

# WASHINGTON TOWNSHIP

## LAND USE PLAN

## SECTION 9.0

### INTRODUCTION

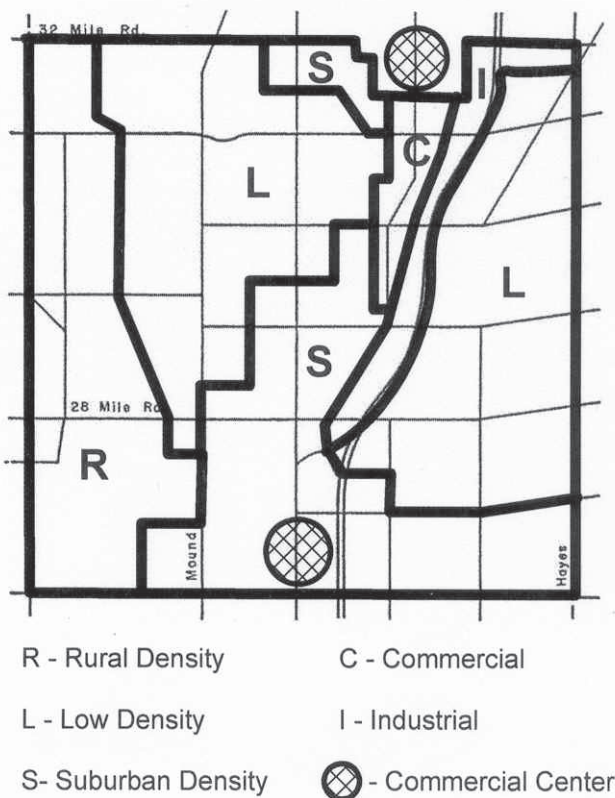
The Master Plan strives to improve the quality of life within the Township by planning for the development of vacant land and the redevelopment of existing sites. To achieve this, the Master Plan is comprehensive, long-range, and regional in scope.

A Land Use Plan will permit minor refinements as the Township and its property owners realize and decide on very specific courses of action. Land use and development decisions shall be based on the narrative and graphic framework of the document. Therefore, it should not be deviated from without good and documentable cause. Such deviation lessens the validity of the plan leaving the Township vulnerable to incompatible development patterns. The Plan is more than just an agglomeration of maps, charts, and text. Within the graphics, mapping, and text are spatial distributions and logistical relationships aligned with the Township's selected visions and strategies.

### CONCEPT PLAN

The potential physical arrangement and distribution of various land uses on vacant land is finite in number. Regional considerations, existing land use, the road network, soils, topography, population growth, and economic potential each acts to narrow the number of possible optimum arrangements. The resulting alternatives are given further expression by the selected visions and strategies which provide the policy framework for the future land use plan. Collectively, these factors and influences shape future growth potential into a selected conceptual physical arrangement of land use distribution.

Illustration 26  
CONCEPT PLAN



The conceptual development plan offers the basic land use framework from which a more refined and detailed pattern will be derived. The concept plan envisions that the greatest intensity of development will occur at several well-defined focal points and along the Township's principal transportation corridors.

The principal development focal point is centered around the Washington Village area at the southern end of the Township. Existing land use patterns, proximity to major transportation routes, and the availability of utilities in this area supports this pattern. A more concentrated pattern of residential development is expected around this center. Residential densities decrease as the distance from the Washington Village area increases, and then increases near the Village of Romeo.

A secondary focal point is the Village of Romeo, anchoring the northern end of the community. Residential development south and west of Romeo is expected to occur in a more compact pattern on lots of less than one acre in size. Commercial development is also expected to the south, centering on Van Dyke. To the east, an area suitable for industrial development is proposed at the M-53/32 Mile Road interchange, across from the Ford Motor Company facility in Romeo.

Both development focal points are connected by a linear industrial corridor extending between Van Dyke and the M-53 Freeway, from 28 Mile Road north to the Romeo Village limits and 32 Mile Road. Commercial development is proposed along portions of Van Dyke extending between 29 and 31 Mile Roads.

West of this corridor, a large area is reserved for rural residential purposes. This designation can be found along the majority of the Township's western side. Larger lot sizes are anticipated. The remainder of the Township is designated for low density purposes, with an average density at or below one dwelling unit per acre.

## PLANNING AREAS

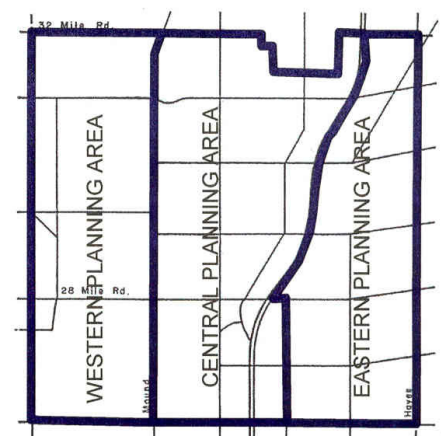
Over the past decade, Washington Township has seen a steady transformation from a predominately agricultural community, to an upper income residential community. This transformation has occurred due to the continued population flow northward from the more populous suburbs in the south. Since 1990, the Township has witnessed its total housing stock rise over seventy (70%) percent. The number of homes has increased from 3,969 in 1990, to 7,317 in the year 2000 U.S. Census. This growth translates into an average of approximately 334 housing permits per year. Further, the Township has seen an additional 5,140 acres of vacant and agricultural land converted for residential purposes during the 1990's.

Since the amount of land used for residential purposes frequently occupies large areas of the community, the characteristics of the housing often influence the community's overall character. The Master Plan is intended to reflect the visions and strategies outlined in the Township's visioning meetings. Development patterns, densities, and character are planned in concurrence with the visions and strategies, while taking into consideration existing land development patterns and trends.

This section presents the land use plan for Washington Township. It separates the Township into three distinct planning areas, each having unique physical characteristics. An analysis of each area will outline planning implications, residential density patterns and the land use classifications that will define future growth trends. Commercial and Industrial patterns are also discussed in areas where this type of development is applicable. A land use summary for each planning area concludes each section.

Within Washington Township three distinct planning areas are recognized. The first planning area contains the land area between the western Township border and Mound Road. The second planning area lies between Mound Road and both the M-53 Bypass (north of 28 Mile Road) and Jewell Road (south of 28 Mile Road). The third planning area lies between the eastern border of the Township and Jewell Road (south of 28 Mile Road). From 28 Mile Road north, the M-53 bypass acts as this area's western border.

ILLUSTRATION 27  
PLANNING AREAS



### WESTERN PLANNING AREA

The Western Planning Area (WPA) is typically characterized as being the most environmentally diverse area within the Township. The WPA has rolling terrain, large expanses of woodlands, numerous ponds and lakes, and a large number of wetlands. Further, this planning area is divided by Stony Creek Metropark and Stony Creek. The placement of the park provides a clear separation between the west and east side of this planning area. The environmental characteristics mentioned above make the area between the western border of the Township and Mound Road physically unique. These factors were the basis for defining the boundaries of the Western Planning Area.

#### ***Western Planning Area - Planning Implications***

This planning area has the fewest residential developments and the lowest residential density. Also, this area of the Township has some of the largest parcels of undeveloped land which could be utilized for residential purposes. The planning factors which impact land use decisions in this area are summarized as follows:

***No extension of public sewer*** - Within the adopted sewer plan for the Township, Mound Road is the western limit of the sewer system. This is a result of elevation changes which would require substantial pump stations and line reconfiguration to move effluent essentially “uphill.” This policy of no sewer extension to the west of Mound Road will be essential to maintaining the rural low density character of this area of the Township.

***Extremely low density development*** - With the exception of the extreme southern section of this planning area, the majority of the residential developments have development densities of 0.5 units per acre or less. This is consistent with past Master Plan designations. The continuation of this type of residential development should maintain the rural character currently established.

***Planning with the environment*** - This area of the Township has numerous environmental amenities which must be considered when residential development does occur. Open space development principles can accommodate the natural features found throughout this area. The Stony Creek Metropark provides a unique backdrop to residential development. Provisions to create natural greenways which connect residential developments to Stony Creek Metropark should be sought. In efforts to provide a cohesive transition between park and residential development, lower densities are necessary.

***Planning within the roadway limitations*** - With the majority of the roadways in this area being narrow, gravel, and relatively unconnected, accommodations for high density residential developments or commercial development generating substantial automobile traffic cannot be afforded. Areas within the Central Planning Area would be more suitable for higher densities because the roadways in that area maintain a higher carrying capacity.

***Conversion of gravel pits*** - The southern end of the WPA has experienced substantial amounts of residential development. This development has primarily occurred along 26 Mile Road to the south and 28 Mile Road to the north, with little development occurring west of the Metropark. However, the west side of the Metropark is home to a majority of the Township’s gravel pits which are nearing the end of their life expectancy. This plan must account for the transformation of these gravel pits into residential developments as defined in the reclamation plans. Another point of concern for planning within this area is the presence of former landfills and dump sites.

## ***Western Planning Area - Density Patterns***

As part of the planning process, approximate densities for all residential developments within the Township were calculated. These densities help provide a basis for developing master plan densities for adjacent undeveloped lands. Within the WPA a total of 18 residential developments have been approved by the Township, one of which was a consent judgment.

As stated above, the majority of the residential development, in terms of total number of housing units, has occurred in the southern one-third of this planning area. The densities of these subdivisions range from a high of 3.25 dwelling units per acre to a low of approximately 0.3 units per acre. The highest densities being confined directly adjacent to 26 Mile Road. Only one small development along 26 Mile Road achieves a density of 3.25 dwelling units per acre. This is an isolated development and should not be expanded. Developments along the southern side of 28 Mile Road average densities of approximately 0.75 units per acre.

Moving towards the middle one-third of the planning area, two anomalies in terms of density are located near the intersection of 28 Mile Road and Mt. Vernon Road. These two developments have densities of approximately two dwelling units per acre. These developments were the result of past spot zonings and are not intended as typical development densities within the district. Only two other developments are within the middle-third of the WPA district, each having a density of 0.5 units per acre.

The northern one-third of the planning district currently has seven approved residential developments, this includes a 459 acre consent judgment. The majority of these developments were approved under the Township's private road ordinance. Further, most of these developments have dwelling unit densities of less than 0.25 units per acre. The consent judgment development consists of 201 units on 459 acres with 88 acres of the total development being open water. The total development density is 0.54 units per acre, excluding water bodies.

## ***Western Planning Area - Land Use Designations***

Within the Western Planning Area five different Master Plan Designations are envisioned which will promote the goals and objectives of the overall Master Plan. These designations are based on a number of different factors and can be universally applied when applicable to each of the three planning areas in the Township. They include:

- Current development density patterns
- Diversity of development types
- Environmental features
- Roadway adequacy and capacity
- Availability of public infrastructure

## SECTION 9.0

**Rural and Estate Residential** - Approximately 2,300 acres of land are designated at this density within the Master Plan. This designation spans the entire western border of the Township and consumes almost one-third of the land in this planning area. Minimum lot sizes in this classification fall between two (2) and five (5) acres or greater. This translates into densities of approximately 0.2 to 0.5 units per acre. This designation is also consistent with the planning in Oakland Township directly to the west, and Bruce Township directly to the north. This area of the Township is not intended to be serviced by public sanitary sewer lines.

**Large Lot Residential** - Areas directly adjacent to the west side of Mound Road and east of Mt. Vernon, west of the park, are planned for densities between 0.5 and 1.0 unit per acre. This includes land from Mound Road to the eastern edge of Stony Creek Metropark. This land use designation provides a transition between the higher density areas within the Central Planning Area (east of Mound Road), and the lower density development near Stony Creek and areas west of the Township boundary.

**Moderate Density Residential** - This Master Plan designation is consistent with densities between 1.4 and 2.2 dwelling units per acre. The developed residential area directly adjacent to 26 Mile Road is the only area in the WPA to receive this designation. This area is fully developed and no further residential expansion at this density is envisioned. These areas should generally be serviced by a full range of public facilities, including sanitary sewers, public water, and common open space facilities.

**Light Industrial** - The only non-residential area in the WPA, Light Industrial uses are intended to include repair and assembly shops, warehousing, office and research facilities, and similar less intense industrial uses. Thirty-one (31) acres of land are reserved for this purpose along 26 Mile Road between Stony Creek Metropark and Mound Road. The Township's only existing office research use, the TRW facility, is located here.

**Recreational** - All land within the Stony Creek Metropark (approximately 2,916 acres) is included in this designation. It is anticipated that this land will remain as park land for the duration of this Master Plan. Should a portion of the park property become available for development, the master plan density for Rural and Estate Residential or Large Lot Residential will apply based on the location of the property and the surrounding residential density patterns of the site under review.

Western Planning Area  
Land Use Summary

<b>Master Plan Designation</b>	<b>Expected Density Allocation</b>	<b>Acres Designated</b>	<b>Consistent Zoning</b>
<i>Rural and Estate Residential</i>	0.2 to 0.5 Dwelling Units per Acre	2,342 Acres	R-1
<i>Large Lot Residential</i>	0.5 to 1.0 Dwelling Units per Acre	2,350 Acres	A-1
<i>Moderate Density Residential</i>	1.4 to 2.2 Dwelling Units per Acre	167 Acres	R1-B, R1-C
<i>Industrial</i>	N/A	31 Acres	S-1, M-1
<i>Recreational</i>	N/A	2,916 Acres	R-1, A-1



## CENTRAL PLANNING AREA

The Central Planning Area (CPA) is characterized as the most dense residential area within the Township. The CPA has rolling terrain sloping to the southwest and its northern half contains a significant amount of the Township's agricultural land. Further, this planning area contains the Washington Village, as well as a full range of public services in the southernmost sector. Van Dyke and the M-53 Bypass bisect the Township and have had a significant impact on the development of the area due to the high volumes of traffic that are served.

The northern half of the CPA contains large amounts of vacant and agricultural land that are beginning to experience development pressures. While this plan in no way encourages the conversion of agricultural land to residential development, it is wise to plan for the possible development of these parcels. Should these large parcels of land be converted to residential uses in the future, care should be taken during the planning process to ensure that the land is not required to maintain densities it is not capable of handling. Once the carrying capacity of the land has been reached, no further development should occur. The northernmost area of the CPA is not presently serviced by public water or sewer. Therefore, individual wells and septic fields must be provided for residential development. As one continues north, development patterns transition from lower densities to higher densities due to the proximity of the Village of Romeo.

### ***Central Planning Area - Density Patterns***

The southern end of the CPA contains the highest residential densities in the Township. Densities in these neighborhoods range from 1.5 to 8.8 units per acre. The highest densities are primarily located near M-53, south of 28 Mile Road in the Washington Village area. This area has been planned to act as the focal point of the Township. Architecturally compatible, pedestrian scale, residential and commercial developments are expected to blend into the existing framework of the Village to create an enhanced sense of place.

Moving north on both Van Dyke and Camp Ground Road, between 28 and 31 Mile Road, the densities decrease from approximately two (2) units per acre down to less one (1) unit per acre. This area provides a smooth transition between the higher density areas of the Washington Village and the Village of Romeo. Upon reaching 31 Mile Road, densities once again rise, eventually reaching approximately two (2) units per acre.

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### ***Central Planning Area - Residential Area Planning Implications***

The CPA has the lone distinction in the Township of having a significant level of both low density agricultural land and higher density suburban development. How these two different land use types relate to each other in the future will be a direct result of how the following planning factors are addressed. These factors are as follows:

***Extension of public sewer*** - Sanitary sewer service has been proposed throughout the CPA extending west, halfway between Campground and Mound Road, to the Township's northern boundary. This will have a significant impact on the established rural atmosphere that currently exists in the northern sector of the CPA. Densities must be proposed that maintain the character of this low density area, while at the time providing for a population base that is large enough to offset the cost of maintaining a full range of public services.

***Planning around the Village*** - The Washington Village plan proposes the development of a mixed-use center where both residential and commercial developments co-exist in a harmonious manner. Efforts should be made to concentrate higher density residential uses in this area to promote a more vibrant, pedestrian friendly streetscape. Deviation from the Village plan should be avoided due to the limited amount of street frontage that will eventually define the character of the Village. One development that does not follow the Village guidelines can adversely impact the character and theme of the entire area.

### ***Central Planning Area - Commercial Area Planning Implications***

The Central Planning Area contains the primary commercial development area within the Township. The character of the Township is greatly affected by the amount and type of commercial development that occurs. The amount of commercial development required is based on market projections to determine, in more detail, anticipated commercial demand by retail category. Market demand is also related to commercial land use and zoning patterns to determine whether or not existing and anticipated commercial acreage quantitatively meets future needs. Based on this analysis, the extent and potential of commercial areas in the Township are identified.

According to the existing land use survey conducted in 2000, approximately 318 acres of land are currently developed for commercial purposes in Washington Township, with all major commercial activity occurring in the CPA. Commercial uses were classified on the basis of the types of goods and services provided and the form of development; local convenience and general comparison. General comparison commercial uses account for approximately 78 percent of the Township's total commercial land inventory. Local convenience uses account for 22 percent of this total, respectively.



**Planning within the roadway limitations** - Roadway carrying capacities can predict where commercial use will be most viable. Due to the Township's extensive gravel road system and its limited ability to sustain high traffic volumes, commercial use must be located along the Township's primary transportation routes, Van Dyke Road and 26 Mile Road.

The central commercial corridor that will attract residents from throughout the Township is located along the east side of Van Dyke Road between 28 Mile Road and the Village of Romeo. This area is well suited for a more intense type of commercial development due to its proximity to planned industrial areas and its limited intrusion upon residential land uses. Another area intended for more intense type commercial development can be found along 26 Mile Road adjacent to the M-53 bypass.

**Consideration of existing commercial patterns** - Future commercial development in Washington Township is conditioned, to some extent, on the pattern of development portrayed by the existing land use survey. Portions of the Township that may be suitable for future commercial purposes are influenced by existing development and zoning patterns, anticipated future residential areas described in the preceding section, and the commercial visions and strategies developed by the Township. Based on these factors, three principal commercial categories are identified on the Master Plan Illustration and described in the CPA Land Use Designation section. These commercially designated sites account for approximately 461 acres of land, or just over one (1) percent of the Township's total land area.

**Resist overzoning** - The development of additional commercial uses in the Township is dependent on a number of factors, the most important of which is the availability of a sufficient amount of land zoned for commercial purposes. In some instances, municipalities, in their zeal for tax base, zone more land than can be absorbed for retail use. This excess of zoned retail land over reasonable anticipated demand is commonly termed overzoning. It is worthwhile to analyze how projected commercial acreage demands compare with existing commercially zoned acreage totals.

The amount of land zoned for commercial purposes in Washington Township totals approximately 318 acres. The Master Plan recognizes that commercial overzoning along Van Dyke has resulted in an excess supply of commercial acreage. With this in mind, the Township must plan for commercial use while taking into account established land use patterns. The Township should not permit the expansion of commercial land into any areas beyond what has been depicted on the Master Plan Illustration because existing land designated for commercial purposes more than adequately meets Township needs. The 461 acres of land that have been allocated for commercial use will satisfy the need for commercial land in the Township well beyond the lifespan of this plan.

**Planning for access management along Van Dyke** – Access management strategies should be implemented wherever possible throughout the Township. In particular, the Van Dyke corridor between Kilamey and the Village of Romeo maintains an excessive number of curb cuts with limited connectivity between sites. Older sites have limited definition of access points, with some sites utilizing the entire road frontage as an access drive. This creates turning movements at several locations within a limited area of road frontage, thus increasing the potential for vehicular conflict and reducing the overall carrying capacity of the road. As the redevelopment of aging sites occurs, consideration should be given to the elimination of curb-cuts where access to the site is available at other locations. Cross access agreements and stub drives between sites should also be secured to further increase connectivity and reduce unnecessary turning movements.

## SECTION 9.0

### ***Central Planning Area - Industrial Planning Implications***

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 developed tax base. Recognizing the importance of the Township's industrial base, this element of the land use plan examines the planning implications that will influence industrial development in the CPA.

***Limited intrusion upon residential districts*** - The location of industrial areas must take into account their intensity and the potential for nuisances that may be associated with particular industrial use types. The Plan should strive to minimize or mitigate any potential compatibility problems that may appear wherever industrial and non-industrial uses share a common boundary. Where these situations exist, careful attention should be directed to site plan review to mitigate any potential nuisances through careful building placement, appropriate setbacks, and the provision of buffering and screening.

***Planning within a transportation corridor*** - Industrial areas should have access to major transportation corridors, including highways and/or railroad lines, to accommodate the high volumes of traffic that are generated by these uses. These areas planned for future industrial purposes are located to capitalize on the presence of a regional freeway corridor through the community. The Master Plan encourages industrial uses that do not detract from the overall rural residential character of the community.

The area located between the abandoned railroad tracks and the M-53 expressway offers an ideal setting for industrial use. Access to a major thoroughfare as well as limited intrusion upon residential areas makes this an appropriate area for industrial use, without creating an excessive nuisance for Township residents. The Land Use Plan allocates approximately 421 acres of land for industrial purposes in the CPA. All areas planned for industrial development in the CPA fit into the context of the eventual development of an industrial corridor extending between the freeway and Van Dyke from 28 Mile Road north to 32 Mile Road. A significant quantity of land within this corridor is currently being farmed. The Plan recognizes agricultural as an acceptable interim use for an indefinite period of time.

### ***Central Planning Area - Land Use Designations***

Ten different Land Use Designations are envisioned to promote the goals and objectives of the Master Plan within the Central Planning Area. The designations are described on the following page.

**Large Lot Residential** - The area between 30 Mile Road and one-half mile north of 31 Mile Road is planned to reach densities between 0.5 and 1.0 unit per acre. This includes land east of Mound Road covering Sections 9 and 10. This designation provides a transition zone between the higher density areas abutting Romeo to the north and the higher density residential development further south.

**Low Density Residential** - This land use is designated for the area between 30 Mile Road and one-half mile north of 29 Mile Road. Development should attempt to preserve the rural character of the landscape, while providing a transition between higher density development to the south and the low density rural character still existing north of 30 Mile Road. Open space developments that preserve a significant amount of land in an undeveloped state are ideal. Due to the proposed introduction of sanitary sewer service, densities will likely be in the area of 1.4 units per acre.

**Moderate Density Residential** - The Moderate Density Residential designation is consistent with densities between 1.4 to 2.2 dwelling units per acre. The currently developed residential area directly adjacent to 26 Mile Road is planned for this development density, as are areas north of 27 Mile Road, extending one-half mile north of 29 Mile Road. The area north of 31 Mile Road, abutting the Village of Romeo, is also planned for this density. These areas should generally be serviced by a full range of public facilities, including sanitary sewers, public water, and common open space facilities. Both R1-B and R1-C are considered consistent zoning designations within this land use category. The zoning that is most appropriate for a specific site is dependent on the location, available infrastructure and its relationship to adjacent properties.

**Suburban Residential** - Densities in this area are planned to exist at between 2.2 and 3.5 units per acre. Development will be consistent with typical suburban styles, having lots as small as one quarter of an acre in size. Areas planned for this density should have a full range of public services available. Similar to the Moderate Density Residential category, two zoning districts (R1-C and R1-D) are considered compatible with the Suburban Residential category. The zoning designation which is most appropriate for a specific site is dependent on location, available infrastructure and its relationship to adjacent properties.

**Multiple-Family Residential** - The Multiple-Family designation is expected to produce densities in the range of 3.5 to 8.0 units per acre. Typical developments in this category will include attached condominiums, rowhouses and apartments. The majority of multiple-family development will occur within the CPA, primarily in close proximity to the Washington Village area. In determining the appropriate multiple-family zoning district for an area, consideration must be given to existing land uses surrounding the property and the impact such development will have. In addition, consideration must be given to the existing infrastructure and its ability to accommodate multiple-family development at the density requested. Areas within close proximity to industrial or commercial uses would be more likely to accommodate a higher density multiple-family zoning district, while areas with a predominant character of single-family residential would be more appropriate for a lower density multiple-family zoning district.

**Multiple-Family Overlay** - The Multiple-Family Overlay designation has been provided for on commercially designated property along Van Dyke, between 29 Mile Road and the Village of Romeo that may experience redevelopment during the life of this plan. The Master Plan acknowledges these areas as part of the Van Dyke commercial corridor. However, multiple-family may also be appropriate, particularly on the east side of the road where deep lots would allow for commercial frontage with multiple-family development at the rear. Should property within this area be proposed for multiple-family purposes, the east side of Van Dyke would be more appropriate for higher density development, due to the non-existence of single-family residential.

## SECTION 9.0

**Manufactured Housing** - The Manufactured Housing land use classification will contain all mobile home parks in the Township. Mobile home park densities are expected to fall between 4.0 and 6.0 units per acre. The two existing mobile home park areas are the only developments planned for this land use, with expansion possible at the 28 Mile Road site. Therefore, no further mobile home park development is expected to occur within the Township.

**Washington Village** - The land use classification designated as the Washington Village is intended to function as a mixed-use area. This district will house a diverse mix of commercial and residential uses focusing on pedestrian scale design. The mix of commercial/office and residential uses will contribute to a high activity area in which a vibrant streetlife plays an important role. The Village will have the most distinctive and identifiable built environment in the Township, with a significant cluster of commercial/office space and living space grouped together in a fairly dense manner.

**Local Commercial** - Local commercial activities consist of those uses intended primarily to meet the daily retail and service needs of nearby residential neighborhoods. They may occur as freestanding buildings or be included in a smaller planned center sharing floor space, parking and access with other tenants. This category of commercial development tends to have trade areas located within a five-minute drive of the business. These uses are commonly located along major roads, in close proximity to the neighborhoods that form their primary trade area.

The area on the west side of Van Dyke between Kilmer Street and the Village of Romeo is designated as Local Commercial. This area is particularly appropriate for the Local Commercial designation due to the prominence of shallow lot depths and the existing, as well as planned, residential uses which abut these parcels. While a K-Mart Shopping Center currently exists in this area, the plan aims to discontinue this trend in favor of a less intrusive type of commercial development. Areas suitable for local commercial purposes are identified on the Land Use Plan Illustration.

**Community-Wide Commercial** - The Community-Wide Commercial land use classification includes commercial uses that serve a market area extending several miles beyond the site. Uses in this category will experience more intense auto and truck traffic than in local commercial areas. Typical uses in this commercial district include shopping centers occupying sites generally exceeding ten acres in size, restaurants, and auto-oriented businesses such as gas stations and car washes. The primary area for Community-Wide Commercial retail can be found along the eastern side of Van Dyke Road between 29 Mile Road and the Village of Romeo.

**Industrial** - The primary Industrial area in the Township can be found along the M-53 corridor. Uses are intended to include repair and assembly shops, warehousing, office and research facilities, and similar industrial uses. While it is expected that uses in this category will have a minimal impact on the environment, truck traffic will remain prominent.

<b>Master Plan Designation</b>	<b>Expected Density Allocation</b>	<b>Acres Designated</b>	<b>Consistent Zoning</b>
<i>Large Lot Residential</i>	0.5 to 1.0 Dwelling Units per Acre	1,977 Acres	A-1
<i>Low Density Residential</i>	1.0 to 1.4 Dwelling Units per Acre	469 Acres	R1-A or R1-B
<i>Moderate Density Residential</i>	1.4 to 2.2 Dwelling Units per Acre	2,212 Acres	R1-B or R1-C
<i>Suburban Residential</i>	2.2 to 3.5 Dwelling Units per Acre	936 Acres	R1-C or R1-D
<i>Multiple-Family Residential</i>	3.5 to 10.0 Dwelling Units per Acre	434 Acres	RM-1 or RM-2
<i>Manufactured Housing Community</i>	4.0 to 6.0 Dwelling Units per Acre	197 Acres	MHP
<i>Washington Village (commercial acreage)</i>	N/A	568 Acres (40 Acres)	V-1 (Village District)
<i>Local Commercial</i>	N/A	122 Acres	C-1
<i>Community-Wide Commercial</i>	N/A	339 Acres	C-2 or C-3
<i>Industrial</i>	N/A	421 Acres	S-1, M-1 or M-2

Central Planning Area  
Land Use Summary

## EASTERN PLANNING AREA

The Eastern Planning Area (EPA) contains a large percentage of the remaining farmland in Washington and is typically characterized as the most rural part of the Township. One of the primary reasons agriculture is still an important land use here is because the terrain is virtually flat. An abundance of farmland and limited residential development makes this part of the Township most representative of the agrarian way of life that had historically been the lifestyle of choice for Township residents.

### *Eastern Planning Area - Density Patterns Plan*

The majority of the residential development that has occurred in this area has taken place in the form of large lots on private roads. Currently, a large open space subdivision development is under construction at 28 Mile and Jewell Road. While there is minor development activity throughout this area, densities continue to be at or below one unit per acre. The major exception to this is the development on the north side of 26 Mile Road, which reaches densities of approximately 2.0 units per acre.

It is anticipated that the majority of development pressure will occur in the southern half of this area during the life of this plan. Most notably between 26 and 29 Mile Road. Higher density development currently exists west of Jewell in the CPA, slightly north of 27 Mile Road. It is unlikely that development pressure will be as prominent north of 29 Mile Road due to the existence of the M-53 Bypass on the west, which acts as a hard border between the Central and Eastern Planning Area boundaries. This area is also bordered on the north by the Romeo Golf and Country Club.



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### ***Eastern Planning Area - Residential Planning Implications***

The eastern portion of the Township is still largely undeveloped in the middle and northern sections. However, the Township has seen a number of higher density residential developments along 26 Mile Road at the far southern end, as well as along Jewell Road moving north. Much of the same planning implications that will impact the western region will have a similar impact on the EPA. The planning implications which will impact land use decisions are summarized as follows:

***Extension of public sanitary sewer and water*** - Within the adopted sewer and water plan for the Township, the EPA is planned to eventually receive sanitary sewer and water service. This policy of sewer expansion further north will make it difficult to maintain the rural low density character of this part of the Township. Until water and sewer service is available, individual wells and septic fields must be provided for residential development. Due to the serious septic limitations of the soil in this area of the Township, land not receiving sanitary sewer service should develop with a per unit lot size of three acres or greater.

***Low density development*** - With the exception of the extreme southern section of this planning area, the majority of the residential developments have densities of 1.0 unit per acre or less. This is consistent with past Master Plan designations. Residential densities at, or slightly exceeding one unit per acre are the lowest densities the Township can support, while maintaining the expanded sanitary sewer system at an affordable cost.

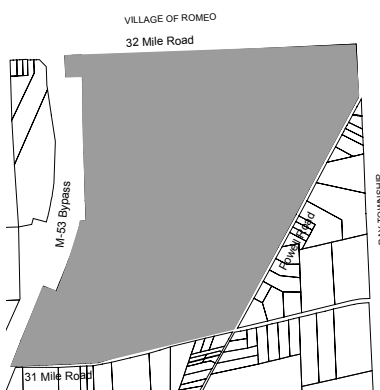
***Planning within the roadway limitations*** - With the majority of the roadways in this area being narrow and gravel, accommodations for high density residential developments that generate substantial amounts of automobile traffic cannot be afforded. The Central Residential Planning Area is better suited to accommodate higher density development due to the higher carrying capacity of existing roadways.

***Section One Development*** - A significant change from the 1993 Master Plan is the land use designation for Section One, including the Romeo Golf Course. The golf course encompasses 300 acres of the area master planned for Large Lot Residential use between 31 and 32 Mile Roads, east of the M-53 Freeway. The Township has considered the development potential of the vacant land in this section, along with the possible future redevelopment of the golf course.

The closest existing sanitary sewer line can be found at 26 Mile Road and Hayes, five miles from the southernmost boundary of Section One. While it may be a number of years before sanitary sewer from this location is extended to Section One, the site may have access to an alternative sanitary sewer line at an earlier time. Macomb County may elect to place a regional sanitary sewer treatment plant in one of the communities abutting the northeast corner of Washington Township. Should this plant come to fruition, it is realistic to foresee the availability of sanitary sewer in Section One during the lifetime of this plan.

The availability of sanitary sewer in Section One introduces a new dynamic to the site. A Planned Unit Development (PUD) may be appropriate once the needed infrastructure is in place, thus providing for a mix of uses. Such development must provide integration between uses in an aesthetically pleasing and well-planned manner. Until such a time that this necessary infrastructure is in place, Section One will remain planned for Large Lot Residential use, with the 32 Mile Road frontage planned for industrial use. Any residential development that occurs in this area shall be required to meet Health Department requirements for septic tank suitability. This will limit residential densities to approximately one (1) unit for every three (3) acres.

ILLUSTRATION 28  
SECTION ONE  
DEVELOPMENT AREA





## ***Eastern Planning Area - Industrial Planning Implications***

As stated earlier, 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 developed tax base. For this reason, the Master Plan allocates approximately 146 acres of land for industrial purposes in the EPA. The planning implications that will influence industrial development in the EPA are presented in the following text.

***Limit intrusion upon residential districts*** - The location of industrial areas must take into account their intensity and the potential for nuisances that may be associated with particular industrial use types. The Plan should strive to minimize or mitigate any potential compatibility problems that may appear wherever industrial and non-industrial uses share a common boundary. Where these situations exist, careful attention should be directed to site plan review to mitigate any potential nuisances through careful building placement, appropriate setbacks, and the provision of buffering and screening. Due to the EPA's limited amount of residential development, industrial areas can be located in such a manner that minimizes land use compatibility problems.

***Planning within a transportation corridor*** - Industrial areas should have access to major transportation corridors, including highways and/or railroad lines to accommodate the high volumes of traffic that are generated by these uses. M-53 is a major north-south thoroughfare bordering the western side of the EPA making land in this area desirable for industrial development. Existing industrial property absorption rates in Washington Township have been marginal. However, the Township recognizes that planned industrial development in this area is a timing issue. Absorption rates are expected to increase as regional development continues to move northward and improvements to the M-53 Bypass are completed. In addition, the EPA is proximate to Romeo Airport, which is also in the process of expanding. Industrial areas should have access to major transportation corridors, including highways to accommodate the high volumes of traffic that are generated by these uses.

## ***Eastern Planning Area - Land Use Designations***

Within the Eastern Planning Area, five different designations are envisioned to promote the visions and strategies of the Master Plan. As stated earlier, these designations are based on a number of different factors. The designations are described in the following:

***Large Lot Residential*** - The area between 30 and 32 Mile Road is planned to reach densities between 0.5 and 1.0 unit per acre. This includes land from M-53 to the eastern border of the Township. This area should exist at a predominant density of one (1) unit per every three (3) acres until sanitary sewer service has been introduced. This designation includes Section One of the Township, which is a special consideration area. Section One will receive large lot residential development until such time that sanitary sewer service becomes available. At that time the property may then be suitable for a planned unit development (PUD).

## SECTION 9.0

**Low Density Residential** - The majority of the residential use planned for this area falls under this designation. Development should attempt to preserve the rural character of the landscape with residential densities expected to fall between 1.0 and 1.4 unit per acre. Due to the proposed introduction of sanitary sewer service, densities will likely be closer to 1.4 unit per acre. Until this time, densities should remain at or below (1) unit per every three (3) acres.

**Moderate Density Residential** - This land use designation can be found in the southern portion of the EPA, south of 27 Mile Road. Densities in this region are expected to provide for suburban style development on a larger lot in the range of 1.4 to 2.2 units per acre. These areas should generally be serviced by a full range of public facilities, including sanitary sewers, public water, and common open space facilities. Both R1-B and R1-C are considered consistent zoning designations within this land use category. The zoning that is most appropriate for a specific site is dependent on the location, available infrastructure and its relationship to adjacent properties.

**Suburban Residential** - The land located on the north side of 26 Mile Road and east of Jewell Road is designated for densities of 2.2 to 3.5 units per acre. Development will be consistent with typical suburban styles, having lots as small as one quarter of an acre in size. Areas planned for this density should have a full range of public services available. Similar to the Moderate Density Residential category, two zoning districts (R1-C and R1-D) are considered compatible with the Suburban Residential category. The zoning designation which is most appropriate for a specific site is dependent on location, available infrastructure and its relationship to adjacent properties.

**Multiple-Family Residential** - One hundred and eighteen (118) acres in the southeast portion of the Township are designated for low density multi-family use. There is also a small area on the corner of Jewell Road and 26 Mile Road that has been planned for this type of land use. Multiple family units in this designation are expected to be developed at densities of 4.0 to 6.0 units per acre. Typical development styles will include attached condominiums or rowhouses.

**Industrial** - The Industrial use area in this portion of the Township is intended to contain a more intensive type of industrial use. Manufacturing, assembly, and fabrication facilities are typical uses. These operations will most likely be large in scale and have a significant amount of outdoor storage. The northeast corner of the Township provides an ideal setting for this type of development due to highway access, limited residential use, and proximity to both the Romeo Ford Plant and Romeo Airport.

<b>Master Plan Designation</b>	<b>Expected Density Allocation</b>	<b>Acres Designated</b>	<b>Consistent Zoning</b>
<i>Large Lot Residential</i>	0.5 to 1.0 Dwelling Units per Acre	1,394 Acres	A-1
<i>Low Density Residential</i>	1.0 to 1.4 Dwelling Units per Acre	3,478 Acres	R1-A or R1-B
<i>Moderate Density Residential</i>	1.4 to 2.2 Dwelling Units per Acre	568 Acres	R1-B or R1-C
<i>Suburban Residential</i>	2.2 to 3.5 Dwelling Units per Acre	540 Acres	R1-C or R1-D
<i>Multiple-Family Residential</i>	4.0 to 6.0 Dwelling Units per Acre	118 Acres	RM-1
<i>Industrial</i>	N/A	146 Acres	S-1, M-1 or M-2

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Eastern Planning Area  
Land Use Summary

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## FARMLAND PRESERVATION

Washington Township continues to lose productive farmland to development pressures. Economics plays a major role in determining the feasibility of preserving significant areas of farmland in the community. With developable land values at a substantially higher market rate than agricultural acreage, it is likely that, under current circumstances, development will eventually eliminate any significant amount of farmland in Washington Township. Planned sanitary sewer locations and a significant portion of agricultural property under developer ownership further emphasizes this reality.

Taking the above factors into account, the Master Plan has focused on the provision of policies that will allow agricultural land owners the choice of whether or not to continue farming in Washington. The Visions and Strategies section has addressed the recommendation for the adoption of ordinances that will permit agricultural land owners to partake in seasonal commercial activities. In addition, an alternative tool which would allow agricultural land owners to continue farming is through the use of the State of Michigan Purchase of Development Rights program (Part 362 of the Natural Resources and Environmental Protection Act). Washington Township farmers may have the opportunity of benefiting from this program. In order for a local government to qualify for grant funds under this program the following requirements must be met:

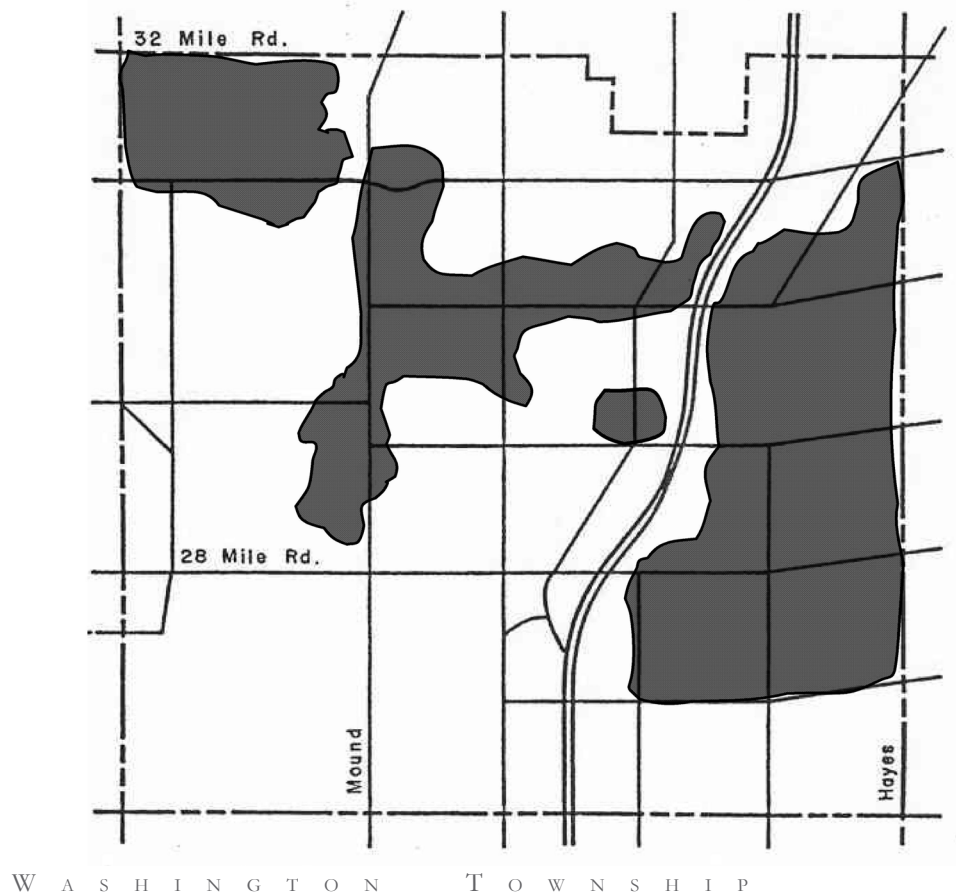
1. The local Master Plan must have been updated within the last ten (10) years and must include an agricultural component.
2. The local government must adopt a PDR Ordinance and include an application procedure and scoring system to be used in selecting parcels for PDR.
3. A local match, either from the local government, the landowner or some other sources must be provided in order to receive the grant.

## SECTION 9.0

Since funding for this program is limited, a scoring system must be devised to determine the land most appropriate for preservation. Farmland in Washington, Bruce, Armada, Ray, Richmond and Lenox Townships will all be eligible to participate in the program. Each Township receiving application for PDR will score the land on a standard set of criteria. Scored applications will be reviewed by the Township PDR Review Committee. Final selections will be made by each Township Board based on the recommendations of the PDR Committee for submission to the State for matching funds. Scoring of each property will be based on the criteria listed below. Land in Washington Township best suited to participate in the PDR program is depicted in Illustration 29.

1. *Agricultural Capacity* - Priority is placed on prime productive farmland that has unique growing characteristics.
2. *Comprehensive Planning Effort* - What is the future land use for this property?
3. *Development Pressure* - Proximity to proposed public sanitary sewer and/or water.
4. *Creating Blocks of Preserved Land* - Emphasis is placed on farmland located in an area in which the potential for future development of surrounding farmland is already restricted.
5. *Matching Funds* - Emphasis will be placed on parcels having the highest amount of matching funds.

Illustration 29  
LAND BEST SUITED FOR  
PURCHASE OF  
DEVELOPMENT RIGHTS  
PROGRAM



## GREENWAYS AND LINKAGES PLAN

The Township recognizes the need for a comprehensive greenway system to assist in preserving the environmental resources of Washington, as well as the need to provide non-motorized linkages between primary activity centers. Through the implementation of a greenways plan, the Township aims to provide a recreational amenity which allows residents to travel between activity centers and neighborhoods without the disruption or threat of automobile conflict.

The Township strongly encourages private development to contribute to the completion of this greenway system by integrating open space into residential development. Coordinated linkages between private developments and public sites such as schools, parks and major trailways will create a network of interconnected trails, parks, golf courses, streams and neighborhoods that aid in the development of a sense of community unique to Washington Township.

### Washington Township - Primary Linkages and Activity Centers

Three primary linkage routes are planned to distribute users throughout the network of interconnected paths and greenways. Primary linkages are listed below, along with the activity centers they service. Secondary linkages provide connections between neighborhoods and the main linkage routes and are designated on the Greenways Illustration. The secondary routes have been planned to incorporate existing and future open space in residential development, utility corridors, golf courses and watercourses.

#### **Primary Linkages**

**Macomb Orchard Trail** - The Macomb Orchard Trail is the main non-motorized pathway proposed in the Township. Part of the Macomb County rails-to-trails initiative, this trail system has been developed over an abandoned railroad and will span the north-south length of the Township. The trail travels through the Washington Village area, cross 29 Mile Road, and connects to the Village of Romeo. It also connects to the Paint Creek Trail in Oakland County via Shelby Township, south of Washington. The complete Macomb Orchard Trail will travel through Shelby Township, Washington Township, the Village of Romeo, Armada Township, the Village of Armada, Richmond Township and the City of Richmond.

**26 Mile Road** - 26 Mile Road is part of the proposed HCMA non-motorized pathway plan and will eventually link Stony Creek Metropark with Wetzell Metropark in Lenox Township.

**29 Mile Road** - 29 Mile Road will act as the major east-west path between Stony Creek Metropark and Wolcott Mill Metropark in Ray Township. The trail is planned as an eight (8') foot wide path alongside the existing roadway. Ray Township currently has plans to improve 29 Mile Road to accommodate a connection with Wolcott Mill.

## SECTION 9.0

### ACTIVITY CENTERS

**Washington Village** - The Washington Village area has been planned to develop as a mixed-use center, acting as the Township's "downtown". The Township Hall, the Historical Museum and Jacqueline Merritt Cultural Center, Washington Elementary and Washington Community Park are all destinations located within the Village area. The Macomb-Orchard Trail will provide access to the Village from both the northern and southern boundaries of the Township.

**Village of Romeo** - The Village of Romeo offers commercial shopping and service opportunities in a historic downtown at the northern boundary of the Township. In addition, downtown Romeo hosts numerous events, culminating with the annual Romeo Peach Festival in September. The Macomb-Orchard Trail will provide the main linkage to Romeo's downtown connecting from 26 Mile Road and the Washington Village area.

**Graubner Library** - The Graubner Library on Van Dyke Road, north of 30 Mile Road, is the main branch library for Washington Township, Bruce Township and the Village of Romeo. The library hosts a number of activities for both children and adults, in addition to an extensive collection of books and periodicals.

**Indian Hills Elementary** - Located on the north side of 29 Mile Road between Campground Road and Van Dyke Road, Indian Hills Elementary provides playground equipment, baseball diamonds, and a soccer field.

**Powell Middle School and Hevel Elementary** - Located on the east side of Powell Road just south of the 29 Mile Road linkage, this site is home to Barnabo Field. The property includes a football stadium, track, baseball diamonds, tennis courts, and a basketball court.

**Romeo High School** - Romeo High School offers numerous recreational activities including basketball, one (1) soccer field, one (1) baseball field and tennis courts. In addition, the Village has also considered constructing a skate park on the site. The high school features a swimming pool, an auditorium where local theater productions are held, a gymnasium which hosts an annual arts and crafts show and a large parking area for potential trail users.

**Westview Orchards** - Located on the west side of Van Dyke Road, Westview Orchards offers numerous seasonal activities including, but not limited to, a goat walk, apple picking, haunted hayrides and a cider mill.

**Miller's Big Red Orchard** - West of Greystone Golf Course on 32 Mile Road, Miller's Big Red Orchard offers seasonal activities such as haunted hayrides and apple picking

**Stony Creek Metropark** - Stony Creek Metropark is the largest park in the HCMA system, covering 4,461 acres in Washington Township, Shelby Township and Oakland Township. Linkages to the park are provided along 26 Mile Road and 29 Mile Road.



## Action Plan

Completion of the proposed greenway and linkage system will require a significant amount of cooperation between the Township, Macomb County and private development interests. Further, the Township must actively pursue the extension of the system through utility easements, utility corridors, drain easements and along roadways. Coordination with Macomb County and the Macomb Orchard Trail Commission will ensure that the conversion of the abandoned railroad bed linking the northern and southern ends of the Township will be completed in a timely manner. The County has received the necessary grants from the State to proceed with the development of the Rails-to-Trails project. A Master Plan for this cross-county project has been developed.

Unlike 26 Mile Road and the Macomb Orchard Trail linkages, the pathway along 29 Mile Road will be constructed on a parcel by parcel basis, without the help of grants. As development occurs on each property, the Township will require the installation of an eight foot (8') wide pathway. The completion of this pathway may take a number of years due to the piece meal method of installation. The Township may wish to accelerate this process by providing the funds necessary to connect areas where gaps in the pathway system exist.

It is understood that secondary linkages may take on a different form than what the Greenways and Linkages Illustration depicts. The actual layout of this system is dependent on the timing of residential development and the development community's willingness to cooperate with the Township. The active pursuit of open space residential development will play a prominent role in the completion of this system. In specific areas of the Township where the completion of the greenway system is threatened, the Township may wish to consider mandating open space development and its connection to the proposed system.

Roadways will also be part of the secondary linkage system and, much like 29 Mile Road, will be completed on a parcel-by-parcel basis. Secondary linkage roadways however, will not receive the same amount of attention as 29 Mile Road. The Township will be more likely to allow private development to complete these secondary roadway linkages, as oppose to filling gaps in the pathway system at the Township's expense.

LINKAGE TYPE	METHOD OF IMPLEMENTATION
<b>Primary Linkages</b>	
Macomb Orchard Trail	Macomb County Rails-to-Trails Program
26 Mile Road	HCMA Non-Motorized Pathway Program
29 Mile Road	Parcel-by-Parcel, Private Development as Required by the Township & Township Initiated Installation
<b>Secondary Linkages</b>	
Roadways	Parcel-by-Parcel, Private Development as Required by the Township & Township Initiated Installation
Open Space Development	Private Development
Utility Corridors and Easements	Washington Township with Permission from Utility Companies

TABLE 37  
LINKAGES AND THEIR  
METHOD OF  
IMPLEMENTATION

## SECTION 9.0

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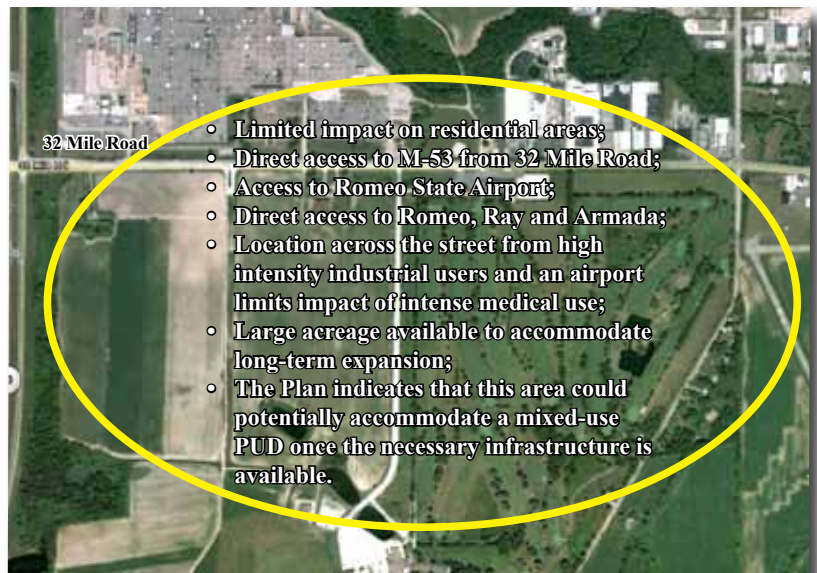
## MEDICAL OFFICE CONCENTRATION SUB-AREA

As part of an initiative to attract large-scale, productive employment generators to the area, as well as fill an existing public need, the Township has identified a need for a major medical user within the area. As part of this economic development initiative, the Master Plan references three (3) areas where the location of a medical campus would benefit the Township. The location of a large-scale hospital/medical facility in any one of these three (3) locations would provide a major service to northern Macomb County as a whole, and would be consistent with the long-term goals of the Master Plan. However, it should be noted that the Plan recognizes that, as a matter of timing, the necessary infrastructure to facilitate such a large scale use should be in place prior to the commencement of such a development. Each potential area is identified below:

### 32 Mile And M-53

The most ideal location for a large-scale medical complex, land at the intersection of the expressway and 32 Mile Road provides multiple benefits to both the public and the user:

- Direct access to/from a major expressway and a regional airport;
- Ideal location for regional access to a medical facility in northern Macomb County with direct access to Romeo, Ray, Bruce, Armada and Washington Township;
- Substantial amount of acreage available for long-term growth and expansion.



### 30 Mile Road

The north side of 30 Mile Road, between Van Dyke and the Expressway has been identified as a potential location for a large scale medical facility. Any development in this area should maintain a design and scale, in terms of height, that is compatible with the existing development in the area. Some of the benefits to locating in this area are as follows:

- Across the street from an existing urgent care facility;
- Ample vacant land available for new development;
- Location has a limited impact on existing and future residents in the area;
- Site has immediate access to the expressway from 30 Mile Road.

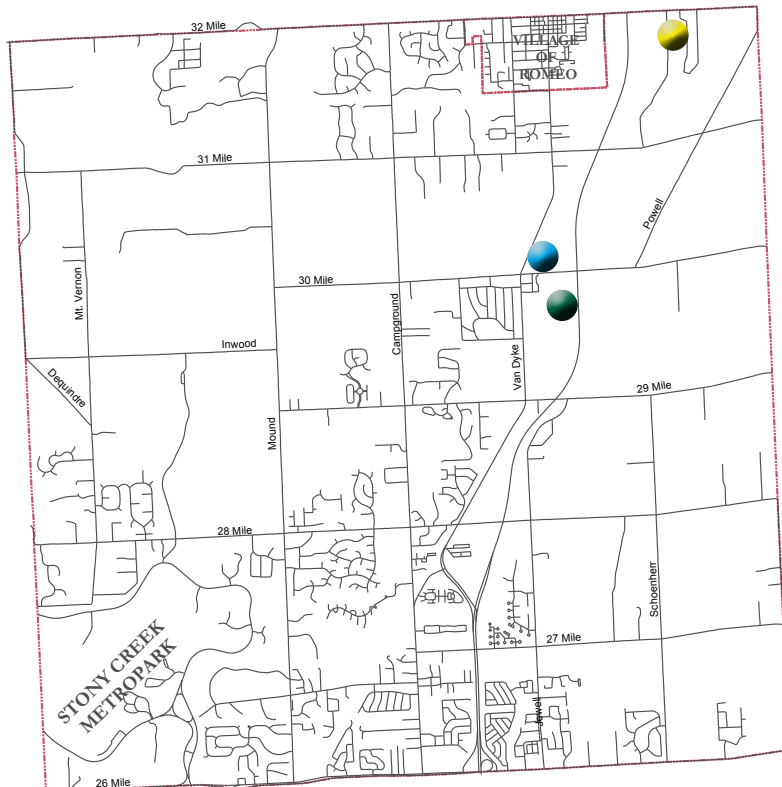


## SECTION 9.0

### **Albert Drive**

Albert Drive is an industrial collector road located off of the south side of 30 Mile Road between Van Dyke and the expressway. The road currently terminates just south of a car dealership, but is planned to eventually connect to 29 Mile Road. The large amount of vacant land in this area could easily accommodate the long-term growth and expansion needs of a large-scale medical use. This location also offers high visibility from the expressway, giving the medical facility exposure to thousands of vehicles on a daily basis. The benefits of this location are summarized as follows:

- Limited impact of facility on residential neighborhoods;
- Ample available vacant land available to accommodate long-term growth and expansion needs;
- Immediate access to expressway from 30 Mile Road;
- High visibility from expressway.



### ***Potential Medical Campus Locations - Summary Map***

- 32 Mile Road Location
- 30 Mile Road Location
- Albert Drive Location



### 30 MILE ROAD AND M-53

The north side of 30 Mile Road, east of the expressway, offers the potential for a future large scale, mixed-use development. The following attributes make this property an ideal site for a planned unit development:

- *Available Land* - There is a single property that is approximately 200 acres in size;
- *Future Infrastructure* - This area is part of the planned sanitary sewer district;
- *Access* - This area has access to the expressway from the 30 Mile Road entrance;
- *Buffers from Residential on Two Sides* - The M-53 Expressway borders the west side and the Washington Ten Gas Storage Facility is located on the south side of 30 Mile Road. Any future development should provide proper buffers for future residential developments that may occur on the northern and eastern property line.

A mixed-use development may be appropriate on this property if the following items can be addressed:

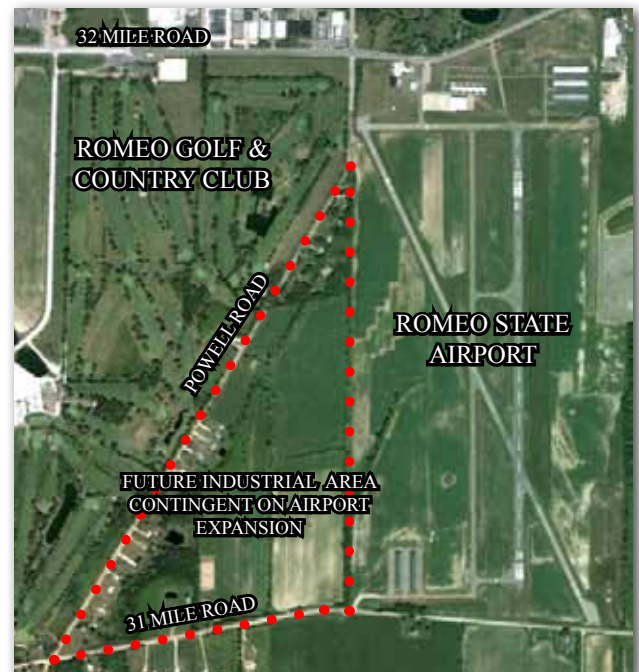
- Adequate provision for sanitary sewer can be made;
- 30 Mile Road is paved;
- Appropriate traffic measures have been provided at the entrance to the M-53 Expressway to ensure that the larger volumes of traffic created by the development can enter and exit the expressway in a safe manner.



### ROMEO AIRPORT EXPANSION

The northeast corner of the Township abuts the Romeo State Airport, located in Ray Township. Over the past several years, there has been much discussion about the expansion of the airport. If an expansion were to occur, the airport may be able to accommodate larger scale commercial and industrial traffic. The Master Plan recognizes this possibility and the fact that if this were to occur, the Township may be in a position to accommodate additional commercial and industrial users whose existence is dependent on business at the airport.

The triangle formed by 31 Mile Road on the south, Powell Road on the west and the Washington Township/Ray Township border may be available to accommodate this additional need for commercial and industrial land use. The Master Plan emphasizes the fact that this area will be available for commercial or industrial users only if expansion of the Romeo Airport occurs. In the interim, the area will remain planned for Large Lot Residential development.



## SECTION 9.0