zoning Map - Updated February 2020

*Highlighting areas where the currently adopted Zoning Map may not align with the Future Land Use Map*

if such changes are consistent with the Master Plan. As a reference for this examination, the map on the previous page highlights areas in the township where the currently adopted Zoning Map may not align with the Future Land Use Map.

## Implementation Matrix

In order for the Master Plan to be implemented, the township and community partners must carry out the actions needed to achieve the goals and the community’s vision for Harrison Township’s future. To aide the township in implementation of the plan’s recommendations, an Implementation Matrix has been prepared. The Implementation Matrix is organized around the seven major themes established in the Vision and Policy Framework section of the Master Plan. These seven themes are as follows:

1. Exceptional Community Character
2. Vibrant Residential Areas
3. Thriving Economy and Business Districts
4. Balanced Circulation Network
5. First Class Community Services
6. Sustainable Environment
7. Adaptive and Resilient

Under each theme, various “actions” are presented. Each action includes a time frame in which the action should be carried out and the task leader(s) most likely to carry out the action. The task leader listed first should be the primary lead on the action item; others listed are recommended collaborators.

Timeframe Key
<b>Now</b> – Begin work immediately upon plan adoption
<b>Near</b> – Begin work within 1 to 2 years
<b>Next</b> – Begin work within 3 to 5 years
<b>Ongoing</b> – Actions that require continuous monitoring or effort

Responsibility Key
<b>BC</b> – Business Community
<b>DDA</b> – Downtown Development Authority
<b>PC</b> – Planning Commission
<b>TA</b> – Township Administration/Staff
<b>TB</b> – Township Board

Funding Key
<b>GF</b> – Includes public funds from the township general operating budget. Public funds may also include local government bonds.
<b>TIF</b> - Tax increment revenues through the township's Downtown Development Authority
<b>PVT</b> – Includes funds from private sources, such as foundations, corporations, or personal property owners.
<b>OUT</b> – Includes funds from sources generally outside of the township, such as county, state and federal funds through grants and loan programs and other allocations.

### EXCEPTIONAL COMMUNITY CHARACTER

Action	Timeframe	Responsibility	Funding
Regularly review and update this Master Plan, as necessary	Ongoing	PC	GF, OUT
Review and update the Harrison Township Zoning Ordinance per the recommendations of the Zoning Plan	Now	PC, TB, TA, DDA, BC	GF, OUT
Use the vision statements and strategies of this Master Plan (Section 7) as a guide when reviewing proposals for new development and redevelopment	Ongoing	PC, TB, TA	GF
Continue to provide assistance to businesses to incentivize exterior improvements within the DDA District	Ongoing	DDA, TA	TIF, PVT
Explore the creation of a program to improve the function and appearance of marina/boat livery districts within Harrison Township. Consider incentivizing private investments within marina areas though public funding and other .	Near	TB, PC, TA, DDA	GF, TIF, PVT
Enhance township gateways by implementing placemaking strategies like signage, wayfinding, and streetscape upgrades	Next	TB, TA, PC	GF, PVT
Develop a formal Public Participation Strategy which outlines how the public will be engaged throughout the planning, zoning and development process	Next	TB, PC, TA	GF

VIBRANT RESIDENTIAL AREAS			
Action	Timeframe	Responsibility	Funding
Review the current residential neighborhood code compliance and enforcement program and consider options to increase its effectiveness.	Now	TB, PC, TA	GF
Establish a task force to create a common vision and a communication plan to generate support for affordable housing and senior housing initiatives and developments.	Near	PC, TA, TB	GF
Consider the development of new ordinances to address and regulate short-term rentals within the township to ensure the long-term protection of neighborhood character.	Near	TB, PC, TA	GF

THRIVING ECONOMY AND BUSINESS DISTRICTS			
Action	Timeframe	Responsibility	Funding
Establish a task force with responsibility for championing the redevelopment of key underutilized sites within the township's business and marina districts. Tasks will include marketing, coordinating with property owners, identifying funding resources, etc.	Near	PC, TB, TA, BC	GF, TIF, PVT, OUT
Review the current business and marina districts code compliance and enforcement program and consider options to increase its effectiveness.	Near	PC, TB, TA, BC	GF
Develop a "Guide to Doing Business" for the benefit of property owners, business owners and developers to navigate township development review requirements and procedures.	Near	PC, TA	GF
Review and consider updates to the township's sign ordinance to ensure an appropriate balance between business and community needs. Additionally, consider offering funding to business owners for sign improvements.	Next	DDA, PC	GF, TIF
Conduct a study of parking needs and outline opportunities and strategies for parking improvements within the DDA District, to potentially include public parking.	Next	DDA, PC	TIF, OUT

BALANCED CIRCULATION NETWORK			
Action	Timeframe	Responsibility	Funding
Identify and seek outside funding in support of road enhancements and non-motorized improvements.	Ongoing	TB, PC, TA	GF, OUT
Engage with local and regional organizations and advocacy groups such as SEMCOG, Macomb County, the Community Foundation for Southeast Michigan, bicycle users, seniors, and schools to promote non-motorized travel and improvements within Harrison Township	Ongoing	TB, PC, TA	GF
Ensure that the pedestrian, bicycle and non-motorized amenity recommendations of this plan are completed in conjunction with scheduled road improvement projects.	Ongoing	TB, PC, TA	GF

FIRST CLASS COMMUNITY SERVICES			
Action	Timeframe	Responsibility	Funding
Prepare and annually update a Capital Improvements Plan as a guide for major infrastructure and public service improvements	Ongoing	TB, PC, TA	GF
Identify and seek outside funding in support of public infrastructure and services improvements	Ongoing	TB, PC, TA	GF, OUT
Regularly review and update the township's Parks and Recreation Master Plan	Ongoing	TB, TA	GF
In line with the township's Parks and Recreation Master Plan, seek outside funding and undertake needed parks and recreation facility improvements	Ongoing	TB, PC, TA	GF, OUT
Facilitate a discussion(s) with Selfridge ANGB to ensure coordination and mutual collaborate on the implementation of both the Selfridge Sustainability Study and this Harrison Township Master Plan.	Now	PC, TA	GF
Hold an annual joint meeting with the Township Board, Planning Commission, Zoning Board of Appeals, Downtown Development Authority, and similar bodies to ensure coordination and collaboration on township initiatives	Ongoing	TB, PC, DDA, TA	GF

**SUSTAINABLE ENVIRONMENT**

Action	Timeframe	Responsibility	Funding
Identify best practices for sustainable site and building design and consider actions and policies, including possible zoning changes, that encourage or require their use as part of new development and redevelopment projects	Near	TB, PC, TA	GF, PVT
Create promotional materials for residents and businesses describing the various sustainable practices that can be deployed in the township, including methods property owners and business owners can utilize to reduce or eliminate invasive species, and reduce pollutants being discharged into the lake and other water bodies.	Near	TB, PC, TA, BC	GF, PVT

**ADAPTIVE AND RESILIENT**

Action	Timeframe	Responsibility	Funding
When designing new recreation and municipal facilities (like fire stations and community centers), include accommodations to use facilities as emergency relief locations during times of extreme heat, severe storms, or other natural disasters.	Ongoing	TB, TA	GF, OUT
Engage with Macomb County to facilitate discussions on the steps Harrison Township and its citizens can take related to hazard mitigation and emergency preparedness.	Now	TB, PC, TA	GF
Partner with Macomb County in hazard mitigation planning and work to implement, where feasible, the recommendations of the Macomb County Hazard Mitigation Plan	Ongoing	TB, TA	GF, OUT
Conduct an inventory of community and non-profit groups who provide services to vulnerable population groups, like homeless youth, low-income seniors, and others, and make this information available to township citizens.	Near	TB, PC, TA	GF



# APPENDIX

## Reference Maps from the Selfridge Sustainability Study

Vertical Obstruction MSA

Noise MSA

Safety MSA

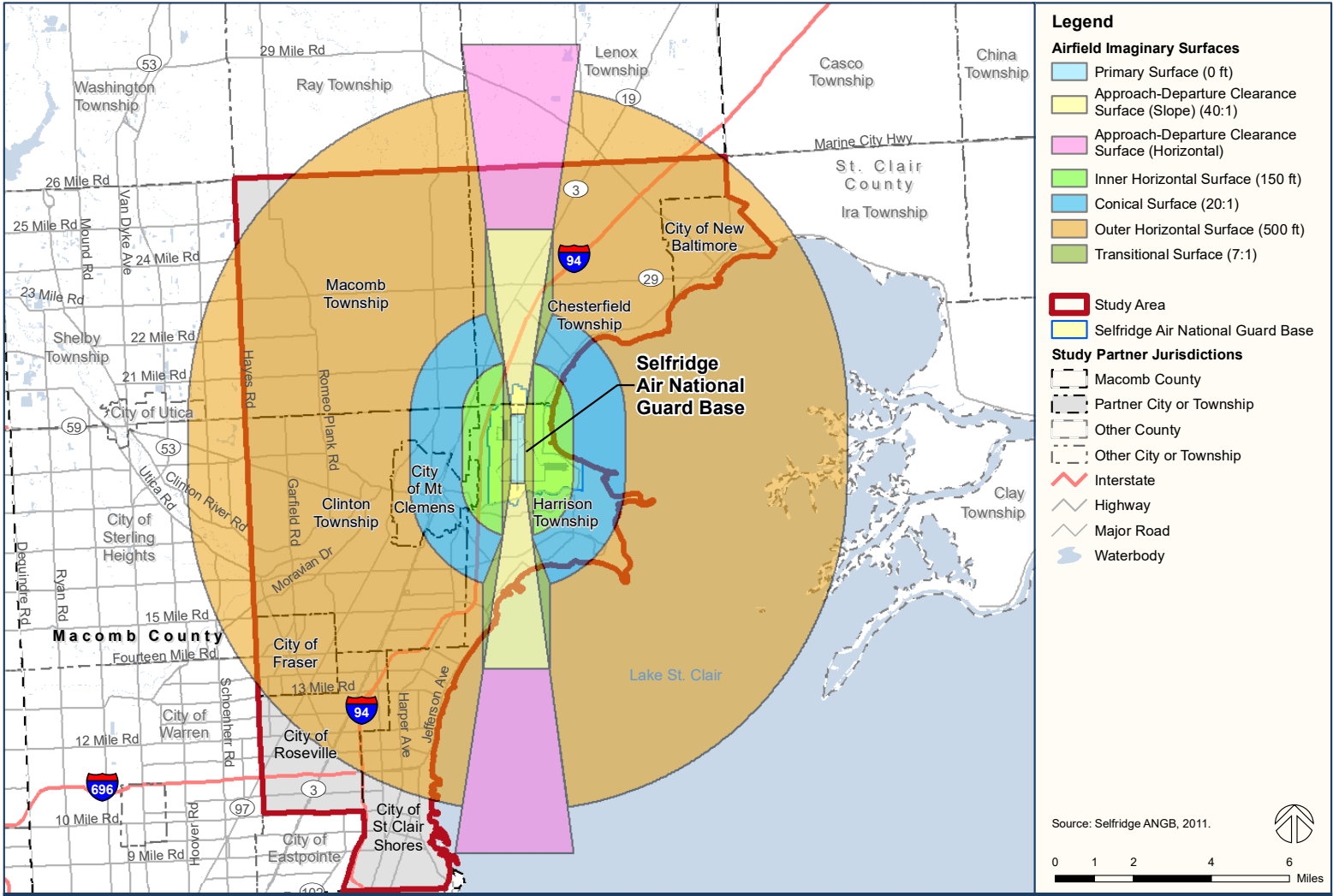


Figure 3-8 Imaginary Surfaces

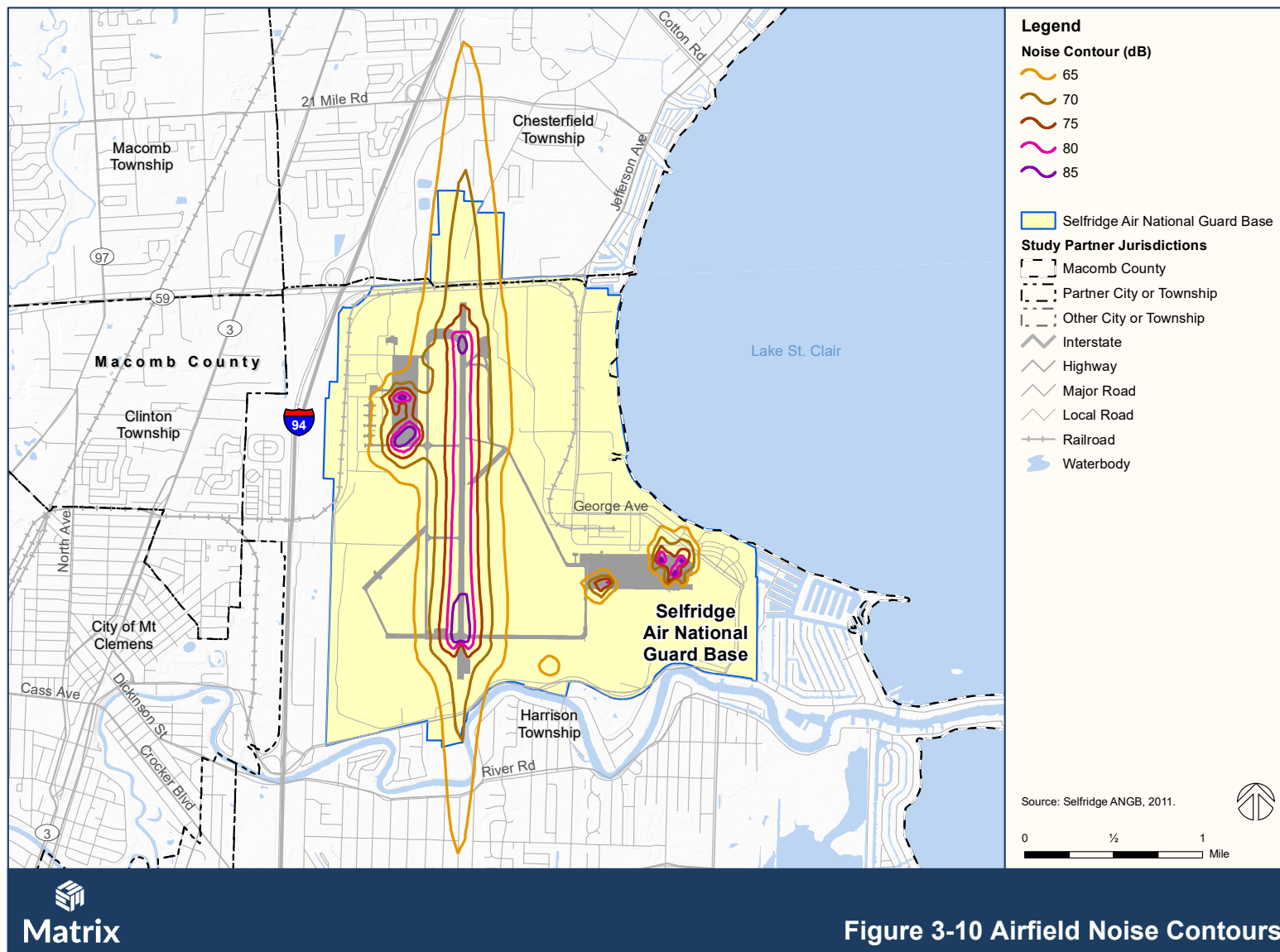


Figure 3-10 Airfield Noise Contours

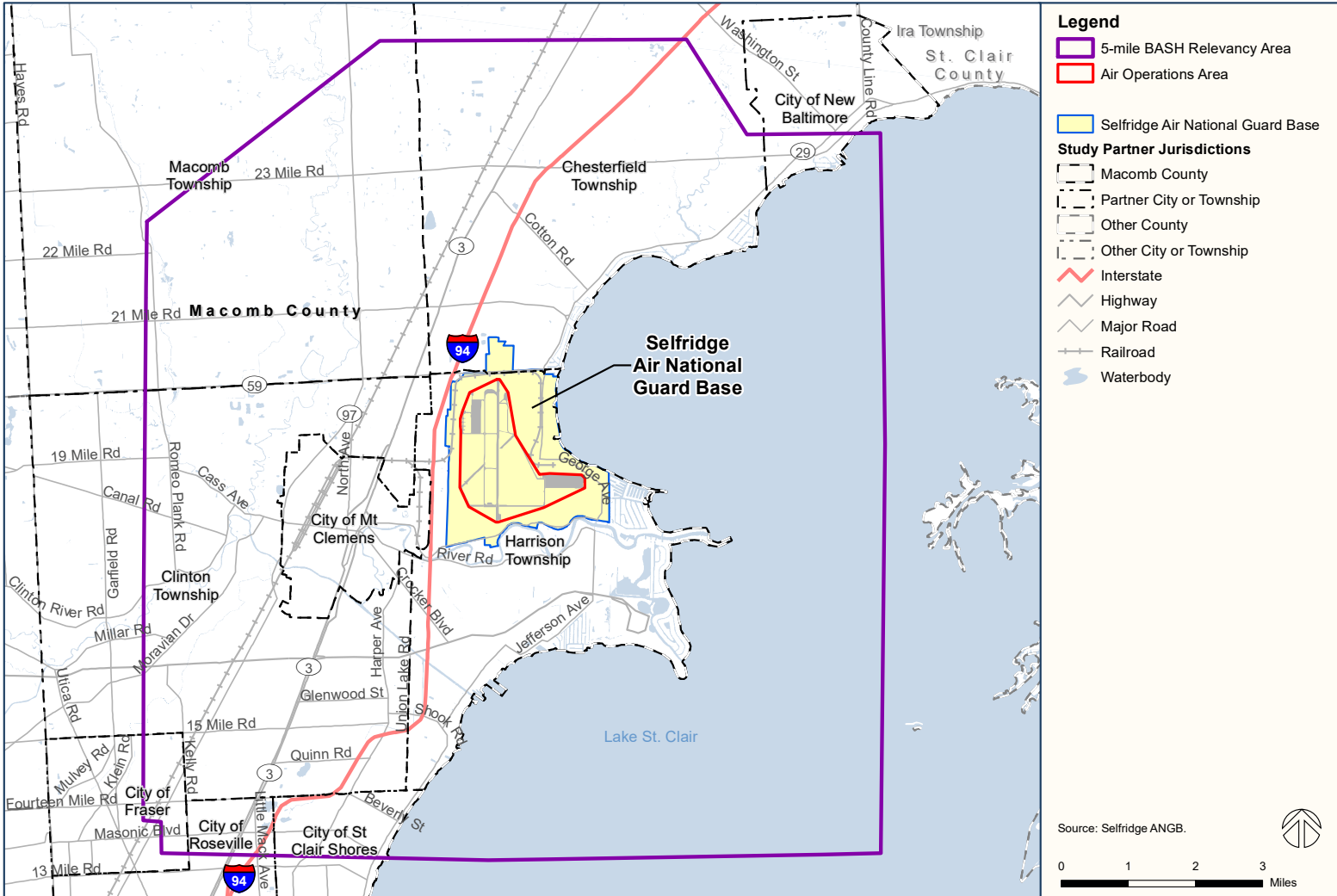


Figure 3-11 BASH Relevancy Area

## **Charter Township of Harrison**

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