

WASHINGTON TOWNSHIP

VILLAGE PLAN

VILLAGE PLAN

Introduction

The Village Area generally encompasses the areas immediately west and east of Van Dyke from 26 Mile Road on the south to the Campground/M-53 Interchange to the north. This area once served as the central activity center for settlers coming into the Township, but in recent times has lost its identity. This area provides unique planning challenges for several reasons:

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

This Plan is designed to enhance and expand upon the positive features of this area, while utilizing traditional development methodologies to reduce the negative conditions which may currently exist, or may be created by conventional development. The Plan focuses on what is commonly referred to as a neo-traditional approach to development. This approach relies on integrating historical development patterns with modern technology and practices to provide a safe and “unique” place in the Community.

The following plan is the result of the realized need for change and the need to develop an area of the Township which can legitimately be called the “center” of the Township. The plan begins with an historical overview of village planning and an assessment of existing conditions of the defined village area. This includes an existing land use inventory, existing village character and market assessments. Principles for village type development are also established - these include guidelines for building placement, parking and roadway design. Recommended physical relationships between buildings, roadways, and uses are established, as well as economic relationships between uses and market needs. The final portion of this plan provides recommendations for land uses, physical layouts of streets, building footprints, and a culmination of these items in a land use map. The final section presents the findings of the plan, as well as recommendations for implementation. These recommendations outline what the entities involved, such as the Township, must do to make the vision of the village become a reality.

Illustration 31
WASHINGTON VILLAGE
LOCATION



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The History of Village Planning

Throughout the history of the United States, thousands of small rural villages have been platted and planned. These small villages all contained similar traits, which proved to be a result of function and convenience. These common traits included: a compact, dense form of development; uses within the central node which provided for everyday needs; gathering spaces and parks; street orientated buildings; adjacent neighborhood development; pedestrian friendly streets planned for realistic situations, rather than worst case scenarios; and logical growth patterns radiating from the central core. The use of these traits have slowly deteriorated over time due to general zoning ordinance provisions designed to accommodate the automobile; stricter engineering requirements which plan for catastrophic situations, and a limited emphasis on the creation of a unique sense of place. Until now, the post war status quo was seen as sufficient. However, it has become apparent that a more responsible and educated consumer market has created a need to establish a niche, or a theme, which will separate a new planned area from the standard strip type of development. With that in mind, Washington Township seeks to develop a sense of place - an area of the Township which provides something that differs from modern day development practices.

Traditional residential design saw the front facade of the home pushed close to the roadway. This was done for several reasons; namely, to enlarge the rear yard private space, but also to provide for convenience of walking distance and deliveries. Streets were also designed to accommodate average traffic, instead of multiples of the average daily traffic, and trees were seen as amenities rather than liabilities. Traditional commercial development pushed the building as close as possible to the roadway while still providing an ample sidewalk area. The rears of the buildings were dedicated for cars, parking, deliveries and trash receptacles. Once again, the convenience of walking was the predominate planning and design consideration. The fact that the majority of shopping took place by foot within the central shopping area required that stores be clustered and conveniently located and arranged.

Standard modern development lines roadways with strip commercial development and uncoordinated residential development. This type of development typically results in large seas of asphalt between the stores and the roadway, excessive signage, poor access control and a loss of identity. The same loss of identity can also be seen in modern subdivisions. These subdivisions typically have larger lot sizes with a minimal number of tree plantings, little variation in home facades with the predominant street-side view being garage doors, and excessively wide streets. Washington Township has accommodated this type of development in the past. The Village concept intends to break the Township away from this "identity-less" type of development by reintroducing design, scale, arrangement, and mixture into the development process.

Elements of a Village

A structured way of considering a community's image was offered by Massachusetts Institute of Technology Professor, Kevin Lynch, in his 1960 publication, *The Image of the City*. This book views communities with respect to those identifiable physical features. These include paths, districts, landmarks and edges (Illustration 28). Each of these features makes an important contribution to our mental image of a community.

The extent to which these images are clear and legible influences our sense of satisfaction with our surroundings. A positive environmental image induces a sense of emotional security and heightens the potential depth and intensity of the human experience. It can also be a contributing factor to improving quality of life for community residents. This type of analysis is capable of providing deeper and more insightful observations than may otherwise be possible through a statistical analysis alone.

Paths

Among the most important components of a community's overall identity are the paths, or circulation routes, which traverse the community. These paths are the means within which the user moves - by vehicle, bicycle, or walking. In the Township's case, it is envisioned that the Village will have a specialized independent system of pathways. It is desirable, though, to have these pathways ultimately connect to the larger regional pathway and roadway systems.

While moving through these paths, people observe and interact with the community. It is here that the realization of how the physical and psychological relationships between buildings, spaces, the environment, and people, occurs. It is essential that relationships between the aforementioned items be properly calibrated for the quintessence of a village to function properly.

The most apparent paths within and around the Village are the 26 Mile Road regional bike path, the future Macomb Orchard Trail, and several small segments of sidewalk along Van Dyke and West Road. Other paths within this area are used largely by young children walking to the Washington Elementary School from the surrounding neighborhoods. These paths, while not concrete, are still a valid means of movement. Crosswalks in front of the school and at the intersection of Van Dyke and West Road provide a safer means of movement within the village area. As will be documented within this plan, a complete walking system is envisioned for the Village.

Districts

Districts are the sections of the community, which the observer mentally enters "inside of," and which are recognizable as having some common, identifying character. The most typical distinction between districts is characterized by use and character. Other types of distinctions may be made based on building scale, proximity to a landmark, or historical nature.

Districts typically have defined entries and exits where the person traveling through the district can distinctively realize that he or she has either entered or exited the district. The entry and exit of each section of the Village has limited definition. As each section of the Village develops, so should the character of each section. This document divides the Village into eight (8) planning districts.

Landmarks

Landmarks are strategic locations or concentrations of uses or activities that have a special or unique character that may also serve as reference points. Washington Village has several distinct landmarks which individually and collectively make important contributions to the visual character of the Village.

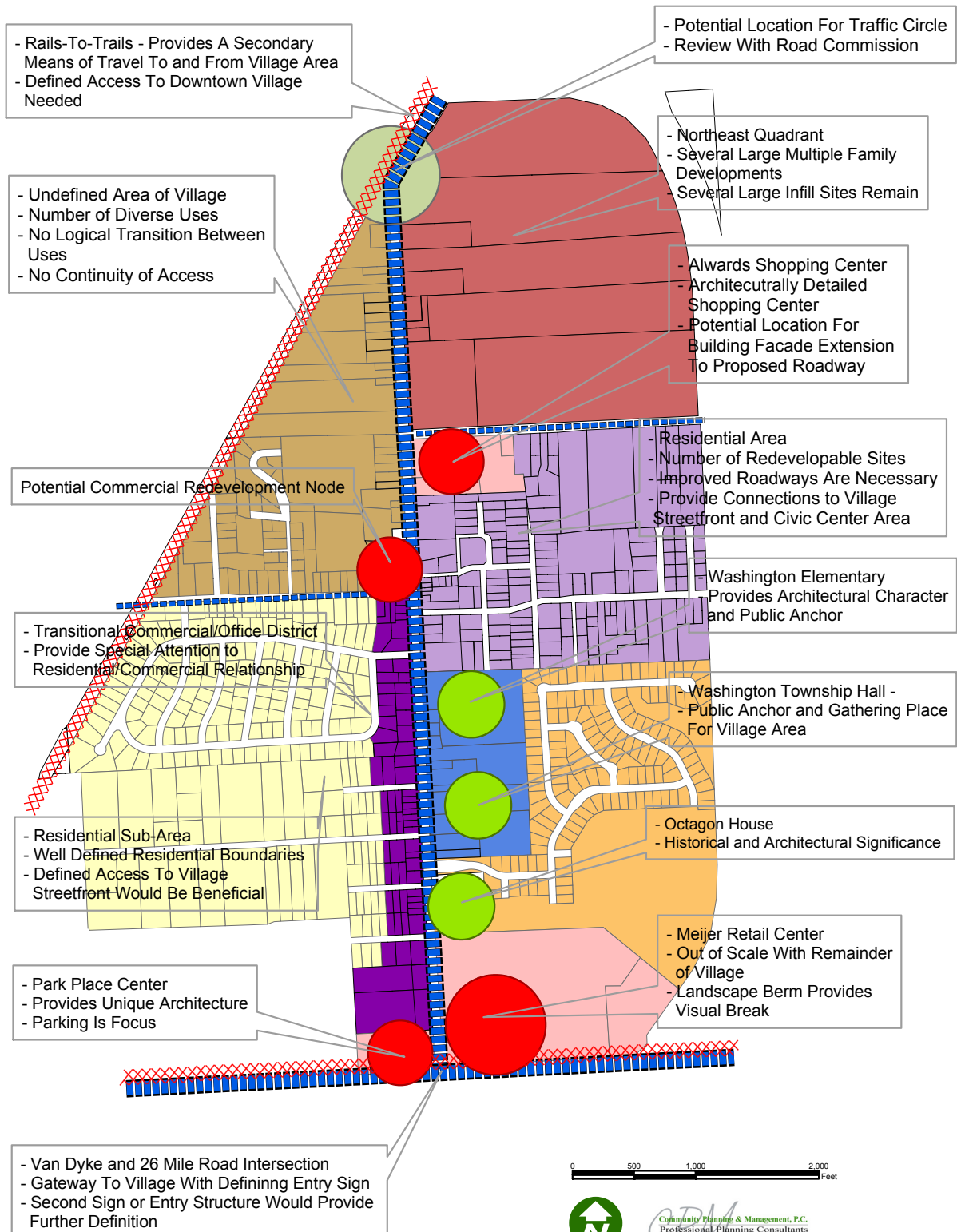
Perhaps the most distinctive and well-known landmark is the Octagon House. This structure has significance both historically and architecturally. Its presence in the Village offers a potential focal point for the community. The physical isolation from the more intensely developed core of the Village and the difficulties encountered in securing a reliable source of funding to upgrade and maintain this building detracts from the potential that the structure offers to the Village.

The Washington Municipal Building and the Washington Elementary School site may be the two most important Village landmarks. These two sites, which are located virtually side-by-side, are important destinations on a daily basis for many residents, both young and old. Both serve as anchors, drawing residents into the Village. The concentration of activities at the Municipal Building, including the Township Hall, community park, parks and recreation activities and senior citizen center, enhance the level of activity in the Village. Several churches proximate to the Village represent secondary landmarks.

Edges/Boundaries

Edges are the linear elements not used or considered as paths by the observer. Such edges may be barriers, more or less penetrable, which close one area off from another; or they may be seams along which two areas are related or joined together. These edge elements, although probably not as dominant as paths, are for many people important organizing features, particularly in the role of holding together generalized areas, as in the outline of a community by water or a wall.

Three edges or boundaries of the Village are well defined. The south end of the Village is defined by 26 Mile Road, which creates a substantial barrier with four lanes of intense boulevard traffic. The northern and eastern boundaries of the Village are defined by the M-53 bypass and the on/off ramp configuration from old Van Dyke to M-53. The western half of the northern boundary is created by the vacated railroad easement. This easement will ultimately be a major path for the Village, as well as a boundary.



0 500 1,000 2,000 Feet



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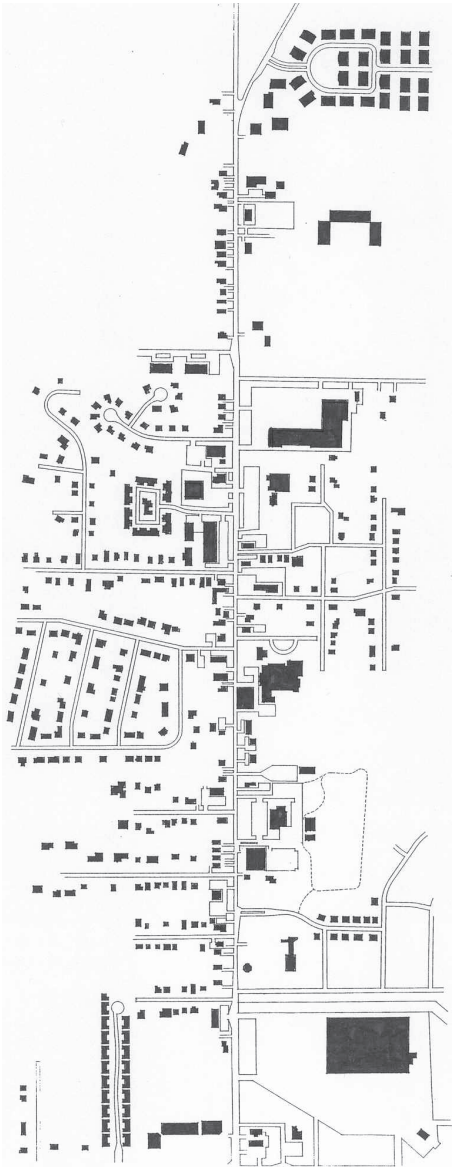
SECTION 10.0

Figure Ground Study

One way of identifying the relationship and overall placement of buildings within the village area is to develop a figure ground study. This study shows the predominance, or lack thereof, of buildings within the village and their relationship to each other and the roadway. Washington Township's desire is to create a contiguous street front of retail, entertainment, office and residential along Van Dyke. The figure ground study will help depict which areas along Van Dyke create gaps in this idea and visually define possible locations for new buildings, or expansions to the existing structures.

Illustration 33

VILLAGE FIGURE GROUND
DRAWING



A second purpose of the figure ground study is to show and help maintain proper scaling and placement of buildings. With the exception of commercial buildings fronting directly onto Van Dyke, the blackened footprints shown on the plan should be relatively the same size, scale, and placement (in terms of setbacks). Large, plain footprints will become obvious compared to the smaller more intricate footprints, which are typical of a village area. These large simple footprints should be avoided in the creation or expansion of a village area.

The figure ground study for the Washington Village area reveals that the majority of homes or structures built in the past were built approximately sixty feet from the centerline of Van Dyke. The sixty feet was the one-half proposed right-of-way (120 feet total) as designated by the Road Commission of Macomb County. Homes along West Road were largely built fifty (50') from the centerline; several homes are built virtually to the right of way line. The majority of the homes in the village were built approximately thirty (30') feet back from the right of way line.

Further, it becomes obvious that current trends have developed larger scale buildings, particularly along the east side of Van Dyke. These include; the Alwards Shopping Center, the elementary school, Township Hall, Meijer's Inc. and Stony Creek Apartments. The majority of development along the west side Van Dyke typically conforms to the small footprint expected within a village area. Only two large dominant buildings have been constructed on the west side of Van Dyke. These are the Hampton House furniture store and the Park Plaza shopping center.

In order to assure that the general size and character of retail and office building footprints are maintained throughout the village, a lot coverage ratio could be developed which conforms to those buildings currently constructed within the village. Typical lot coverage ranges from thirty to forty percent of a lot for actual building area. For developments that desire to increase the ratio, special provisions could be adopted which ensure that even with a larger overall footprint, the impression of the footprint would be similar to that of the smaller structures in the area. One way of accomplishing this goal is by requiring depth variation in the building architecture.

It is apparent that in order to achieve a complete and continuous street front along Van Dyke, much infill development will be necessary. Through the development of current vacant parcels and the potential expansion of existing buildings which currently maintain significant suburban setbacks from Van Dyke, a substantial change is possible.

Existing Land Use

The first step in the planning process was to define the general area of the Village. This would provide the information necessary to plan for future development in this area of the Township. In previous plans, the Village area has been described as the area north of 26 Mile Road and south of the intersection of Van Dyke and Campground Road. The east-west boundaries have never truly been established. Generally, the boundaries can be established by the M-53 Bypass to the east and the abandoned railroad easement west of Van Dyke. This same description of the Village will be used for the planning purposes of this document.

Planning Districts

For ease of planning purposes, and also allowing for a more thorough examination, the general Village area was divided into smaller, more defined planning districts. Clustering areas of similar land uses, lot sizes and general locational characteristics, much like those referred to by Lynch, provided the reasoning behind the physical delineation of planning district boundaries. The districts serve to create workable study areas. Eight districts are defined below and are characterized in the following section:

- *South End Retail District*
- *West End Residential District*
- *Civic Use District*
- *East End Residential District*
- *Southwest District*
- *Northwest District*
- *Central Retail District*
- *Northeast Residential District*

The Planning Districts are set up for analysis purposes. They are not meant to infer that all uses within the districts should be similar. Planning Districts established within the village area are depicted in Illustration 34.

Uses, Character and Analysis

South End Retail District

The proximity of this district to the intersection of 26 Mile Road, Van Dyke Avenue and M-53 lends itself to more intense commercial use. Therefore as expected, the large majority of uses within this district provide commodities to a larger service area than that expected by the Village as a whole. These uses are typical comparison or highway commercial uses. Due to the intensive commercial nature of this area, it will not be considered as an integral part of the Village District. However, this area may provide a consumer base from which the remainder of the Village District may draw upon.

This District contains some of the largest parcels within the village. The typical parcel consists of over two acres. There are however, seven smaller lots which front upon Garland. These lots average sixty feet in width and two hundred feet in depth. Homes in this area are typically setback thirty to thirty-five feet, with side yard setbacks of less than 10 feet.

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The following parcels can be considered as parcels that provide redevelopment opportunity. The first is a large vacant 4.5-acre parcel (330 x 630) which is adjacent to a currently occupied residential parcel that contains 2.9 acres (200 x 630). These parcels lie directly to the north of the Park Plaza shopping center. Together these two parcels could provide 530 feet of retail mixed use frontage along Van Dyke and a total depth of 630 feet (7.4 acres). If combined, these parcels would provide one of the largest contiguous parcels remaining within the Village District and, hence, a superb opportunity for redevelopment.

Major Uses Within the South End Retail District

- Meijers, Inc
- Park Plaza Shopping Center - drug store, video store, sub shop, pizza shop, small diner, and several other general retail shops.
- Speedway service station
- Huntington Bank
- Poljan Insurance

Other Uses within the South End Retail District

- Residential Parcels
- Vacant Parcels

South End Retail District Existing Character

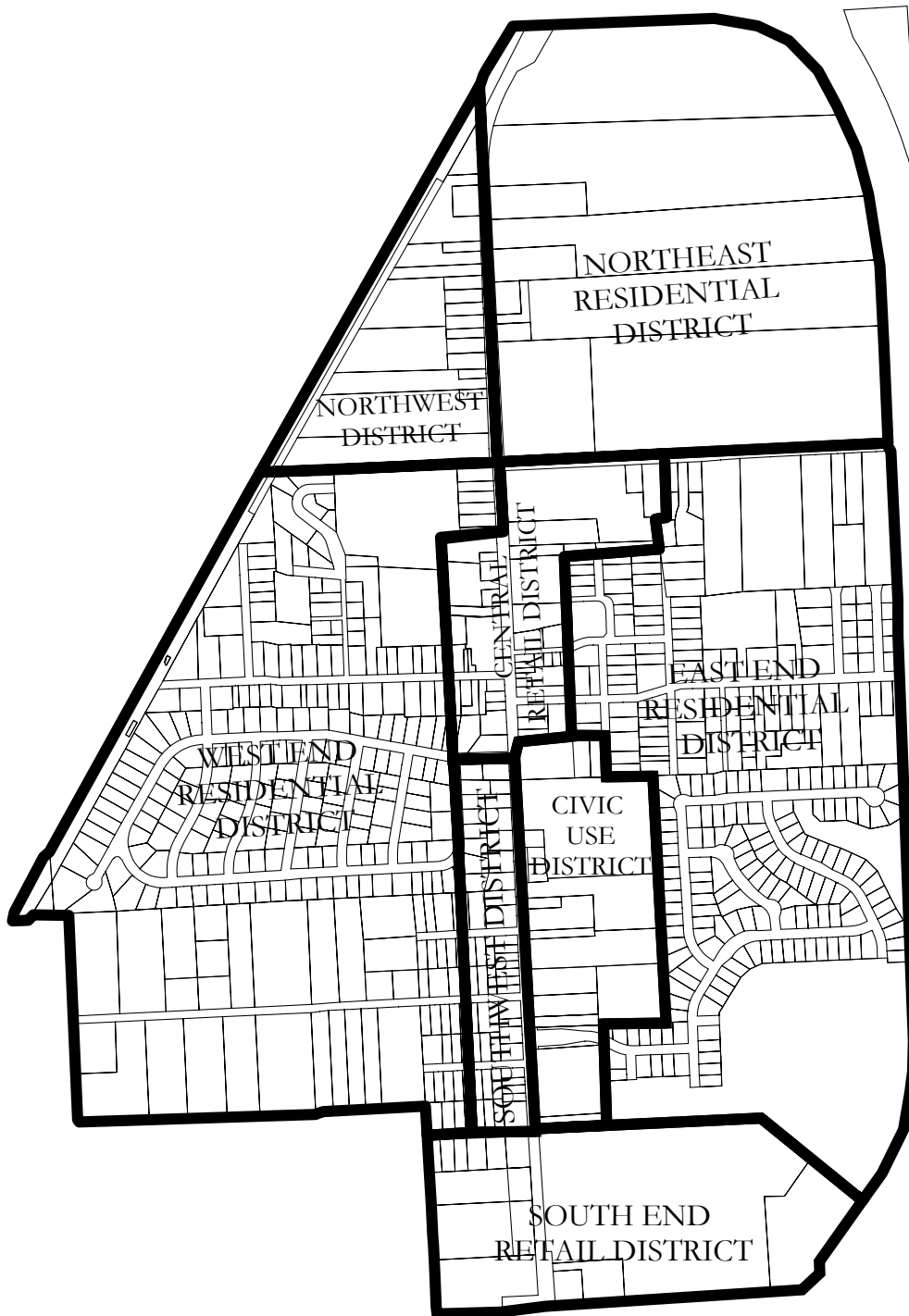
On the west side of Van Dyke, the Park Place Shopping Center has a peaked shingled roof with dormers. The building is constructed of brick and lapboard siding. While it lacks many desirable features of a Village-type use, it does provide a foundation, or transition character, to the Village District. The Poljan office is a single story brick structure with a peaked shingled roof and residential scale windows. In both cases, parking is located in the front yard.

On the east side of Van Dyke, the buildings are block and brick with flat roofs. The area is visually cluttered with signage and the area lacks the architectural character and identity needed to provide a proper entry into the Village.

This end of the Village has a number of access drives to Van Dyke within a close proximity to 26 Mile Road. The three drives along the east side of Van Dyke and the single drive on the west side creates a precarious maneuvering area. This is in addition to the turning movements from 26 Mile Road. This situation will only worsen with additional traffic generated by the new retail center on the south side of 26 Mile Road in Shelby Township.

The west side of Van Dyke at the intersection of 26 Mile Road is now home to the Washington Township entry sign. This sign serves as the defining monument as one enters the Village, providing one of the essential Lynch elements, an entry. The Meijer's monument sign provides a similar defining element on the east side of Van Dyke due to the "Washington Village" verbiage. However, a sign similar to the west side entry sign would provide consistency and a completely defined entry into the Village. In addition to the signage, additional landscape and greenspace is also needed at this entranceway.

Illustration 34
WASHINGTON VILLAGE
DISTRICT MAP



0 500 1,000 2,000
Feet



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Civic Use District

The majority of uses within this district are civic related uses which provide numerous services. This area generates a vast amount of the traffic that is currently found within the village area. The Township Hall provides an “anchor” for the entire village to develop around. The Township Hall not only provides traffic generation from persons within the community, but also for those visitors who come to the Township Hall for information on the area. As Washington Township continues to grow, so will the traffic that passes through the Township Hall and, subsequently, the Village area.

The Washington Elementary School also provides a constant inflow of children, as well as parents, to the village area. This helps diversify the types of persons visiting the village area. The combination of the Township Hall Park Site and the Washington Elementary School playground provide a substantial land area dedicated for recreation. The other civic uses located in this area provide further gathering places, as well as opportunities for establishing a larger draw to the village area.

As in the South End Retail District, there is no dominant lot size or configuration. Parcels that are owned by either public or semi-public entities are in excess of two or three acres. Parcels owned by private enterprises, typically are one-quarter acre in size.

The property located directly to the south of the Township Hall is known as the Washington Professional Building. This office structure was designed to meet Village standards with parking in the rear, the future allowance of joint access between the existing parking lot and the property to the south, and a brick exterior. The Washington Woods subdivision provides a residential base directly accessible to the village Area. The subdivision is planned for approximately 200 homes. Four office buildings comprise the remainder of the developed land in this district. These office buildings, in some terms, already conform to one of the general development concepts of a village with limited front yard setbacks.

Civic Uses within the Civic Use District

- Octagon House
- Township Hall
- Community Park
- Washington Elementary
- Lions Club
- Washington Historical Museum

Other Uses Within the Civic Use District

- Five Office Buildings
- One Single Family Residence
- Washington Woods Subdivisions 1 & 2 (phase 3 is under development)

Civic Use District Existing Character

The buildings within this district provide a variety of architectural styles and elements. The octagon house is one of the few remaining structures in the metropolitan region that represents this short lived stylistic trend. The Township Hall on the other hand, provides a modernized Georgian Colonialism with its brick, lapboard siding, dormers and cupola. The residence to the south of the Township Hall is one of the few remaining Gothic Revival homes in the area.

While this districts main emphasis is as a civic function, the amenities for those walking or riding a bicycle are nearly non-existent. The school and the Township Hall are the only developments that provide sidewalks. A substantial jog/bike path is provided at the rear of the Township Hall, this loop is contained at the rear of the site, but there are plans to construct a connecting pathway out to Van Dyke.

Vehicular access within this District is the same as many of the other districts, where the relatively small width of lots has created numerous curb cuts onto Van Dyke. As this area matures, it is recommended that a number of these access points be reworked or eliminated.

Southwest District

This area provides a mix of retail uses and residential homes. The plan envisions the future redevelopment of the land along Van Dyke where many of the residential homes exist. These homes will be redeveloped as commercial establishments as the village develops and the market area for the village grows. The current landscape business contains outdoor storage and is not compatible with the character of the village area. The remaining uses listed below provide the types of specialty uses that are expected within the Village area.

Within this district, there are two predominate lot size configurations. The first typical lot size lies north of Washburn Road, which is essentially the midpoint of the district. These lot sizes average nearly one hundred feet in width and nearly one hundred and fifty feet of depth. The second lot character lies south of Washburn Road. This area of the District is typified by lots averaging sixty feet in width and anywhere from one hundred and fifty feet to two hundred feet in depth.

There are several parcels that are vacant and provide opportunities for immediate development. The first two parcels, located between Lindrath and Washburn, are only fifty feet in width but are adjoining so that simultaneous development could produce a viable commercial site. The two other parcels, located between Washburn and Smale, provide parcels that could be developed independently and meet the provisions of the village ordinance.

Major Users within the Southwest District

- Bike Shop
- Antique Shop
- Century Rain Aid (Industrial / Redevelopment Opportunity)
- Florist
- Pet Grooming
- Party Store
- Sarver Office Building

Other Users within the Southwest District

- 12 Single Family Residences
- 4 Vacant Parcels (140x150), (130x150), (2-50x140)

Southwest District Existing Character

The majority of the architecture in the Southwest District is consistent with the builder’s style of the 1900-1930’s time period. Many of the businesses utilize converted residences. The first new village styled building was approved in this district. The Sarver Building is a one-story office building of brick construction. Parking is located in the side yard and a decorative fence has been placed in front.

The southwest district does not provide any notable walkways along Van Dyke, Granite, Lindrath and Washburn. Once again, the Sarver Office Building has provided the first segment of the village sidewalk design.

Vehicular access again is rather congested and undefined. Several developments do not have defined entries and exits, further confusing the flow of traffic. Developments should utilize the side streets such as Granite, Lindrath and Washburn to help control curb cuts and congestion on Van Dyke.

Central Retail District

The Central Retail District (CRD) acts as the core of the village area. A number of retail uses that have proven to be viable due to their long tenure have settled along Van Dyke, essentially between West Road and 27 Mile Road. A mix of retail and office uses can now be found in this area. Several of the structures within the CRD have had substantial reinvestment over the last several years. These buildings can be used as an example of what facade improvements and renovations can do to enhance the village area. As West Road and Van Dyke provides one of the most essential intersections within the village, particular attention should be given to building types and the relationship between buildings in this area.

Much like the Southwest District, the CRD has two overriding lot characters, the first being south of Wicker and Pilgrim Streets and the second being north of this area. Lots averaging seventy feet in width and nearly 200 feet in depth typify the south side of this District. The north side of this District is made up of much larger lots, which contain the larger developments of the Village area. These lots generally consist of three acres or more.

Major Users within the Central Retail District

- Insurance Office
- Barber Shop
- Antique Store
- Local Restaurant
- Defunct Gas Station/Party Store
- 2-Churches
- Office Building/Johnson Bldg
- Office Building/Industrial Character
- Furniture Store
- Ameritech Office/Industrial Character
- Post Office
- Bank
- Medical Office/Christina Plaza
- Alwards Shopping Center - Grocery, Hardware, Fitness Center, Laundry, Small Restaurant, Florist, Drug Store
- Car Wash

Other Users within the Central Retail District

- 5 homes
- 5 vacant lots (160x340), (150x140), (140x200), (120x220), (70x340)

West End Residential

The West End Residential District provides a wide array of residential units along the western edge of the village area. Homes within the Estates at Stony Creek range from 2,000 to 3,000 square feet and are relatively new, while homes within the “Fred’s Sub” are older and substantially smaller. Homes along West Road are the most representative of the tree lined village street that this plan aims to create. These homes are close to the street, have identifiable architecture and are on mature lots.

Lots within this area of the village typically are 80 feet in width. The depth of the lots varies greatly. Lots in the southern section of this district have substantially more depth than lots in the northern section of this District. The predominant lot depth is between 120 to 150 feet deep. The lots in the southern part of this district however, do reach up to 600 feet in depth. Homes have typical setbacks of thirty feet from the roadway and ten feet from the side property line.

There are no large parcels within the West End Residential District that would lend themselves to a large-scale development project. Several small sites do remain vacant and can accommodate the construction of single-family dwelling units. Any large developments within this area would require the acquisition and demolition of numerous homes and the vacation of the subdivision. The plan does not promote the demolition of historic homes located along West Road, nor does it promote the encroachment of commercial development into this area. All future development within the West End Residential District will be in the form of single-family residential.

The possibility does exist to purchase the rear portions of lots which front on Lindrath and Granite. These parcels are in excess of 500 feet in depth. The extensions of Granite and Washburn would be necessary to accommodate access to these sites.

Major Users within the West End Residential District

- Estates at Stony Creek
- Village Place Apartments
- Supervisor’s Plat

East End Residential District

The East End Residential District is mostly comprised of Washington Woods/ Washington Town Center Subdivision and the homes within the Supervisor’s Plat. This District extends from 27 Mile Road to nearly 26 Mile Road to the south. An opportunity for a contiguous roadway system was missed by not requiring a stub street from Washington Woods to Cathay Street.

As with much of the Village, lot sizes within this District are typically sixty to seventy feet wide and 150 to 180 feet deep. Residences have a typical setback of thirty to thirty-five feet and sideyards of ten feet or less. Homes within the Washington Woods Subdivision have slightly larger setbacks, but the general character is consistent.

The majority of this District is completely built out. Only several small parcels of land are still available for development. These parcels would accommodate single-family residential dwellings consistent with the homes which are currently developed within the Supervisors Plat. One phase of the Washington Woods Development remains.

Major Users Within the East End Residential District

- Washington Woods/Washington Towne Center Subdivision
- Supervisor’s Plat
- No Significant Vacant Land
- Some contiguous small parcels

Northwest District

The Northwest District, much like the Southwest District, provides an array of uses. However, this area is dominated by single-family residences. The child care/school facility has recently added a major addition, which creates a substantial school-aged population base. This cohort mix can be combined with the children and parents drawn to the area by the Washington Elementary School.

The transit mix factory at the far north end of the Village area not only generates a large amount of truck traffic, but also does not provide an appropriate “entry” to the Village area. The remainder of the property within the District is largely single family residential, with the exception of one multiple-family unit near the middle of the District. These homes are on significantly deep parcels. The back portion of these parcels could be split off and combined to create a substantial parcel of developable land. One parcel with approximately 200 feet of frontage remains undeveloped near the northern most tip of this district. This parcel provides a depth of approximately 150 feet. Any other redevelopment opportunities would require the demolition of homes or other structures.

Lots which front directly onto Van Dyke are largely 60 to 80 feet in width. These lots have an average depth of nearly 250 feet. The larger lots within this District have somewhat larger frontages along Van Dyke, but the majority of the lot area is achieved by lot depth and lot width expansion behind the frontage parcels.

Major Uses in the Northwest District

- Kranbrook Child Care and Private School
- Future American House Senior Housing Development
- Transit Mix

Other Uses in the Northwest District

- Residential on Both Large and Small Lots
- Substantial Vacant Property Behind Single-Family Homes

Northeast Residential District

The Northeast Residential District provides a substantial population base to the north end of the Village. The Enclave apartments provide approximately 200 multiple family dwelling units. This total combined with the Stoney Creek Apartment complex produces the population density necessary to support the commercial activity of the Village. Two commercial uses also line Van Dyke. A convenience store and a specialty store provide the only commercial activities in this area.

Significant parcels of undeveloped land lie within this District. Two large farm parcels provide opportunity for development of both commercial and residential uses, which are consistent with the remainder of the Village.

Major Users within Northeast Residential District

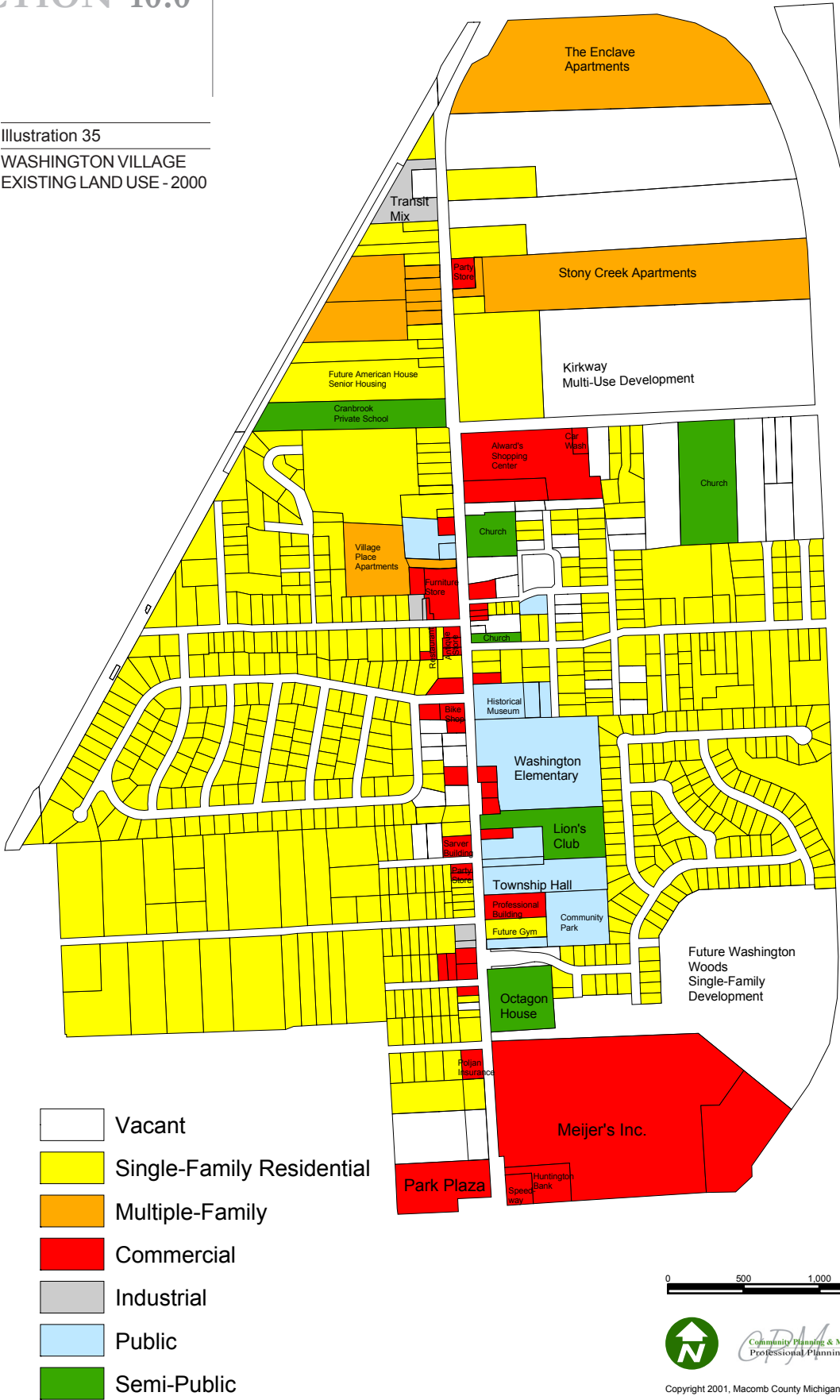
- Enclave Apartments
- Stoney Creek Apartments
- Tile Company
- Party Store / Salon

Other Uses within Northeast Residential District

- Kirkway Development with Multiple-Family/Single-Family and Live-Work Units

SECTION 10.0

Illustration 35
WASHINGTON VILLAGE
EXISTING LAND USE - 2000



Thoroughfare Design

Unless unusual topographic or physical constraints prevented it, the traditional street pattern of nearly every hamlet, village or small town platted before or near the turn of the 20th Century was laid out in a traditional grid design (Illustration 36). This traditional design used interconnected streets and alleys to develop defined blocks or neighborhoods. Most traditional grids have been altered or expanded over time, which weakens the tight form of the grid. Evidence of this is also found in the Washington Village Area (Illustration 37). The new residential developments within the Village area follow a more conventional design approach, using curvilinear streets, with a lack of connectivity and cul-de-sacs. In village planning it is important to always maintain the focus that all streets, paths, sidewalks and open spaces be connected, and further be interwoven into a seamless fabric.

Road Design

The three major roadways within the Village are currently twenty-two foot wide paved county roadways. These roads are built to standard county road specifications and have been designed specifically for efficiency of movement - little emphasis was placed on the aesthetic character of the roads.

Van Dyke near 26 Mile Road is currently built to four lanes, being approximately forty-four feet in width. This excessive width is due to the intense commercial development at the two corners and the need for acceleration and deceleration lanes on both sides of the road. Further north, the road narrows back to two lanes for the duration of the village area. The lack of curbs and the excessive number of undefined curb cuts erase the clear definition of the roadway as one travels north. Several other acceleration/deceleration lanes, as well as by-pass lanes, are found between 26 Mile Road and the Van Dyke/Campground intersection.

Twenty Seven Mile Road, which provides one of the major east/west arterials to the village is a twenty-two foot wide county road with 2-3 foot gravel shoulders on each side. However, unlike Van Dyke, 27 Mile Road, due to a low intensity of development, does not have excessive curb cuts or acceleration/deceleration lanes. As the village develops, the incorporation of curbs and further street definition will further enhance the roadway.

West Road, which provides the other main east west arterial to the village, is the most “village” like street within the project area. This roadway is lined with homes with little or no setback, maintains a consistent tree line, and provides an overall pleasant space. This road, while still providing the same physical road specifications as 27 Mile Road, provides a much better sense of place due to the spatial enclosure and amenities provided.

Village Plan

Illustration 36

TRADITIONAL VILLAGE
GRID PATTERN

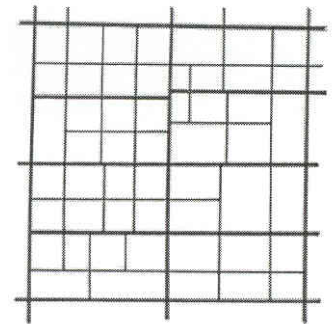
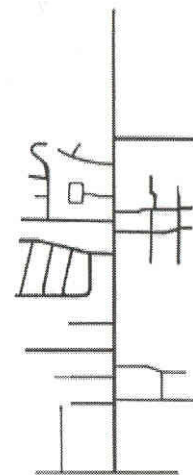


Illustration 37

WASHINGTON VILLAGE
EXISTING STREET PATTERN



Right-Of-Way

Historically, Van Dyke has been one of the major growth corridors of Macomb County. To the south in Warren, Utica, and parts of Shelby Township, Van Dyke is a five lane roadway with a right-of-way of 120 feet. This configuration is the ultimate build-out for a 120 foot Major Roadway, as designated by the Road Commission of Macomb County. Van Dyke north of 23 Mile Road is two lanes, but is still designated as a Major Roadway - this includes the length of road within the Washington Village area. Shelby Township, directly to the south envisions Van Dyke to be five lanes, consistent with the developed road to the south. This environment will bring Van Dyke as a five lane major roadway up to 26 Mile Road, the northern border of Shelby Township and the southern boundary of Washington Township.

With the development of the Village Plan, the right-of-way and ultimate design for Van Dyke had to be re-examined, due to the fact that one of the most influential factors for the Village’s success is the roadway design. Washington Township and the RCMC had planned for Van Dyke to have a right-of-way of 120 feet. Subsequently, rights-of-way were reserved and utilities were placed based on this fact. Due to the cost of moving, rerouting, and maintaining utility lines which are affected by an altered right of way configuration and easement location, it becomes somewhat impractical to alter the proposed right-of-way.

With a right-of-way of 120 feet, it will be practical to maintain a building-to-building setback across Van Dyke of 120 to 150 feet. It is not envisioned that this right-of-way will be completely built out. Based on this, a large portion of the right-of-way will be green space along the roadway. This configuration should soften the over abundance of pavement which is often a result of high density development.

Listed below are the right-of-way widths for local streets in the Village area:

<u>Sixty (60') feet</u>	<u>Fifty (50') Feet.</u>	<u>Thirty (30') Feet</u>
Bryson	Cathay	Lind (southern half)
Canyon	Garland	Parton
Delmar	Granite	White (25')
Dulwich	Lindrath	Wicker (western portion)
Emerson	Pilgrim	
Lind	Ruth Jean	
Lindo	Washburn	
Smale	Wicker (eastern portion)	

As previously discussed, the proposed right-of-way for Van Dyke is 120 feet. This assumes sixty feet of actual right-of-way on either side of the centerline of the roadway. Based on mapping, it appears that the majority of the old structures within the village area were built respecting this right-of-way. Nearly all of the structures are built sixty feet from the centerline of the road. There is however, a number of homes/businesses which encroach into the right-of-way, as proposed. These structures would need to be removed to allow for the complete build-out of the right-of-way. However, it is envisioned that as development occurs and the village evolves, it is assumed that the majority of the housing structures on Van Dyke will be demolished and removed to allow for newer commercial structures that maximize building potential.

Traffic Counts

Based on traffic counts compiled by the Road Commission of Macomb County in 2000, Van Dyke between 26 Mile Road and West Road carries an average total of 13,141 cars per day. Information received from SEMCOG shows that the morning peak traffic count was between 9 a.m. and 10 a.m. with a total of 869 cars, with no dominant direction of travel. The p.m. peak traffic count is between 4 p.m. and 5 p.m. with a total count of 1,221 automobiles. West Road, which is one of the major east/west routes into the village area, carries approximately 3,581 automobiles per day.

27 Mile Road, which is the other east/west route into the village area, carries a total of 4,112 vehicles in a 24-hour period. This total is made up of approximately 1,800 vehicles traveling eastbound and 2,300 vehicles traveling westbound. Peak hour traffic counts for 27 Mile Road were 310 vehicles between 8-9 a.m., largely traveling westbound, and a total of 472 vehicles between 5-6 p.m. with no dominant direction of travel.

Traffic Increases

From 1994 to 1998, Van Dyke between 26 Mile Road and West Road saw a thirty percent increase in daily traffic. This averages out to a total increase of seven and one half percent per year. West road saw an increase in traffic of over 19 percent, or 507 vehicles per day during the same time frame. The increases in traffic of these two roadways, 30 percent and 19 percent, came at a time where housing units within the Township grew seventeen and one half percent over the same four years. This does not include the growth of Bruce, Oakland or Addison Townships during the same time frame. Residents of these communities may also use these roads as a means of travel to work, shopping or entertainment.

From 1997 to 2000 27 Mile Road saw the largest percentage increase of the three major roadways with an increase in traffic of over 34 percent, which is equivalent to a total increase of 1,389 vehicles per day. The increase in traffic on 27 Mile Road came during a 15 percent increase in housing units within the Township. Once again, this does not include the growth of neighboring communities during the same time frame. Residents of these communities may also use these roads as a means of travel to work, shopping or entertainment.

Market Condition and Expectations

In considering the types, sizes and locations of uses that may be appropriate for the Washington Village area, the type of persons that will most likely shop within the village must be identified. Certain identifiers can tell a story of the types of persons that live within the Washington and surrounding area. Some of the identifiers that this plan will analyze are number of persons, income, spending patterns, current commercial uses, etc. Once these identifiers have been noted, the data can be used to derive areas of the market that may be untapped or areas of the market that are specialized enough to succeed.

Population

Based on U.S. census data from the year 2000, Washington Township had a total of 17,122 persons within the Township. This number is vital in that the total number of persons becomes the large portion of market base for the village. Washington has seen a strong and steady population increase over the last decade of over 50%.

Within the actual village area, there are a total of approximately 1,200 housing units. With the average household size of Washington Township being approximately 2.78 persons, this is equivalent to a total of approximately 3,336 persons within the Core, Primary and Secondary Development Areas as defined within the Village Plan. These 3,336 persons within this area are the most logical market users - being that these persons are within walking distance or pass through the village area on a daily basis.

Income

One indicator as to the types and extent of a commercial market is the income more importantly the spending power of the individuals that make up the market area of the village. In Washington Township, the median household income has increased to \$68,841; the median family income is substantially higher at \$78,988. Per capita income for the Township as a whole is \$30,740. The disposable income of individuals and families indicate the potential market for the village.

Overall, 66.9 percent of all households within the Township have a household income of \$50,000 or greater. Of this 66.9 percent, over 28.6 percent of the households have an income of \$100,000 or more. Within a five-mile ring, the household incomes and households making more than \$100,000 become even greater. This can be largely attributed to the wealth found in northern Shelby Township as well as Oakland Township and Rochester to the west.

Typically, areas with higher incomes and subsequently higher disposable incomes have different shopping patterns than those with lower incomes. Individuals and families with higher disposable incomes have a tendency to shop in a market which caters to specialized needs. Convenience may not always be the overriding factor. Specialty markets are typically destinations; not nearly pass by shopping trips. Items typically cost more, but in return, the shopping experience, the personal attention and the psyche of purchasing higher cost items and the ability to do so, negates the higher prices.

Spending Patterns

Within the Village District, there are approximately 1,200 dwelling units. These 1,200 dwelling units account for approximately 18.6 percent of the total number of dwelling units within the Township. Based on calculations provided within the book *Visions*, authored by Anton Neleson, it can be expected that a total of 52 square feet of local or village commercial could be developed for each dwelling unit within the village district. Based on this, it can be expected that the current number of dwelling units in the village could accommodate 63,000 square feet of commercial development. It is important to realize that a number of the commercial developments currently within the village area are not necessarily local or village orientated, so square footage totals of those developments do not count towards this total of 63,000 square feet.

In order to help verify the numbers presented above, a second method of calculation to determine the total square footage of commercial development which could be supported by the current number of dwellings in the village was calculated. This method calculated the total number of square feet of commercial that the community as a whole could support. Multiplying the median household income by the total number of households in the Township derived this. This number was then multiplied by the retail expenditure (55 percent), and multiplied again by the local commercial multiplier (33 percent), and finally divided by the expected sales per square foot (\$200). This method yielded a total commercial square footage of nearly 403,000 square feet. Based on the fact that the 1,200 homes in the village make up 18.6 percent of the total homes in the community, the total commercial square footage was multiplied by 18 percent. This yielded a total of approximately 75,000 square feet, a difference of 12,000 square feet.

Conclusion

An emphasis has returned to creating “people places,” or spaces that provide experiences as well as entertainment along with other essentials that are retail orientated. The Washington Village Concept has been created to provide these types of spaces, places, and essentials. The trend now is to provide uses which can be classified under one of the following: “edu-tainment,” a place which provides both educational and entertainment opportunities; “eater-tainment,” a place which provides eating establishments and entertainment opportunities, or; “sensor-tainment,” which provides spaces that generate sensory reactions based on design and character and also provide areas for entertainment. The common denominator in the above trends is entertainment. The right mix of “entertainment” is one of the largest and most essential pieces of the village puzzle. The right mix of “entertainment” is one of the largest and most essential pieces of the village puzzle.

It is envisioned that these essentials will be provided in a village setting, which will provide the pedestrian setting which is critical to nurture a concept of this nature. Today’s downtown areas, small main streets and open-air centers are becoming more and more attractive retail venues for retailers, especially for high-end retailers. This increase in attractiveness is partially stimulated by the fact that fewer and fewer regional type shopping centers or malls are being provided. The village must be built around “classical” urban functions such as; the arts, cross cultural trades, highly specialized niche production, specialized food markets and cafes and restaurants. It should be set in an environment which promotes interaction, stimulates senses and thought, and provides an escape from the typical.

SECTION 10.0

TABLE 38
EXPENDITURE BY
SELECTED PRODUCT -
1999

Product	Expenditure	Percent	Per Person	Per Household
Food at Home	27,673,000	16.3%	1,617	4,476.38
Food Away From Home	21,402,000	12.6%	1,251	3,461.99
Alcoholic Beverages at Home	1,843,000	1.1%	108	298.12
Alcoholic Beverages Away From Home	1,590,000	0.9%	93	257.2
Personal Care Products	2,903,000	1.7%	170	469.59
Personal Care Services	2,280,000	1.3%	133	368.81
Nonprescription Drugs	989,000	0.6%	58	159.98
Women's Apparel	7,284,000	4.3%	426	1,178.26
Men's Apparel	4,243,000	2.5%	248	686.35
Girl's Apparel	676,000	0.4%	40	109.35
Boy's Apparel	849,000	0.5%	50	137.33
Infant's Apparel	630,000	0.4%	37	101.91
Footwear (ex. Infants)	2,743,000	1.6%	160	443.71
Housekeeping Supplies	4,015,000	2.4%	235	649.47
Lawn/Garden Supplies (inc. plants)	707,000	0.4%	41	114.36
Domestic Services	4,461,000	2.6%	261	721.61
Household Textiles	1,285,000	0.8%	75	207.86
Furniture	4,733,000	2.8%	277	765.61
Floor Coverings	1,581,000	0.9%	92	255.74
Major Appliances	1,692,000	1.0%	99	273.7
Small Appliances & Houseware	1,168,000	0.7%	68	188.94
TV, Radio & Sound Equipment	5,916,000	3.5%	346	956.97
Other Entertainment Equip./Services	7,441,000	4.4%	435	1,203.66
Transportation	61,548,000	36.3%	3,597	9,956.00
Total	169,652,000	100.0%	9,914	27,442.90

Product	2020	2010	2000
Food at Home	298,957.0	233,978.2	181,368.5
Food Away From Home	231,210.1	180,956.2	140,268.4
Alcoholic Beverages at Home	19,910.3	15,582.8	12,079.0
Alcoholic Beverages Away From Home	17,177.1	13,443.6	10,420.8
Personal Care Products	31,361.7	24,545.2	19,026.2
Personal Care Services	24,631.3	19,277.6	14,943.1
Nonprescription Drugs	10,684.4	8,362.1	6,481.9
Women's Apparel	78,690.5	61,587.0	47,739.2
Men's Apparel	45,838.0	35,875.0	27,808.6
Girl's Apparel	7,303.0	5,715.7	4,430.5
Boy's Apparel	9,171.9	7,178.4	5,564.3
Infant's Apparel	6,806.0	5,326.7	4,129.0
Footwear (ex. Infants)	29,633.2	23,192.4	17,977.6
Housekeeping Supplies	43,374.8	33,947.3	26,314.3
Lawn/Garden Supplies (inc. plants)	7,637.9	5,977.8	4,633.7
Domestic Services	48,193.1	37,718.2	29,237.3
Household Textiles	13,882.1	10,864.8	8,421.9
Furniture	51,131.5	40,018.0	31,020.0
Floor Coverings	17,079.9	13,367.5	10,361.9
Major Appliances	18,279.0	14,306.0	11,089.3
Small Appliances & Houseware	12,618.1	9,875.6	7,655.1
TV, Radio & Sound Equipment	63,911.7	50,020.4	38,773.4
Other Entertainment Equip./Services	80,386.6	62,914.4	48,768.2
Transportation	664,915.4	520,394.9	403,384.8
Total	1,832,784.5	1,434,425.7	1,111,897.0