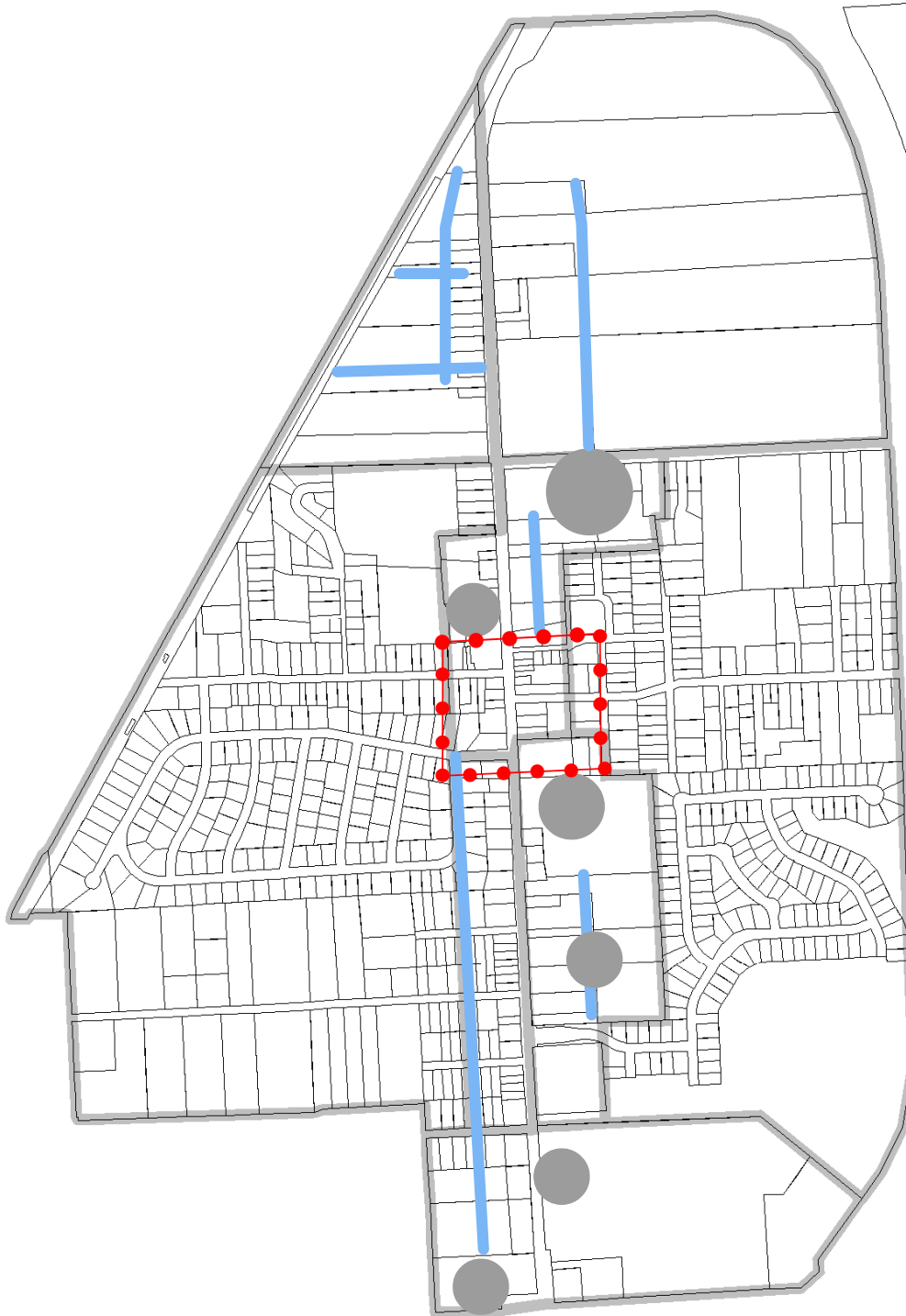





Illustration 44
EXISTING & PROPOSED
PARKING IMPROVEMENTS



LEGEND

-  Existing Parking
-  Proposed Parking Area
-  Special Attention



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District Development Recommendations

South End Retail District

Illustration 45 provides a site specific plan for the future development of the South End Retail District. The acreage to the north of Park Plaza Shopping Center has been planned for the construction of retail space along the Van Dyke road frontage and office space developed to the rear, with the potential for multiple-family integrated into the office area to the rear of the property. In addition to the above improvements, the following design recommendations have been made for the area:

1. The architectural design of the service station located at the corner of 26 Mile Road and Van Dyke should be improved. These improvements should include landscaping and improvements to the building façade, the canopy over the pumps and supporting pillars.
2. Landscaping should be integrated into a Township entry signage package similar to that across Van Dyke. The wall and fencing located at the Park Plaza center should be mimicked at the northeast corner.
3. Street trees should be provided in the front of all developments within this district. This will help to solidify a uniform appearance along the street.
4. The Township should work with the bank site to provide further landscaping at the intersection of the service drive and Van Dyke. A street lamp and street trees could be provided at this location to provide a cohesive street frontage appearance.
5. Sidewalks that are consistent with those proposed within the Master Plan and the Village Design Guidelines should be provided as parcels are developed.
6. The southern drive of the service station should be removed in an effort to reduce conflict points in relation to the signalized intersection of 26 Mile Road and Van Dyke.
7. The Park Plaza Shopping Center should be approached in efforts to provide a stub connection to the proposed development to the north. A connection would provide for a continuous vehicular access to the north as an alternative to traffic using Van Dyke.
8. The northern drive of the Meijer's commercial development should be removed in a long term effort to limit the total number of curb cuts along Van Dyke.

Southwest District

The Southwest District (Illustration 46) aims to continue the commercial pattern along the western side of Van Dyke. To ensure long-term viability of the village area, certain uses currently found within the Southwest District should be phased out. This includes industrial type uses or uses with outdoor storage, such as the landscape business south of Lindrath.

Commercial and office redevelopment should occur between Smale and Washburn to a depth of approximately three hundred (300) feet. Also, the Township should work with existing business owners in this area to improve the architectural appearance of their buildings, as well as provide landscaping consistent with village standards. In addition, care should be taken in ensuring that adequate screening is provided between commercial and residential uses. The plan also considers the possible siting of one public parking lot in this area.

Civic Use District

The Civic Use District (Illustration 47) continues to promote the public and semi-public uses currently existing in this area. Implementation of the ideas presented in the Plan will produce a “campus-like” setting for these civic uses. The Township should also encourage commercial/office development similar to what has recently occurred in this area along Van Dyke. The plan recommends that the sixty-foot wide parcel next to Carole Lane, which is owned by the Township, is developed. This site could accommodate a two-story office structure built with zero lot line setbacks on one or both sides of the property. Other recommendations include the following:

1. The access drive to the octagon house should be removed from Van Dyke and access given to the site off of the Washington Woods access drive to the south. This would eliminate a potential conflict with access drives from the Subdivision, the office building, and the Octagon House. Also, The Township should work with the school district to revise the entry/exit configuration of the Washington Elementary school to provide a less congested method of drop off and pick up.
2. The Township should work with the home owners along Ruth Jean to create a defined pedestrian linkage between the home within the Supervisor’s Plat and the Township Hall Park site.
3. The Township should consider the purchase of the single-family home sites along Van Dyke and the office in front of the Washington Lion’s Club for the future development of two (2) municipal structures.

Central Retail District

The Central Retail District (Illustration 48) is considered the core area of the Village. This District will contain the majority of all retail development. The key points of development in this district will be at the corner of Van Dyke and West Road, and the Van Dyke and 27 Mile Road area. These two corners will be the most identifiable points within the Village. The recommendations for the future development of the Central Retail District are as follows:

1. The Alward's Shopping Center could be redesigned with the possibility of developing two structures along Van Dyke and one structure along 27 Mile Road. Parking would be maintained at the center of the site. These buildings should be treated as a cornerstone to the Village due to there location at the intersection of 27 Mile Road and Van Dyke.
2. A commercial structure is proposed at the Van Dyke/West Road intersection. A consent judgment currently exists on the abandoned gas station and will be designed as a two-story structure with access to parking off of West Road. The home east of this site could be redeveloped as a two-story office or utilized for additional parking for the Speakeasy Restaurant.
3. The Township should encourage the expansion of the Hampton House towards the corner of West Road and Van Dyke. This expansion should help further define the intersection.
4. The potential of developing a public parking lot in this area should be explored. On-street parking is prominent along Van Dyke.

Northwest District

The Northwest District (Illustration 49) is the northernmost district and the gateway to the village for vehicles traveling south on both Van Dyke and Campground Road. This area maintains a large amount of single-family housing on large lots and therefore, has the most potential for future redevelopment. It is envisioned that the west side of Van Dyke in this area will function as the entertainment district of the village. Restaurants and bars will be the primary first floor tenant in the majority of the structures built along the Van Dyke road frontage in this district.

The rear of the properties will provide a substantial amount of multiple-family residential housing. This housing should be developed in the form of two and three story townhouses, with alley access for garages. The Macomb Orchard Trail provides a unique amenity at the rear of these properties. Access to the trail will be provided at planned points of entry. The recommendations for the future development of the Northwest District are as follows:

1. The Township must work in conjunction with the owner of the Transit Mix facility to encourage the redevelopment of the site.
2. An interconnected road system is proposed. The existing Transit Mix access drive is proposed as the primary street providing access to the interior of the district. A road paralleling the Macomb Orchard Trail is proposed at the rear of the site. A traffic circle will be necessary at the rear of the site where the intersection of four streets occurs.
3. Commercial development is proposed along the Van Dyke frontage. Parking is provided for at the rear of the site, as well as on the street.
4. Multiple-family structures are proposed at the rear of the district. The structures should maintain limited setbacks and be built in the townhouse style. Parking will be available at the rear of the structures and through the use of rear-entry garages. On-street parking will also be available.
5. Open space areas have been provided at the rear of properties adjacent to the Macomb Orchard Trail. A parking area for trail users has been provided at the northern end of the district.

Northeast Residential District

In a similar fashion to the Northwest District, the Northeast Residential District (Illustration 50) acts as the gateway to the village for vehicles traveling south on both Van Dyke and Campground Road. This area maintains a substantial amount of vacant property south of the Enclave Apartments and north of Stoney Creek Apartments. It is envisioned that the vacant parcels in this district will be developed with multiple-family residential, consistent with Village standards. The existing, proposed and future residential development in this district will provide a substantial consumer base for retail and entertainment uses throughout the entire village area, making it an important asset to the vitality of the village.

The Van Dyke frontage will continue the overarching village theme of office and commercial development at the front of the site, with parking in the rear. The property abutting the Williamsburg residential site at the corner of 27 Mile Road could be developed as a large, mixed-use commercial center. This would complement the Alward's shopping center to the south. A large-scale development that draws people into the village will emphasize the Van Dyke and 27 Mile Road intersection as a focal point for the village.

SECTION 10.0

Illustration 45
WASHINGTON VILLAGE
SOUTH END DISTRICT



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Village Plan

Illustration 46

WASHINGTON VILLAGE
SOUTHWEST DISTRICT



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SECTION 10

Illustration 47
WASHINGTON VILLA
CIVIC USE DISTRICT



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Illustration 48

WASHINGTON VILLAGE
CENTRAL RETAIL DISTRICT



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Illustration 49
WASHINGTON VILLAGE
NORTHWEST DISTRICT



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Village Plan

Illustration 50

WASHINGTON VILLAGE
NORTHEAST RESIDENTIAL
DISTRICT



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**Left Blank to Accomodate Illustration 51
11x17 Village Map**

Village
Plan

Implementation

The combination of the ideas presented in the site specific design recommendations for each district (Illustration 51) provides a vision for the ultimate build-out of Washington Village. Completion of the Village Plan as presented is dependent on the Township's ability to take a proactive role in the promotion of the village concept. There are a number of ways in which the Township can take an active role in the future development of the village. They are as follows:

1. **Ordinance Development** - Currently, property with a Village designation can be found along Van Dyke. The Plan encourages the expansion of the V-1, Village Zoning District to encompass the defined boundaries of the Village, as defined in this Plan. In addition, current ordinance standards focus on the regulation of office and commercial development. Regulation of development in the village should include single-family and multiple-family residential uses. These provisions should be developed with the intent of achieving the principles outlined in this Plan.
2. **Property Purchase** - The Township should consider the potential of purchasing property in the village. If the Township does not wish to be responsible for the development of a parcel that it owns, it can submit a "request for development proposal" to allow an outside party to develop the property. Owning the property allows the Township to exercise discretion over the type of structure that will be built and the use that it will maintain.
3. **Roadway Coordination** - The Township should take an active role in roadway development by coordinating all proposed changes to Van Dyke with the Road Commission. On-street parking and the Campground/Van Dyke traffic circle are two proposed changes that will require RCMC approval.
4. **DDA Creation** - Washington can further the development of the village area by creating a Downtown Development Authority as a means of creating funds for improvements. A DDA is a public/private entity created to plan and finance the redevelopment and revitalization of a central business district. Most commonly, the DDA finances infrastructure and public facility improvements. In addition, a DDA promotes urban redevelopment and creates a mechanism for municipalities to compete more effectively with outlying shopping areas and newer commercial districts.

There are two (2) mechanisms for financing a DDA. The method that is recommended for Washington Township is the Tax Increment Financing method, which could potentially be based on the 2004 capped SEV values. This means that from the time the DDA receives full approval until the completion of the DDA project (estimated time = 30 years) any SEV increase above the 2004 capped values will be used as DDA funding. Full approval of the DDA must take place prior to December 30, 2005 in order to use the 2004 capped SEV values. The second mechanism for financing a DDA is a 2% millage. This method is more controversial due to the increase in taxes for property owners within the DDA boundary. The following list outlines the steps necessary to create a Downtown Development Authority.

SECTION 10.0

I. DETERMINATION OF NECESSITY

- A. Township Board sets public hearing date to consider the creation of a DDA
- B. Township Board adopts "Resolution of Intent" to create a DDA
- C. After public hearing, Township Board may adopt an Ordinance establishing the Authority and designing the DDA boundaries
- D. The Ordinance shall be filed with the Secretary of State
- E. The Ordinance must be published at least once in the official newspaper
- F. Within 60 days, taxing jurisdictions may exempt themselves by filing a resolution with the Township Clerk

II. ESTABLISHMENT OF DDA BOARD

- A. The DDA may consist of the Supervisor and 8 to 12 members appointed by the Supervisor and confirmed by the Board. A majority must have an interest in property within the DDA.
- B. Members are appointed in equal numbers for one (1), two (2), three (3) and four(4) years. Thereafter, all terms are for four (4) years.
- C. The DDA adopts Rules of Procedure and By-Laws and submits a proposed budget to the Township Board.
- D. Township Board authorizes the DDA Budget from General Fund for funding the cost of administering the DDA, undertaking necessary studies, and meeting budget needs. Such funds shall be reimbursed from future DDA proceeds.

III. PROCEEDINGS TO ADOPT DEVELOPMENT AND TAX INCREMENT FINANCING PLANS

- A. The DDA drafts Development and Tax Increment Financing Plans.
- B. DDA adopts resolution approving both plans and submits it to the Township Board.
- C. The Township Board adopts resolution calling for public hearing on DDA Development Plan and Tax Increment Financing Plan.
- D. The Township Board adopts Ordinance approving both.