



The Armada Township 2024 Master Plan

MACOMB COUNTY, MICHIGAN

Community Vision Statement:

Armada Township is an engaging community for residents of all ages. We seek sustainable growth, while preserving the tranquility of our rural landscapes and our agricultural roots. We respect our past while focusing on our future.

DRAFT FOR PUBLIC COMMENT – February 29, 2024



The Armada Township 2024 Master Plan

The Township's Comprehensive Land Use Plan

Macomb County, Michigan

Adopted by the Planning Commission on: _____

Adopted by the Township Board on: _____

Prepared with the Assistance of:

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ACKNOWLEDGEMENTS

The participation and cooperation of residents, members of the business community, and community stakeholders in preparation of the 2024 Master Plan is greatly appreciated. We send a sincere 'thank you' to everyone who participated in its development.

In particular, we acknowledge the efforts of:

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CHAPTER #1

Introduction

Welcome to the Armada Township Master Plan for land use. This important document reflects a vision for the future of the community – one that addresses land uses, the local economy, the environment, parks and recreation, housing, and transportation. Armada Township’s Master Plan is a blueprint for the township moving forward - it tells the story of the community’s past, present, and most importantly, its future potential.

This 2024 Plan is the culmination of efforts by the Township’s Planning Commission, Board of Trustees, residents, business owners, and other Armada Township stakeholders to develop a long-range, strategic plan for the community. The Plan also sets the foundation for future improvements and meaningful reinvestment, with the intent to support the highest quality of life in Armada Township and build upon its history to provide for a bright future.

PURPOSE OF THE MASTER PLAN

In Michigan, a Master Plan is used for a variety of purposes. At the most basic level, a Master Plan is the basis for a community's zoning ordinance. One of the legal tests of validity for a zoning ordinance is that it must be based on a comprehensive land use plan for the development of the jurisdiction, which is also required by the Michigan Zoning Enabling Act (PA 110 of 2006, as amended).

To accomplish this, Armada Township's 2024 Master Plan presents the vision for the community over the next 20+ years, while also prescribing specific, short-term implementation activities intended to realize the vision of the Plan. The recommendations presented in this Plan, both in text and graphically, provide a legal basis for zoning and other land use controls in the township, and are based upon identified community's goals and objectives.

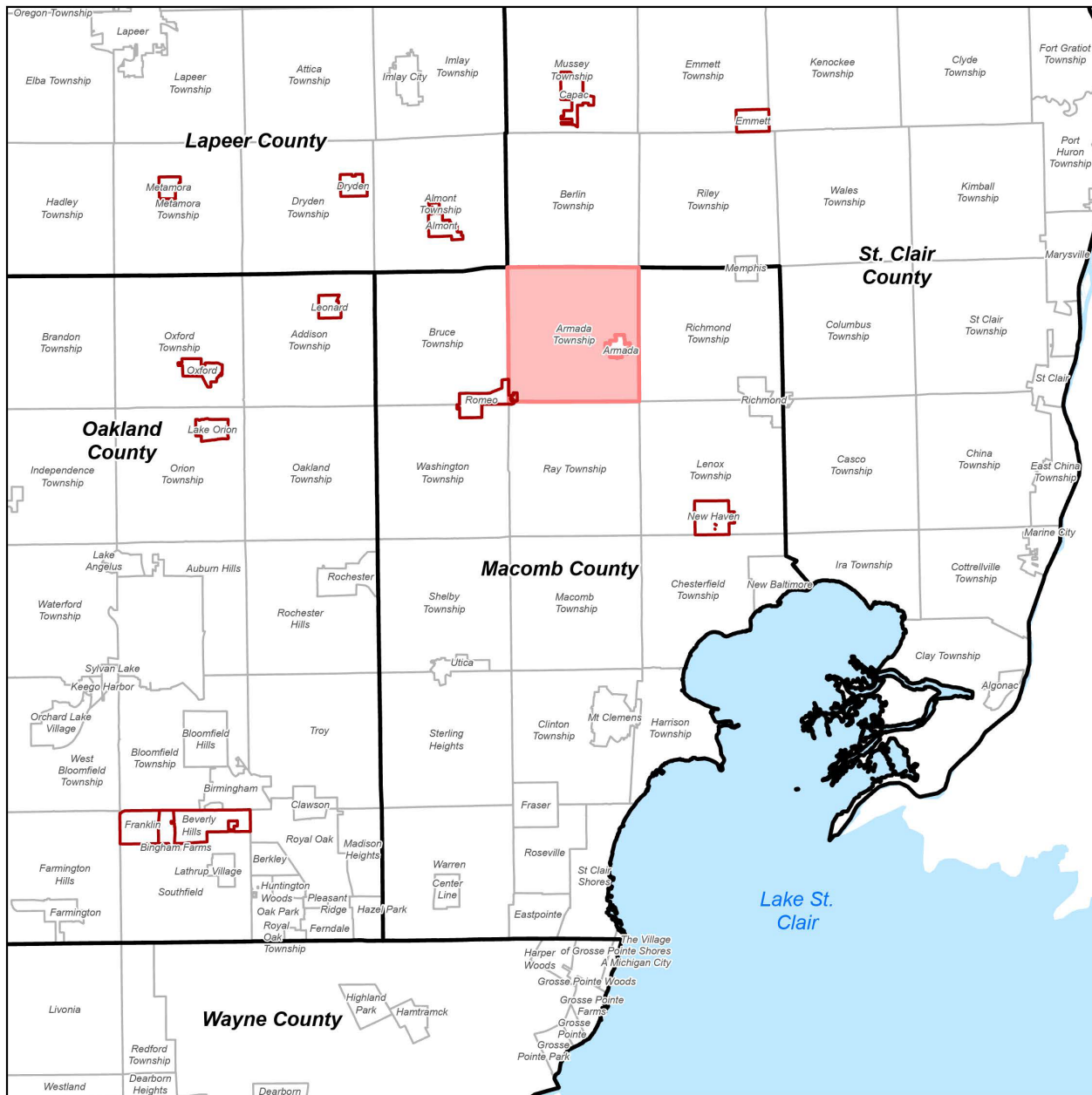
Effectively, this Master Plan serves as the primary policy guide for local officials considering development proposals, land divisions, capital improvements, and other matters related to land use and development. In this respect, Armada's 2024 Plan provides a stable and consistent basis of decision making.

Zoning is the legal, regulatory mechanism for controlling the classification and regulation of land use. The Master Plan is not an ordinance, does not change the zoning of a property, and does not have the force of law. Instead, it is a set of policies, strategies and plans to enhance and improve the community over a long-range planning horizon. While the Zoning Ordinance and Zoning Map regulate current land use, the Master Plan and its maps and policy statements are intended to guide future land use decision-making. The Master Plan is the community's "vision," while the Zoning Ordinance governs the path to that vision. With a Master Plan in place, zoning decisions consistent with the Plan and Ordinance are presumed by the courts to be valid.

PLAN CONTENTS

As required by the Michigan Planning Enabling Act (PA 33 of 2008, as amended), and in compliance with best practices established by the Redevelopment Ready Communities (RRC) program from the Michigan Economic Development Corporation (MEDC), this Plan is comprehensive in nature and addresses the vast aspects of the community. The Plan presents background information on the township and surrounding area, including social and economic data, descriptions and mapping of existing land use and natural resources, and an inventory of existing community facilities and infrastructure. This background information is then analyzed to identify important characteristics, changes and trends occurring in Armada Township.

The information and concepts presented in the Plan are used by the Planning Commission and Township Board to guide local decisions regarding public and private uses of land and the provision of public facilities and services. The Plan is a living set of policies, strategies, and plans to enhance and improve a community over a long planning horizon, which are detailed in Chapter 5: Implementation.



Regional Location Map

Armada Township,
Macomb County, Michigan

January 4, 2024

LEGEND

- Armada Township Boundary
- Village Boundaries
- City and Township Boundaries
- County Boundaries



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.



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CHAPTER #2

Armada Township Today

In order to develop and implement Armada Township's specific goals and strategies, it is first necessary to grasp the existing conditions of the community and surrounding area.

Understanding Armada Township's regional position, existing land uses, built environment, and key socioeconomic demographics are all vital to painting a clear picture of the future canvas of the township. These existing conditions and past trends allow for the community to anticipate future needs and demands which are directly related to the development of the future land use map and build out, the future transportation network, infrastructure needs, and more.



Township Character

Armada Township is a rural farming and bedroom community located in far northern Macomb County, Michigan. It shares boundaries with Bruce Township and the Village of Romeo to the west, Ray Township to the south, Richmond Township to the east, Berlin Township in St. Clair County to the north, and the Village of Armada, which is located entirely within the township.

Large farms, orchards, and single-family homes are the predominant land uses in the Township. Small amounts of industrial land are located in the southwest corner and near the Village of Armada, as well as pockets of commercial development near the Village and along 32 Mile Road, the Township's southern boundary. Armada Township's southeastern corner is an important gas field; Consumers Energy's Ray Compressor Station stores enough natural gas to serve 40% of the company's winter needs. The Township is also home to the annual Armada Fair, which has been running for 150 years. Several orchards, cider mills, and farm markets are also popular destinations within the metro area.

Armada Township is within commuting distance of Detroit, but is not crossed by any major roads, and has therefore maintained a distinct rural charm that many of the nearby townships have slowly lost as urbanization has spread northward. This chapter discusses some of the demographic and economic trends that have defined Armada Township's growth to date and that will influence its development in the future.



COMMUNITY SNAPSHOT

The purpose of Armada Township's socio-economic profile is to understand the past, present, and future population and demographic characteristics of the area. The following analysis presents a snapshot of the community, utilizing the most recent data available from ESRI (Environmental Systems Research Institute), the 2020 US Census, the American Community Survey, and SEMCOG. This includes a review of the population, race, age structure, and educational attainment. For purposes of analysis, comparisons have been made with neighboring communities, Macomb County, the State, and in some cases other relative Michigan communities, to gain a regional perspective.

DEMOGRAPHIC PROFILE

POPULATION

From 2010 to 2020, Michigan gained population, which is a reversal from the 2000 to 2010 population loss Michigan experienced. While Michigan and Macomb County both gained population, Armada Township experienced negligible population change, dipping slightly. In relation to surrounding communities, the Township has experienced the least change. Bruce Township, to the west, experienced the greatest population growth percentage, while Berlin Township, to the north, has experienced the highest population loss percentage. Table 1 compares Armada Township's population change to that of nearby communities.

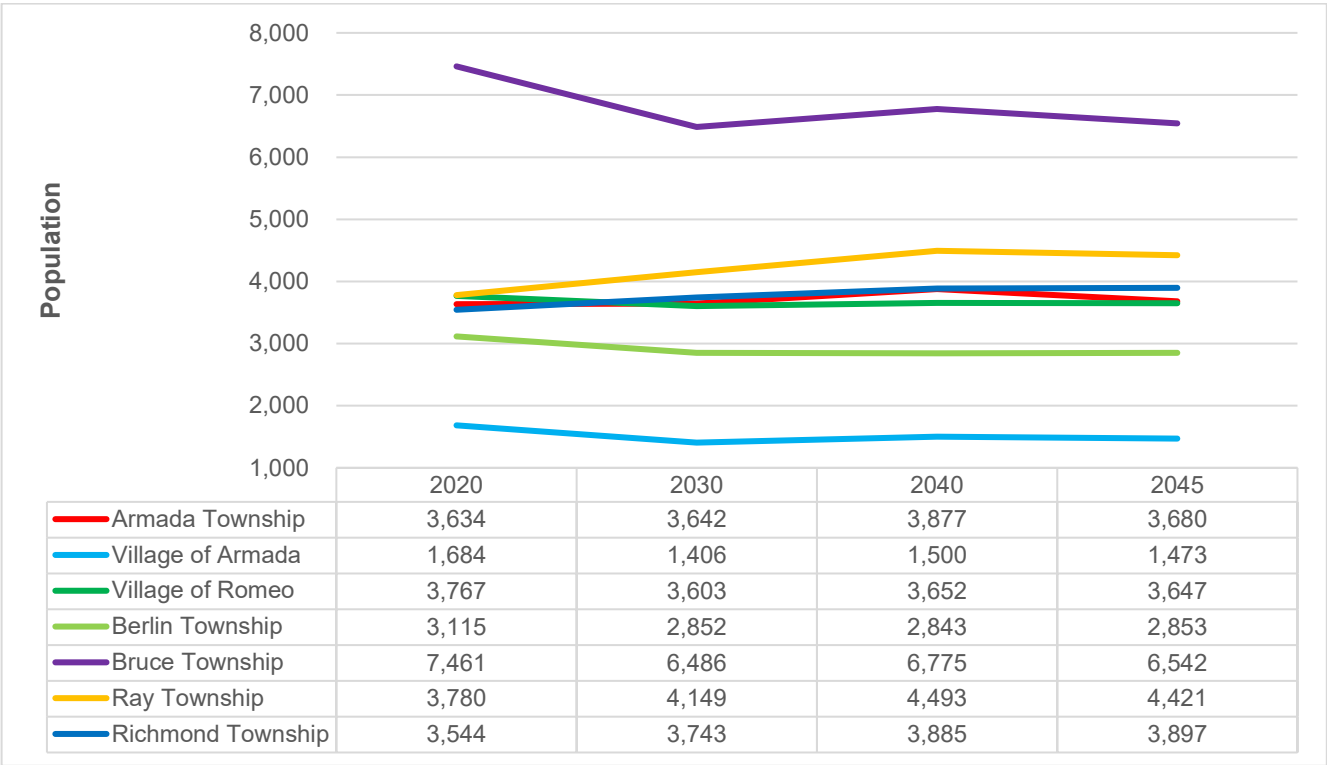
Figure 1 shows the projected population for Armada Township and surrounding municipalities through 2045. These projections are provided by SEMCOG's forecasts. Armada Township's projected population increases slightly by a little over 1% from 2020 to 2045. Macomb County is projected to grow in population by about 5% from 2020 (881,217) to 2045 (924,956). The projected changes in population are minor for many of the surrounding municipalities, except for Bruce Township and the Village of Armada, which both anticipate a 12% population loss and conversely, Ray Township, which anticipates a 17% population gain by 2045.

Table 1: Total Population Change, 1990-2020

	1990	2000	2010	2020	Percent Change 2010 - 2020
Armada Township	2,943	3,673	3,649	3,634	-0.41%
Village of Armada	1,548	1,573	1,730	1,684	-2.66%
Village of Romeo	3,520	3,721	3,596	3,767	4.76%
Berlin Township	2,407	3,162	3,285	3,115	-5.18%
Bruce Township	4,193	6,395	6,947	7,461	7.40%
Ray Township	3,230	3,740	3,739	3,780	1.10%
Richmond Township	2,528	3,416	3,665	3,544	-3.30%
Macomb County	715,240	788,149	840,978	881,217	4.78%
Michigan	9,295,297	9,938,444	9,883,640	10,077,331	1.96%

US Decennial Census 2000, 2010, 2020

Figure 1: Population Projections, 2020-2045



US Decennial Census 2020, SEMCOG 2020



AGE

The populations of both Michigan and the United States are getting older, with expected large increases in the over-65 population in the next decade. Armada Township's population is also aging, and Table 2 shows how dramatic this trend was from 2010 to 2019. The township saw a large decline in the number of school-age children; very significant losses of 25 to 44-year-olds, with the exception of 25 to 34-year-olds, who saw a small increase; and large increases in all population groups over the age of 55.

Table 2: Table 2: Population by Age, Armada Township, 2000-2019

	2000	2010	2019	Percent Change 2010 - 2019
Under 5 Years	250	150	150	0.00%
5 - 9 Years	286	206	156	-24.27%
10 - 14 Years	319	298	129	-56.71%
15 - 19 Years	314	287	215	-25.09%
20 - 24 Years	182	214	199	-7.01%
25 - 34 Years	365	277	301	8.66%
35 - 44 Years	729	446	387	-13.23%
45 - 54 Years	581	764	553	-27.62%
55 - 64 Years	364	534	641	20.04%
65 - 74 Years	172	302	358	18.54%
75 Years +	121	171	247	44.44%
Total	3,673	3,649	3,336	-8.58%

US Decennial Census 2000, 2010. American Community Survey 2019

Table 3 compares the township's changes in selected age groups, which further highlights the trend towards an aging population and the decline of children. To retain current residents, Armada Township must plan to accommodate a growing senior population. The increase in 25 to 34-year-olds from 2010 to 2019 is encouraging for natural population growth as this is the age where adults are prime working and family-starting age, but it has still declined since 2000. If losses among 25 to 34-year-olds continue, it will be difficult for the township's population to grow naturally in the future, and this is reflected in the steep decreases among the under-19 age groups.

Table 3: Children, Seniors, and Family-Starting Ages, Armada Township, 2000-2019

		2000	2010	2019	Percent Change 2010 - 2019
0-19 Years	Population	1,169	941	650	-
	% of Total Population	31.83%	25.79%	19.48%	-30.92%
25-34 Years	Population	365	277	301	-
	% of Total Population	9.94%	7.59%	9.02%	8.66%
65+ Years	Population	293	474	605	-
	% of Total Population	7.98%	12.99%	18.14%	27.64%

US Decennial Census 2000, 2010. American Community Survey 2019

RACE AND ETHNICITY

The current population of Armada Township is 94% non-Hispanic white. As Armada Township's population grows in the future, it is likely that it will gradually become more racially and culturally diverse, as it has slowly happened in the townships to the south as development activity increased.

HOUSING

Armada Township has historically been a community of homeowners, with very few rental or multiple-family properties. From 2000 to 2010, the Township followed national trends (seeing a rise in the number of rental properties) but even with this slight increase, the vast majority of households are owner-occupied. This trend was reversed from 2010 to 2019 as rental properties decreased. Relative to many of its regional neighbors, Armada Township has a low housing vacancy rate, in spite of the fact that the number of housing units increased from 2000 to 2021 while the population remained essentially the same.

Table 4: Housing Tenure Changes, Armada Township, 2010-2021

	2000	2010	2021	Change 2010 - 2021
Occupied	1,181	1,287	1,175	-112
Owner Occupied	1,135	1,211	1,116	-95
Renter Occupied	46	76	59	-17
Vacant	14	51	41	-10
Total Housing Units	1,195	1,338	1,216	-122

US Decennial Census 2000, 2010. American Community Survey 2021

Table 5: Housing Units by Type, 2021

	Village of Armada	Armada Township	Total Units	Percent Total
Single Unit	617	1,181	1,798	98.52%
Multiple Unit	31	35	66	1.48%
Total	648	1,216	1,864	100%

American Community Survey 2021

HOUSEHOLDS

At 2.71 people per household, Armada Township has a much higher average household size than the statewide average of 2.45 for 2020. In 2010, Armada Township's average household size was 2.82, while Michigan's was 2.49. Armada Township's household size is shrinking at a slightly faster rate than the state average. The Township's average household size decreased by 3.90% from 2010 to 2020, while Michigan's decrease was 1.61%. These numbers reflect a long national decline in household size, and the trend is likely to continue. In order to maintain its population in the future, Armada Township will need to attract new households.



ECONOMICS

When reviewing economic figures spanning the years from 2000 to 2019, it is important to frame them in the context of the 2008 global economic downturn, which negatively affected the vast majority of places in the United States in the form of lower real wages, higher unemployment, longer periods of unemployment, and loss of municipal revenue.

INCOME

Real incomes are incomes expressed in inflation adjusted dollars. Table 6 shows median incomes for Armada Township, Macomb County, and Michigan as real incomes. From 2010 to 2019, the average household income decreased by almost 6%. This pattern is consistent with the surrounding Macomb County, although Armada Township's income did fall at a greater percentage, due to the higher income levels in the Township in 2010.

It is also important to note that the United States Census includes the Village of Armada within the Township of Armada, therefore extracting the median household income for only the Township was not possible. The values for Armada Township in Table 6 also include the Village of Armada's data. It should also be noted that the Village of Armada also consistently has a lower median household income than the Township, so the value reflected is lower than the actual median income for the Township. While the Village is depressing the median household income, it is still well above the poverty threshold.

Table 6: Median Household Income, 2010-2019

	2010*	2019	Percent Change from 2010 to 2019
Armada Township**	\$82,600	\$77,656	-5.99%
Village of Armada	\$75,942	\$69,688	-8.24%
Macomb County	\$63,307	\$62,855	-0.71%
Michigan	\$56,784	\$57,144	0.63%

*American Community Survey 2010, 2019 (*All dollar figures in 2019 dollars; **Includes Village of Armada data)*

Generally, Armada Township has a much lower than average portion of its population living in poverty, especially among children. However, seniors are the fastest-growing age group in the township, and many of them are living below the poverty line. As the Township plans for senior housing and other facilities moving forward, affordability will be an important consideration.

Table 7: Poverty Rates, 2010-2019

	2010	2019
Armada Township	6.05%	2.75%
Under 18 Years	0.61%	1.47%
Over 65 Years	1.97%	7.06%
Macomb County	12.66%	10.56%
Under 18 Years	17.20%	15.18%
Over 65 Years	7.82%	8.24%
Michigan	16.76%	14.36%
Under 18 Years	23.45%	19.93%
Over 65 Years	8.04%	8.36%

American Community Survey 2010, 2019

EMPLOYMENT

Armada Township has historically had a higher percentage of its over-16 population participate in the labor force than the State and County. This is partly a reflection of the community's agricultural character and the number of family businesses that operate here. The Township has a lower unemployment rate than both the County and the State as shown in Table 8.

Table 8: Employment Status, 2019

	In Labor Force	Employed	Unemployment Rate
Armada Township	64.94%	95.60%	4.40%
Macomb County	63.84%	94.63%	5.37%
Michigan	61.53%	94.07%	5.93%

American Community Survey 2019

Table 9 shows jobs by industry sector for 2015 and 2020, as well as a projection for 2045. The most occurring industry sector is manufacturing, although this sector is projected to decline by 17% by 2045. The sectors that are most prevalent in 2020 are manufacturing, natural resources, mining, construction, transportation, warehousing, utilities, administrative, support, and waste services. The industries with the highest projected growth are healthcare services, administrative, support, waste services, professional and technical services / corporate HQ. The industries with the greatest projected decline are wholesale trade and manufacturing.

Table 9: Jobs by Industry Sector and Projected Jobs by Industry Sector, Armada Township, 2020

Forecasted Jobs by Industry Sector	2015	2020	2045	Change 2015-2045	Percent Change 2015-2045
Natural Resources, Mining, Construction	189	198	205	16	8.50%
Manufacturing	311	304	258	-53	-17.00%
Wholesale Trade	12	11	7	-5	-41.70%
Retail Trade	56	62	56	0	0.00%
Transportation, Warehousing, Utilities	195	186	182	-13	-6.70%
Information Financial Activities	90	86	85	-5	-5.60%
Professional Technical Services / Corporate HQ	127	132	145	18	14.20%
Administrative, Support / Waste Services	169	180	202	33	19.50%
Education Services	159	157	157	-2	-1.30%
Healthcare Services	49	55	66	17	34.70%
Leisure / Hospitality	29	27	27	-2	-6.90%
Other Services	57	56	56	-1	-1.80%
Public Administration	45	45	44	-1	-2.20%
Total Employment Numbers	1,488	1,499	1,490	2	-

SEMCOG 2020



COMMUTERS

Armada Township residents have generally longer commutes than the average Michigander, with nearly half taking between 30 and 59 minutes to get to work and more than 10% needing between 60 and 90 minutes. The majority of Michiganders spend less than 30 minutes commuting to work.

Southeast Michigan Council of Governments (SEMCOG) provides analysis for commuting patterns. Table 10 shows where Armada Township residents work. While a number of township residents do work in the Village of Armada ($\pm 9\%$) or within Armada Township itself ($\pm 6\%$), the majority of township residents commute to neighboring communities, namely Clinton Township, Warren, and Washington Township, for employment opportunities.

Table 10: Where Armada Township Residents Work

Location	Percentage
Village of Armada	9.10%
Clinton Township	7.80%
Warren	7.60%
Washington Township	6.70%
Armada Township	5.80%
Sterling Heights	5.50%
Shelby Township	5.40%
Troy	4.20%
Rochester	4.10%
Macomb Township	3.40%
Elsewhere	40.30%

SEMCOG 2016



When looking at where Armada Township workers are commuting from, there is a large percentage travelling from outside the region ($\pm 16\%$). There is also a high percentage of township residents commuting from within the township ($\pm 15\%$). Many workers also commute from adjacent municipalities, namely Shelby Township, Richmond, Berlin Township, and Washington Township.

Table 11: Where Armada Township Workers Commute From

Location	Percentage
Out of the Region, Instate	15.90%
Armada Township	14.70%
Shelby Township	7.30%
Richmond (Macomb)	6.60%
Berlin Township (St. Clair)	6.00%
Washington Township	5.10%
Bloomfield Township	3.70%
Ira Township	2.80%
Richmond Township	2.20%
Warren	2.20%
Elsewhere	33.40%

SEMCOG 2016

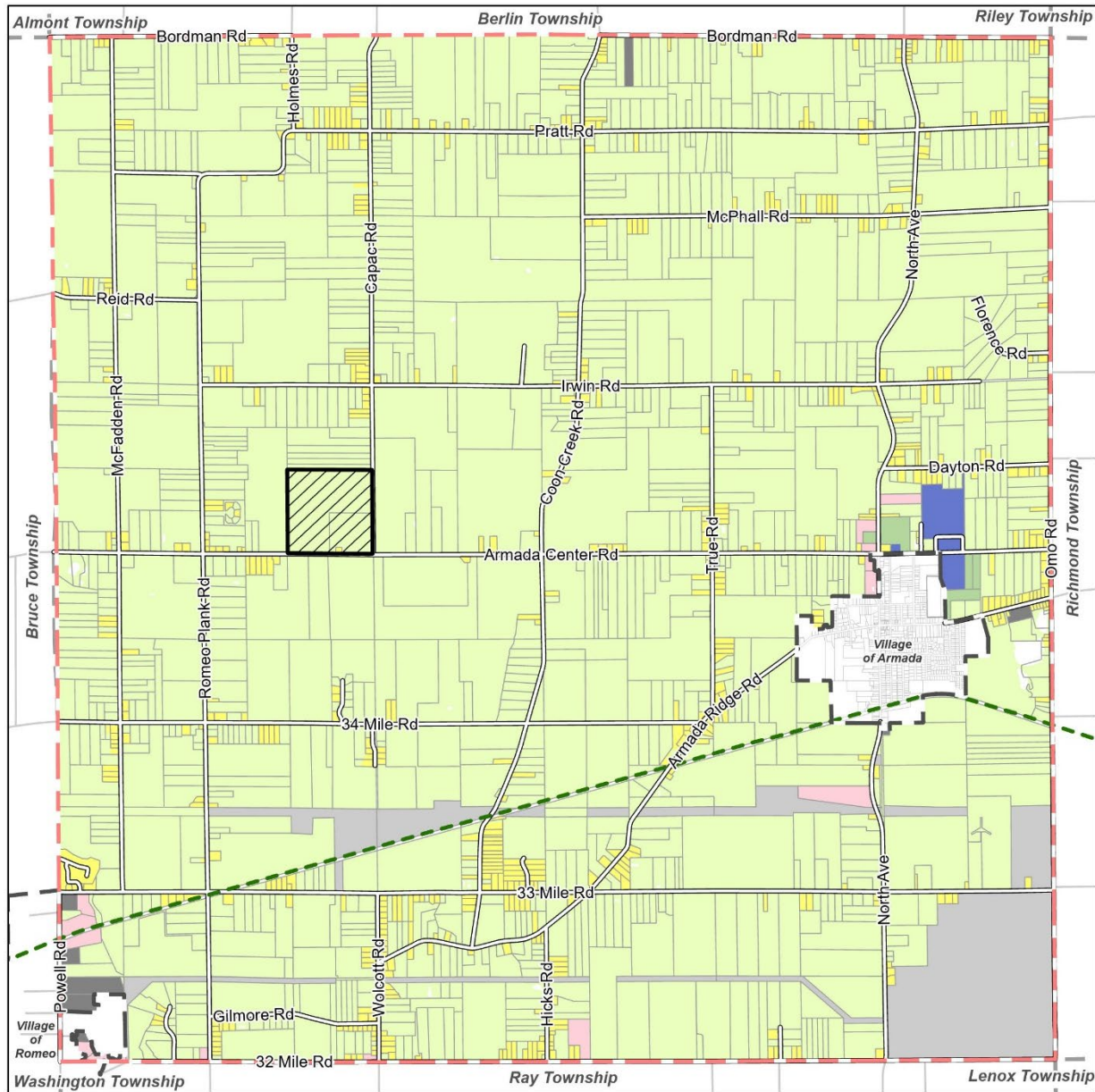


EXISTING LAND USE PATTERNS

EXISTING LAND USE CLASSIFICATIONS

Existing Land Use is mapped on the following page: the primary land cover in the township is agricultural. Existing land use classifications include:

- Agricultural / Rural Residential
- Single-Family Residential
- Institutional
- Recreation / Open Space
- Commercial
- Transportation / Communication / Utilities
- Industrial
- Vacant



Existing Land Use Map

Armada Township,
Macomb County, Michigan

February 6, 2024

LEGEND

- Agriculture/Rural Residential
- Single Family Residential
- Institutional
- Recreation/Open Space
- Commercial
- Transportation/Communication/Utilities
- Industrial
- SAA, Special Ancillary Agricultural Uses Overlay District
- Armada Township Boundary
- Village Boundaries
- Other Municipal Boundaries
- Macomb Orchard Trail



0 2,000 4,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source, Armada Township 2023. McKenna 2023.



ADJACENT LAND USE IN SURROUNDING COMMUNITIES

Armada Township is directly bordered by four other townships and the Village of Romeo, and shares corners with four additional townships. The township also surrounds the Village of Armada. Land use decisions that are made by surrounding communities will affect what happens in the township. As such, regional cooperation is an important consideration moving forward and is an opportunity for collaboration, the maximization of resources, and a stronger regional identity.

The Village of Armada

The Village of Armada is home to a historic downtown that serves as the commercial center of Armada Township. Incorporated in 1867, the village had 1,684 residents as of the 2020 Census. Residential development within the community is relatively dense, and this density is enabled in part by the existence of the village's water and sewer system. The township offices are located within the village on Main Street.

The Village's most recent Master Plan, adopted in 2005, calls for the annexation of certain Armada Township land around the edges of the village. These annexations would, among other things, place the Middle School and the fairgrounds inside the village. The township takes the position that land uses and services of the village should not expand via annexation, and instead, work together in a collaborative fashion that maximizes shared resources for the benefit of the larger Armada Community. Armada Township desires to work together with the Village of Armada, and collaborate on land use planning, parks and recreation, infrastructure, etc. that mutually benefit all residents: a healthy Village is a healthy Township. It is critical for both the township and village to maintain strong communication with one another as they pursue future development and service agreements; this communication has increased recently, and it is priority of the township to even further enhance collaboration efforts.

The Village of Romeo

The Village of Romeo's most recent master plan (2022) plans for industrial land uses along the entire eastern boundary line. Per the plan, this area is "intended to be isolated from other uses" and to accommodate "a wide variety of industrial manufacturing uses, in addition to some commercial uses".

Bruce Township

Much of the Armada Township land that shares a boundary with Bruce Township is agricultural. Bruce Township's land use plan calls mostly for large-lot residential on the townships' shared boundary, with a small amount of industrial land near 33 Mile Road and the eastern boundary. The agricultural areas bordering Armada Township are designated as Primary Agricultural Preservation Areas in the 2009 Master Plan. The Master Plan was adopted in 2009 and amended in 2016.

Washington Charter Township

Washington Township shares a corner with Armada Township; land on both sides of the boundary is planned for industrial use.

Ray Township

Ray Township shares the whole southern boundary of Armada Township, along 32 Mile Road. Ray Township's 2010 Land Use Plan projects most of this land to remain agricultural, with some low-density residential, commercial, and industrial development across from Armada Township's southwestern corner, near the small airport. From Wolcott Road to Omo Road, the adjacent parcels have been designated as Agricultural Preservation Areas.

Lenox Township

Lenox Township's northwestern corner touches Armada Township's southeastern corner. Armada Township is dominated by Consumers Energy's Ray Compressor Station in this area. The Lenox Township Future Land Use map designates the Township's northwestern corner as a Rural Preservation district.

Richmond Township

Richmond Township shares Armada Township's eastern boundary, defined by Omo Road. Richmond Township's 2015 land use plan calls for agriculture and low-density residential along the whole boundary, with a small commercial node at Armada Ridge Road and Omo Road.

Riley Township

Riley Township, located in St. Clair County, meets Armada Township at the northeastern corner. This corner of Riley Township is agricultural in character.

Berlin Township

Berlin Township, located in St. Clair County, shares Armada Township's northern boundary, partly defined by Bordman Road. Berlin Township plans for the land across the boundary line from Armada Township to remain primarily agricultural.

Almont Township

Almont Township, located in Lapeer County, touches Armada Township at the northwestern corner. This corner of Almont Township is planned for agriculture and low-density residential uses.



COMMUNITY FACILITIES

The presence of community services, infrastructure and amenities are several important considerations when locating a home or a business in Armada Township. For residential developments, the quality of local schools and recreation opportunities may attract potential home buyers. Public safety and other services also contribute to the desirability of a community for all types of development. Within the Master Plan, it is necessary to recognize the impact that community services and infrastructure may have on the physical development of the community and identify any potential barriers for future growth.

TOWNSHIP HALL

The Township Hall is located within the Village of Armada at 23121 E. Main Street and houses all of the Township departments, except for the Fire Department. The main floor is organized around a central gathering room where all meetings of the Planning Commission, Township Board, and all other boards and committees are held.

ARMADA FREE PUBLIC LIBRARY

The Armada Free Public Library is located at 73930 Church Street within the Village of Armada. The library was built in 1901 and is a "Carnegie Library". The library belongs to MeLCat (Michigan Electronic Library) and MLibrarycard. Access to the internet, electronic books, magazines, and music are available inside and outside the library. In addition to these traditional library services, it offers many different events, from reading challenges, book clubs, Lego clubs, to Genealogy Society meetings, as well as virtual Learning & tours, and even virtual Vacations!



SENIOR CENTER

The Armada Senior Center (75400 North Avenue) serves the larger Armada community and offers numerous events and activities year-round. Offerings range from exercise classes, social activities such as bingo, luncheons, and dinners, to arts and crafts, and trips to neighboring cities and villages.

TORNADO SIRENS – SAFETY INFRASTRUCTURE

In 2022, four existing tornado sirens were located in Armada Township: Romeo Plank and Armada Center intersection; Boardman and North Avenue intersection; 23175 Armada Center (Fire Station); and 71485 North Avenue (Blakes Property). In 2023, new tornado sirens were installed (using funding from ARPA) at the following general locations, for a total of 16 sirens across the community. These locations are listed below and also detailed on the community facilities map.

- 23955 Main Street
- 75357 Coon Creek
- 70827 Romeo Plank
- 21820 Armada Ridge
- 23113 Irwin
- 21614 McPhall
- 20070 Pratt
- 79379 Romeo Plank
- 18700 Irwin
- 20641 Armada Ridge
- 18160 34 Mile
- 69100 Camler



FIRE

The Armada Township Fire Department (ATFD) serves both the Township and the Village of Armada and is located just north of the village at 23175 Armada Center Road. The ATFD was established in 1853 and was one of the first departments to provide basic life support ambulance services in Northern Macomb County. In 2004, the first full-time fire chief was hired. Through progressive planning and budgeting, the ATFD hired three full-time firefighter paramedics in August 2009 and two months later upgraded from Basic Life Support transporting to Advanced Life Support transporting services.

Today, the department provides fire, rescue, and Advanced Life Support ambulance service out of one station, staffed 24/7. The ATFD staff consists of a full-time fire chief and 12 full-time firefighters/paramedics, who are supported by part-time and paid on call staff. Their budget is derived from ambulance transport revenue, a 3.25 mills special assessment rate for fire protection, and a 2.25 mills millage rate for Advanced Life Support.

Armada Township also owns a parcel on Romeo Plank, near 33 Mile Road, for a possible future Fire Department substation, which could be built if development in the Township's southwestern corner reaches a point where the need for additional service in closer proximity arises.

POLICE

Police protection in Armada Township is provided primarily by the Michigan State Police and the Macomb County Sheriff Office, which responds to emergency calls.



PARKS AND RECREATION

Armada Township adopted its most recent Recreation Master Plan in January 2019. This plan remains the guiding document for parks and recreation planning in the Township. The Recreation Master Plan offers six main goals:

1. Enhance and increase the quality of life for Armada Township residents by providing recreation programs and facilities to meet their needs.
2. Cooperate with the school districts, county, and other regional recreation providers in the delivery of recreation opportunities to Township residents.
3. Preserve and utilize the Township's existing natural features and habitat (woodlands, wetlands, topography, and floodplains) for open space and recreation purposes, such as hunting, hiking, and connecting with nature.
4. Acquire additional land in appropriate locations as it becomes available.
5. Examine whether partnership opportunities exist to expand township recreational programming while limiting costs.
6. Encourage volunteering and embrace volunteer fundraising efforts.

TOWNSHIP PARKS

Armada Township Park, at Armada Center and North Avenue, has been recently upgraded with new play equipment, and offers social amenities such as a pavilion, as well as ball fields and a soccer field. A World Class Board and Bike Skate Park is another amenity in the park and is well used by youth.

The park is also home to the Senior Center, which offers meeting and program space for seniors. These recreational facilities are supplemented by fields and playscapes at the township's three schools, as well as privately owned but generally accessible ball fields at the Amvets hall (across the street from the park).

The Freiwald Anchor (pictured right) is a public memorial, in recognition of the many contributions Armada residents have made in service. The memorial features a 1,000 pound anchor from the 1840s, which is placed near the flagpole in Township Park. There is also a PFC Iron Mike Giannattasio Memorial Garden located in the park.



REGIONAL PARKS

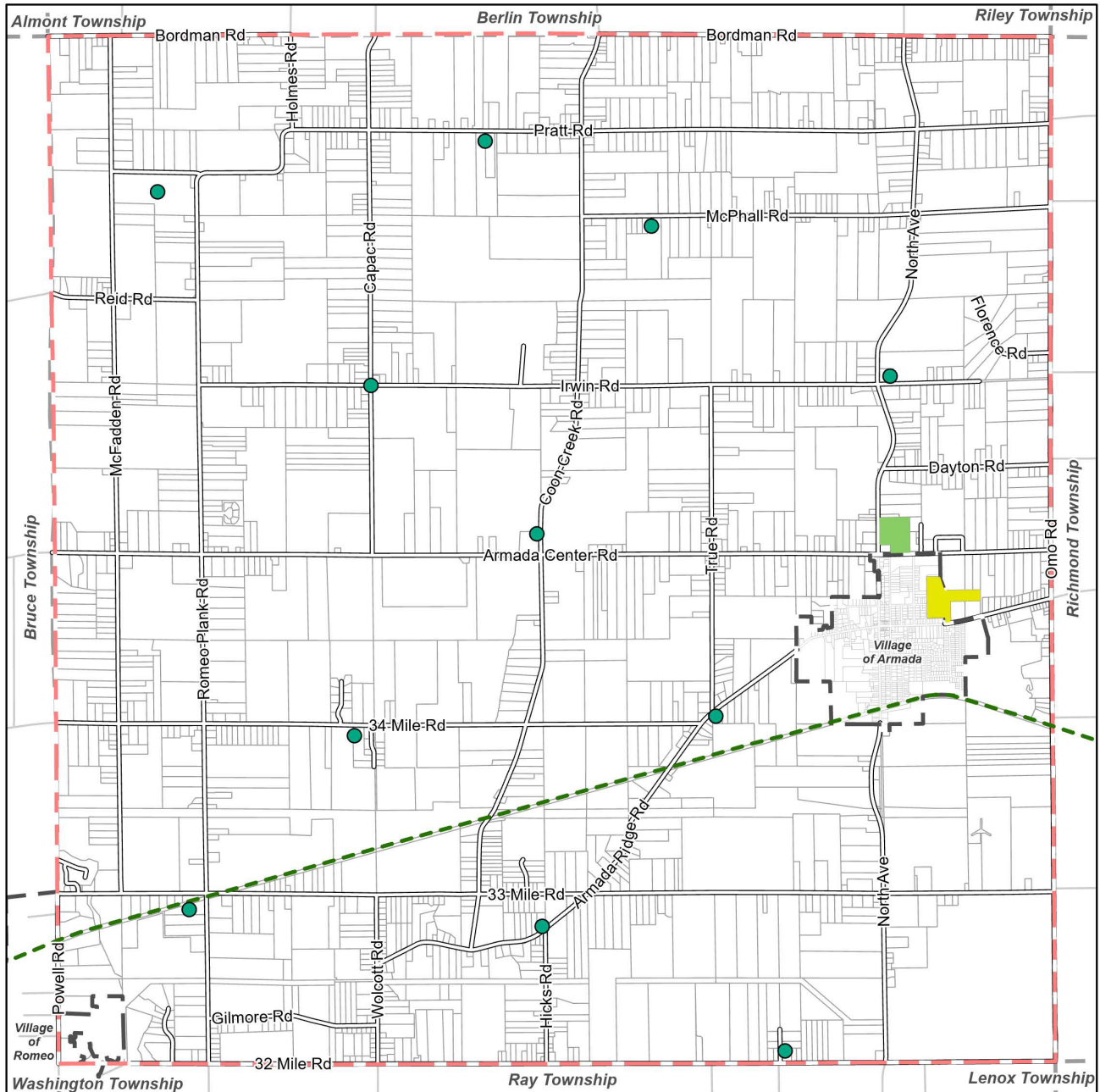
Township residents' regional park needs are served by Wolcott Mill Metropark in Ray Township. The Macomb Orchard Trail provides an off-street walking and bicycling link to the greater region, including Romeo, Richmond, and the Village of Armada.

FUTURE PARK SPACE

Due to Armada Township's rural development pattern with larger lots, most residents find their immediate open space needs are met at home; additional neighborhood park spaces are not in demand at this time. However, the development of new greenspaces along the Macomb Orchard Trail could be a regional asset and further draw recreational tourism into the community. As newer developments are proposed, opportunities for land conservation and dedication, including trail spurs to the Trail, are encouraged to continue to preserve land in a manner that is both sustainable and recreational.

One such opportunity is Armada Ridge Park. This Township owned parcel is southwest of the Village of Armada, with frontage on Armada Ridge Road and the Macomb Orchard Trail, and preliminary plans to develop it as a park and trailhead have been established. Implementation of those plans is funding dependent.





Community Facilities Map

Armada Township,
Macomb County, Michigan

January 4, 2024

LEGEND

- Tornado Sirens
- Armada Township Park
- Armada Agricultural Society Fairground
- Macomb Orchard Trail
- Armada Township Boundary
- Village Boundaries
- Other Municipal Boundaries



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.



ENERGY

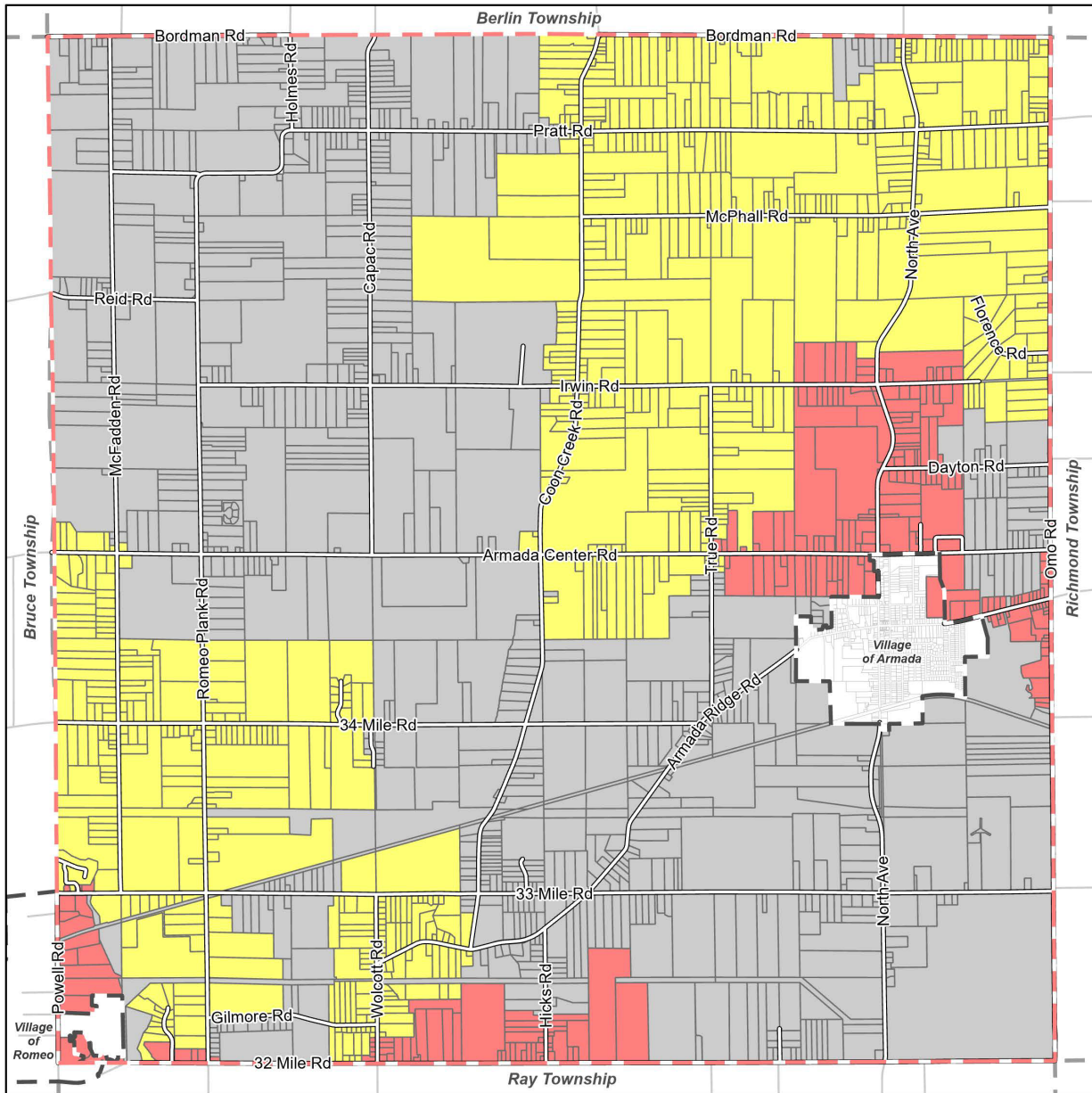
In an effort to reduce residents' energy outages and utility costs, as well as reduce carbon emissions, the Township may want to consider alternative, renewable energy options, such as wind turbines, solar arrays, geothermal, and hydroelectric power. Armada Township is uniquely situated with open land that can accommodate these energy sources. Additionally, installing devices that are symbiotic to agricultural uses, such as wind turbines, can offer a great supplemental income for agricultural properties.

Currently, the Township allows for wind turbines throughout the Township with certain restrictions of height, noise, and setbacks. Given the absence of wind turbines from properties within the Township, steps should be taken to understand the barriers to implementing this type of renewable energy source. Additionally, the Township should consider where solar arrays could be accommodated. Planning for the strategic location of solar installation will allow for investments in renewables while preserving agricultural land and the rural character. Additional collaborative efforts should be explored with the private entities who are large consumers of energy in the Township to reduce the overall carbon footprint of Armada Township and the region most effectively.

Recently, the State of Michigan has taken measures to shift the permitting of utility-scale wind and solar to be handled by the Michigan Public Service Commission rather than local governments. More specifically, this pertains to wind facilities that produce over 100 megawatts (about 15-20 turbines), solar arrays that produce over 100 megawatts (about 400-700 solar panels), and BESS with a capacity over 200 megawatts. However, for solar arrays that produce 50-100 megawatts, a local government can opt-in to regulate this type of facility by local zoning, so long as the local zoning is not stricter than state regulations. With either scenario, developers are required to meet with local officials and hold a public input meeting, as well as abide by state standards for noise, shadow flicker, setbacks and additional regulations. As the Township considers where solar arrays could be accommodated, the Township should consider if it would like to opt in to regulate solar facilities of 50-100 megawatts and what sort of design standards they would request of developers exempt from the local zoning ordinance, such as landscaping buffers from the roadways.

BROADBAND / WIFI

More than ever, WIFI and broadband services are essential to the local and regional economy. Access to high-speed internet is important for residents working from home, for students to engage in online learning, and for residents to remain socially connected from their homes. Because of this, broadband internet service is a factor in where residents choose to live. For the Township to remain as a desirable place to live, the Township should monitor the broadband service options available to current residents as well as future residential developments and work to facilitate improved broadband with service providers as needed.



Internet Access Map

Armada Township,
Macomb County, Michigan

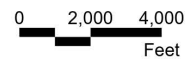
January 4, 2024

LEGEND

- Available Pre-2022
- 2022 Construction (CMIC 1.0)
- Not Available*
- Armada Township Boundary
- Village Boundaries
- Other Municipal Boundaries

* Actual availability may include some parcels in gray adjacent to yellow areas.

Fixed Wireline Broadband and 25 Mbps/3 Mbps using Coaxial Technology



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.



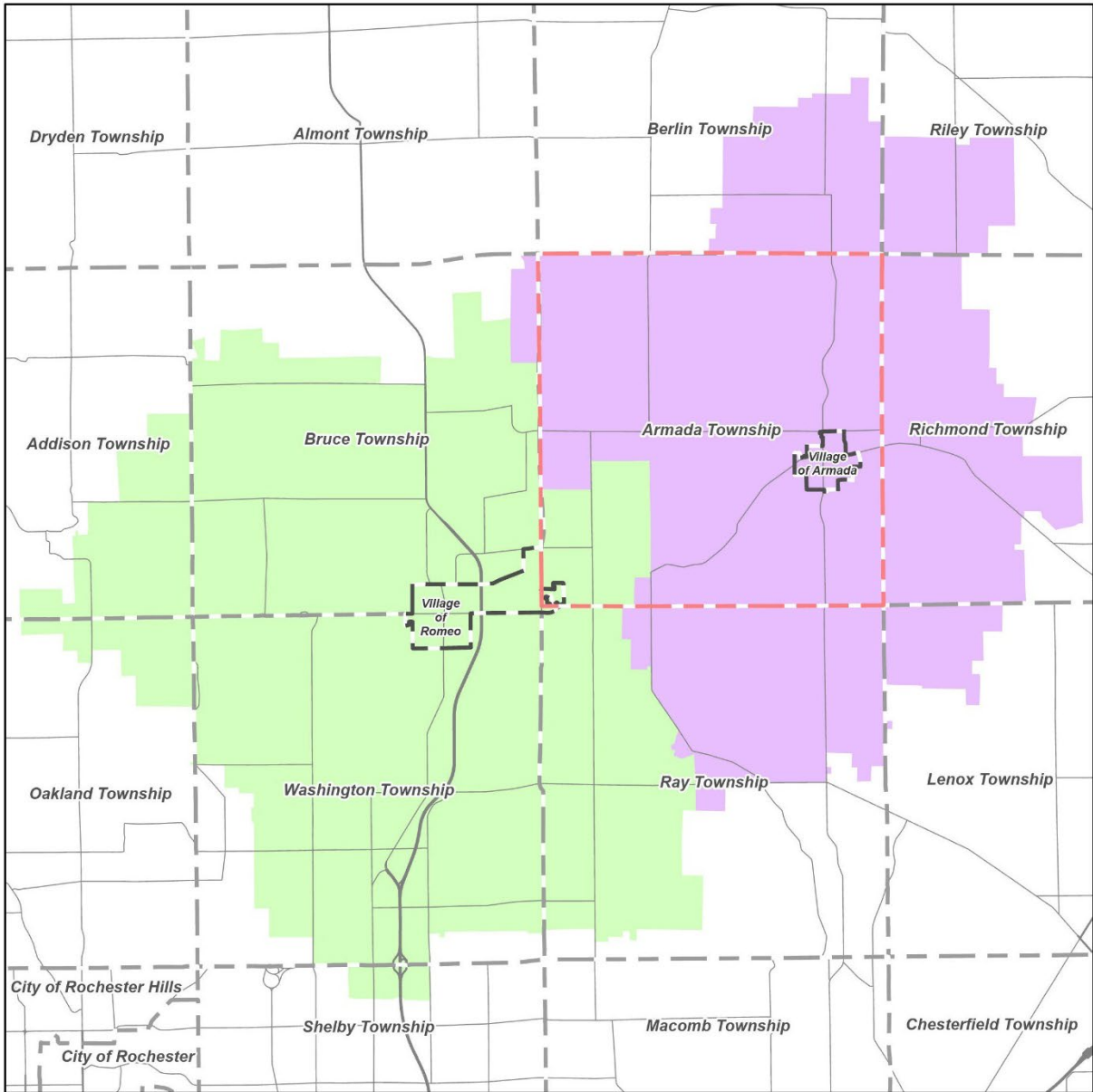


SCHOOLS DISTRICTS

Armada Area Schools serve the Village of Armada and parts of Armada, Berlin, Bruce, Lenox, Ray, Richmond, and Riley Townships. As of Fall 2023, approximately 1,700 students were enrolled, with 500 students as Schools of Choice (pupils who do not live within the district area). In addition to elementary, middle, and high schools, the Armada Area Schools district is home to the Academy of Arts & Sciences and the Armada Conservatory of the Arts, which is well-renowned, as well as a Continuing Education Program. The Academy of Arts & Sciences and the Armada Conservatory of the Arts serves as a point of attraction for the Armada Community and can continue to help attract families to the area, as the district is a school of choice district. No changes to student enrollment are projected over the next five years by the district.

The southwestern corner of Armada Township is served by Romeo Community Schools, which also covers the Village of Romeo, Washington Township and portions of Addison, Bruce, Oakland, Ray, and Shelby Townships.

The map on the following page shows how the Township is divided into the two school districts.



School District Map

Armada Township,
Macomb County, Michigan

February 6, 2024

LEGEND

- Armada Area Schools
- Romeo Community Schools
- Armada Township Boundary
- Village Boundaries



0 5,000 10,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.



CHAPTER #3

Armada's Complete Streets Network

Land use patterns and transportation systems are inherently connected. Proximity to efficient and connected transportation networks is a primary factor in determining where new development occurs, and what type of development should occur in each area.

TRAFFIC PATTERNS

NATIONAL FUNCTIONAL CLASSIFICATION

Roadways within the township are generally under the control of Macomb County; there are only a couple of private roads which exist (less than 2%, or less than one-mile of private roadways).

TRAFFIC COUNTS

As a rural community, Armada Township has generally low traffic volumes on many of its roads. However, a few north/south routes that are paved through the township and along its southern edge do have robust average annual daily traffic volumes.

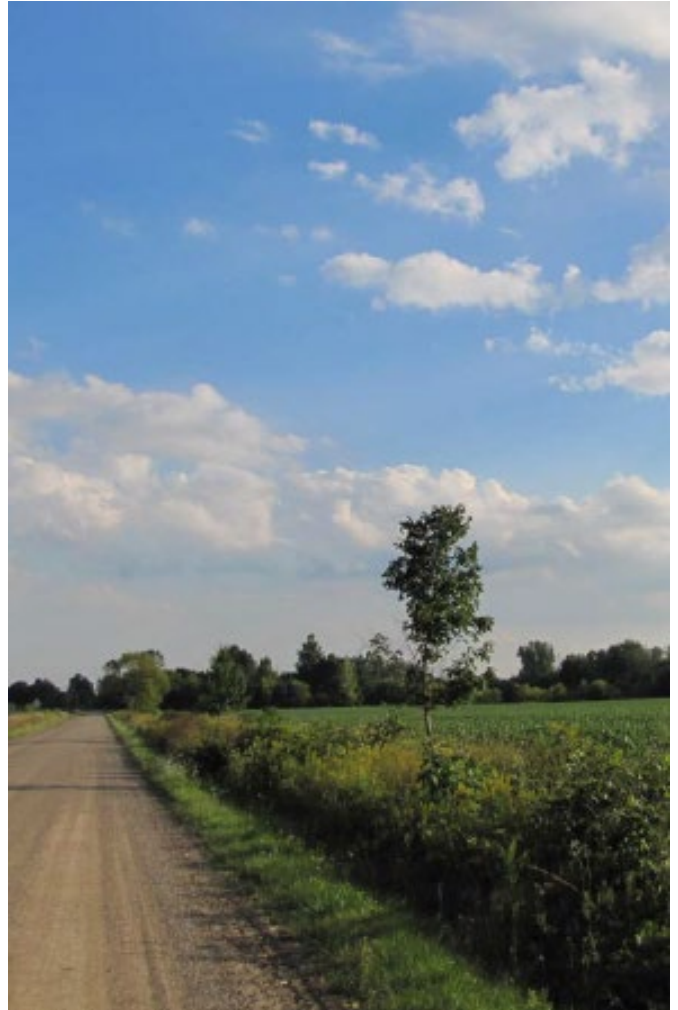
32 Mile has the highest traffic volumes in the township, especially west of Wolcott Road. Other roads with higher volumes include North Avenue, Armada Center, Armada Ridge, Bordman between North Avenue and Omo, and a north-south route through the western portion of the Township running down Capac to Armada Center, then west to Romeo Plank and down to 32 Mile. These volumes should play a role in locating future commercial development.

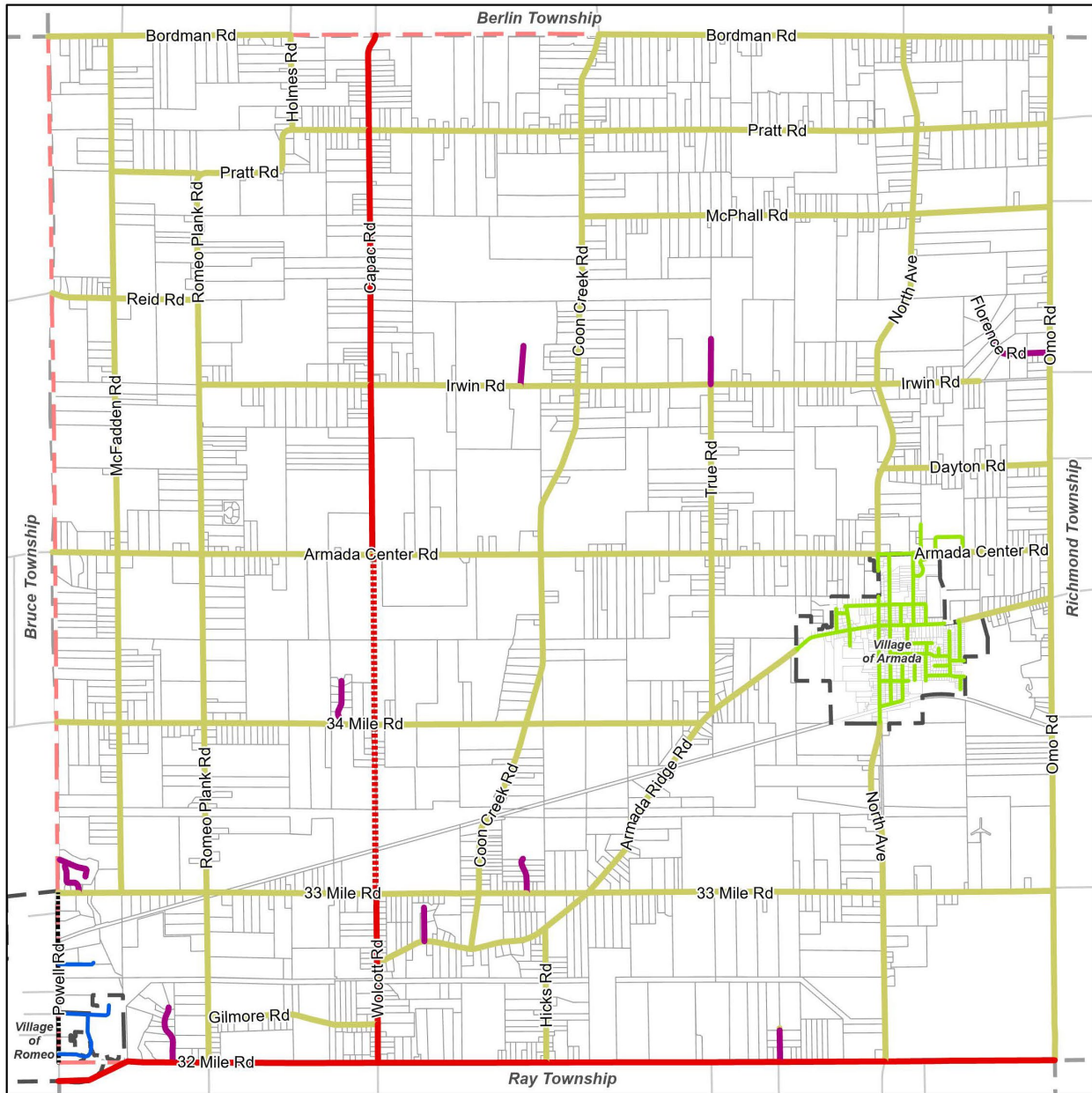
Since the 2015 Master Plan update, these traffic volumes have only increased. For instance, both Romeo Plank Road and North Avenue previously had AADTs of 4,000 or less, the latest traffic data (2017) from SEMCOG indicates an AADT of 9,900 on Romeo Plank Road and 7,100 on North Avenue (south of the Village of Armada limits).

Recent Traffic Studies and Focus Areas

In collaboration with Blakes Orchard, Armada Township is working with Macomb County to determine the best course of action for roadway improvements along Armada Center Road. In 2022, a traffic study was conducted along the stretch of Armada Center Road near Blakes, which receives a high volume of traffic during the high tourist season. The Township's goal is to ensure public safety, while balancing private economic development.

The following pages illustrate traffic counts and show the planned future width of road rights-of-way throughout the Township.





Thoroughfare Plan Map

Armada Township,
Macomb County, Michigan

January 4, 2024

LEGEND

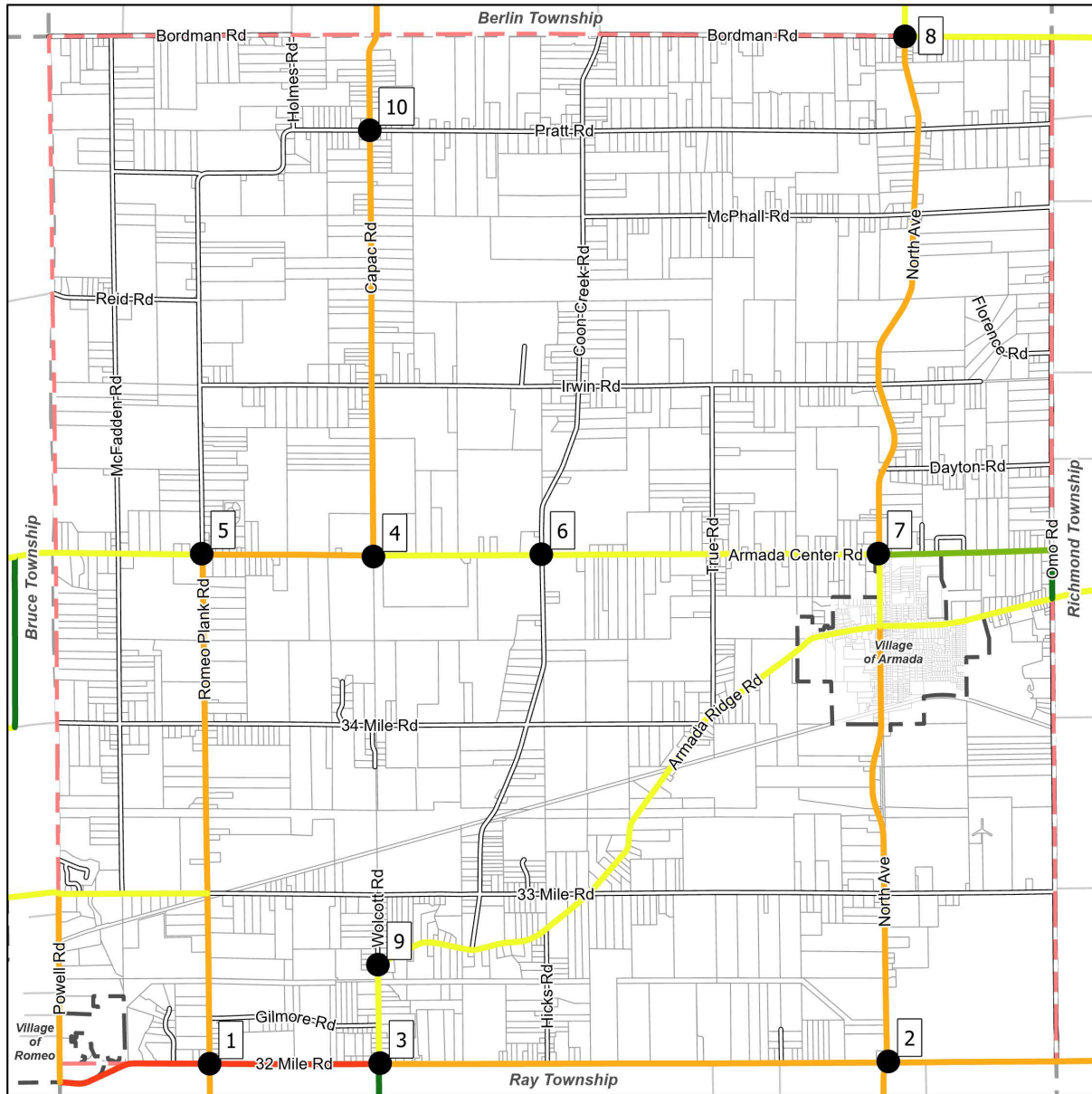
- Local Road
- Village Road
- Major Road with 120' ROW
- Major Road with 150' ROW
- - - Proposed Major Road with 150' ROW
- Industrial Major Road
- - - Industrial Collector Road
- - - Armada Township Boundary
- - - Village Boundaries
- - - Other Municipal Boundaries



0 2,000 4,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.





Circulation System Map (Existing)

Armada Township,
Macomb County, Michigan

January 4, 2024

LEGEND

- High Frequency Crash Locations
- 2021 AADT
 - 3 - 1000
 - 1001 - 2000
 - 2001 - 5000
 - 5001 - 10000
 - 10001 - 15000
- Armada Township Boundary
- Village Boundaries
- Other Municipal Boundaries



0 2,000 4,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.



HIGH-FREQUENCY CRASH INTERSECTIONS

Table 12: High-Frequency Crash Locations at Armada Township Intersections, 2017-2021

Rank	Intersection	2017	2018	2019	2020	2021	Total	Yearly Average
1	32 Mile Road @ Romeo Plank Road	4	4	3	7	7	25	5
2	32 Mile Road @ North Avenue	3	2	7	5	3	20	4
3	32 Mile Road @ Wolcott Road	6	1	3	2	6	18	3.6
4	Armada Center Road @ Capac Road	3	4	4	1	0	12	2.4
5	Armada Center Road @ Romeo Plank Road	3	1	6	1	0	11	2.2
6	Armada Center Road @ Coon Creek Road	3	2	2	2	1	10	2
7	Armada Center Road @ Fulton Street	2	4	2	1	0	9	1.8
8	Bordman Road @ North Avenue	2	1	3	1	1	8	1.6
9	Armada Ridge Road @ Wolcott Road	2	2	0	2	1	7	1.4
10	Capac Road @ Pratt Road	3	2	0	0	1	6	1.2

COMPLETE STREETS

In general, complete streets can be described as a road design approach that is supported through local policy. Complete streets are designed to enable safe and efficient access for all users, both motorized and non-motorized. This includes pedestrians, bicyclists, motorists, and transit users. Complete Streets policies plan for the accessibility for users of all ages and physical capabilities. Complete Streets are achieved when transportation agencies routinely plan, design, construct, re-construct, operate, and maintain the transportation network to improve travel conditions for bicyclists, pedestrians, transit, and freight in a manner consistent with, and supportive of, the surrounding community.

In a semi-rural context, complete streets are important for enhancing the safety of the road network, promoting public health by creating walkable or bikeable roadways, improving a community's equity and economy, and increasing connectivity. Development of pedestrian, bicycle, and transit infrastructure offers long term cost savings and opportunities to create safe and convenient non-motorized travel.

The Michigan Legislature has passed Complete Streets legislation through Public Acts 134 and 135 that requires the Michigan Department of Transportation (MDOT) to consider all users in transportation-related projects and work with residents, townships, cities and villages to include planning for Complete Streets in their transportation programming. Complete Streets policies and practices that consider all users in transportation related projects and recognizes the importance of street infrastructure, landscaping and modifications such as sidewalk enhancements/extensions, crosswalk improvements, shared use pathways, bicycle lanes, synchronized signals and accessible curb ramps that enable safe, convenient and comfortable travel for all is an important component of the Master Plan.



GREEN INFRASTRUCTURE

The Township has the potential to advance its roadways to become green streets. Green streets include elements such as rain gardens, landscaped medians, and permeable pavers. These added components yield many benefits to the area and its residents, such as beautification of the roadways, enhancing the ability of streets to avoid flooding and withstand erosion as well as avoid the need for more costly “grey infrastructure” such as expanded sewer systems and replacing asphalt.

Within Macomb County, other cities and townships are taking steps to implement such roadway designs. Additionally, every municipality in the County has been greatly encouraged by the County Department of Public Works to manage more stormwater runoff diverting it from the collective sewer drainage system. Given that the majority of the roadways are county roads, Armada Township should work with the County Roads Department on measures to convert roadways to green streets. Additionally, new roadways should meet green street requirements.

CHAPTER #4

A Vision for the Future

The following chapter details both the public engagement results from the community-wide survey and the goals and objectives of Armada Township.



PUBLIC ENGAGEMENT RESULTS: COMMUNITY-WIDE SURVEY

BACKGROUND

The Planning Commission crafted a community-wide survey to gauge the position of residents on many elements of land use planning, including the amount of land designated for specific uses, such as commercial, industrial, housing, and parkland. The survey was made available on the township's website and hard copies were offered at Township Hall offices and in several local businesses, at the library and in parks. An email blast was also sent to all on the roster (those who have signed up to receive emails regarding community news and meeting notices).

After being available for two months in the summer of 2023, the survey was closed and a total of 313 responses were received. Full results of the survey are detailed in Appendix A, with key highlights noted below.

FUTURE LAND USE PREFERENCES

Commercial Uses. Half (50%) of survey respondents felt there was the right amount of retail commercial space already in Armada Township, with approximately a third (31%) indicating there is not enough retail commercial development. In contrast, most survey respondents were not in favor of additional commercial (specifically retail): 50% of respondents stated that they do not support attracting new commercial development to generate revenues to improve township services (excluding the village). A majority of respondents (65%) indicated that they would rather drive to nearby communities of Romeo, Richmond, Macomb, and Washington for retail and service uses.

At odds with this preference is the desire for more employment opportunities within the township limits (44% of survey respondents supported this idea). Armada Township residents already have longer work commutes than the average Michigander, with nearly half of all commutes taking between 30 and 59 minutes to get to work and more than 10% needing between one hour and an hour and a half. In contrast, the majority of Michiganders spend less than half an hour commuting to work. Providing for additional retail commercial uses and other employment opportunities within the township would potentially reduce this travel time to work and to reach basic services, allowing residents to spend less time commuting and more time for their families, friends, recreation, and relaxation.

Top new commercial developments that survey respondents would prefer to see in the community include:

1. Restaurants (sit-down, fast casual, etc.): 36%
2. Retail stores / boutiques: 30%
3. Recreation / fitness facilities: 27%
4. Professional office / healthcare facilities: 20%

Preferences on the ideal geographic locations for new retail and commercial areas were mixed, with a slight preference on North Avenue (south of the Village), followed by 32 Mile Road, east of Romeo Plank.

Industrial Uses. Even less support for new industrial uses was identified as part of the survey (51% of respondents did not support). Further, only 27% of respondents supported policies such as a tax abatement to attract new industrial developments. Should new, higher intensity industrial developments be considered, 32 Mile Road (east of Romeo Plank), was identified as the most suitable location, followed by Romeo Plank (north of 32 Mile Road). A number of other respondents noted that industrial uses could be provided for along Powell Road.

Housing. 47% of respondents supported additional housing opportunities in the township, such as multiple-family residential, apartments, and senior living facilities. 33 Mile Road was identified as the preferred geographic location for additional housing styles, followed by North Avenue (south of the village limits). However, 33 Mile Road is a gravel road and the utility infrastructure does not presently support additional housing units in this location.

Park Space. When asked whether the priority should lie with maintaining and improving the existing Armada Park (off North Avenue) or exploring new park developments (such as the future planned Armada Ridge Park), the majority of respondents (55%) voted to focus on maintaining existing park and trail facilities, including the Macomb Orchard Trail. Should the Armada Ridge Park be developed in the future, top desired amenities identified for the site include:

1. Picnic pavilions: 48%
2. Playscape: 35%
3. Dog park: 26%
4. Music park: 26%

Vision Statement

Armada Township is an engaging community for residents of all ages. We seek sustainable growth, while preserving the tranquility of our rural landscapes and our agricultural roots. We respect our past while focusing on our future.





GOALS AND OBJECTIVES

The following goals and objectives will help guide the elected and appointed officials of Armada Township over the next 5+ years.

GOAL 01:

Agricultural Importance

Promote the preservation of active farmland in the township and recognize the importance of farming and other agricultural uses to Armada's history and economy.

OBJECTIVES:

- **Purchase of Development Rights.** Continue to participate in the Purchase of Development Rights (PDR) program and actively promote PDR.
- **Agricultural Practices.** Promote the Generally Accepted Agricultural Management Practices (GAAMPs) developed by the State to help provide protection for farmers and farming activities that utilize appropriate farming practices.
- **Encourage Farming Operations.** Maintain low density residential development in those areas of the Township where farming is promoted and expected to be maintained.



GOAL 02:

Valuing the Environment

Promote the preservation of the natural environment using a systems approach that recognizes the inter-relationship between environmental features.

OBJECTIVES:

- **Education.** Work within the context of the Clinton River Watershed sub-groups to educate residents of the benefits of environmental preservation.
- **Environmental Protection.** Promote ordinances that require or encourage the preservation of the natural environment such as open space zoning, overlay zoning, planned unit development, and natural feature setbacks. Collaborate with the Macomb County Public Works Office to minimize channelizing and clear cutting and preserve county drains and recognized streams and rivers in their natural state.
- **Best Management Practices.** Encourage creative developments and best management practices (BMPs) that incorporate and enhance existing natural features.
- **Outdoor Recreation.** Support the growth and development of Armada Township parks as a regional destination for year-round outdoor recreation activities.
- **Agritourism.** Value the natural environment while simultaneously respecting the needs of the business and commercial endeavors.

GOAL 03:

Housing for All

Continue to promote a diversity of residential densities and housing typologies throughout the township, as sewer and water utilities are available.

OBJECTIVES:

- **Housing Standards.** Amend the Zoning Ordinance to better incentivize and encourage a variety of housing typologies, including duplexes, triplexes, fourplexes, live/work units, etc.
- **Aging in Place.** Amend the Zoning Ordinance to better encourage senior housing developments (both independent and assisted living).
- **Infrastructure.** Among other factors, residential densities should be based on available sewer capacity in those areas planned for water and sewer service and the ability of conventional septic systems to accommodate residential development for those areas not served by sewer utilities.

GOAL 04:

Expanded Tax Base

Develop planned commercial and industrial areas that provide opportunities for all types and sizes of development, providing additional tax base for the township.

OBJECTIVES:

- **Commercial Uses.** Develop smaller, more localized commercial activity nodes at the intersections of 32 Mile Road (other than Romeo Plank and North Avenue). Promote complementary commercial and office uses to the south of the village, along North Avenue.
- **Industrial Standards and Uses.** Develop guidelines for the development of industrial sites, including setbacks, façade treatment, construction, screening, landscaping, and parking.
- **Tax Base Expansion.** Encourage the development of a second industrial subdivision within the township, located in the Armada Area Schools District and work with the Village of Armada.
- **Fiscal Impacts.** Continue to understand the fiscal impacts of the township based on anticipated growth.
- **Infrastructure.** Allow for the extension of infrastructure in an appropriate and timed manner, considering initial as well as future costs and benefits of such an extension.

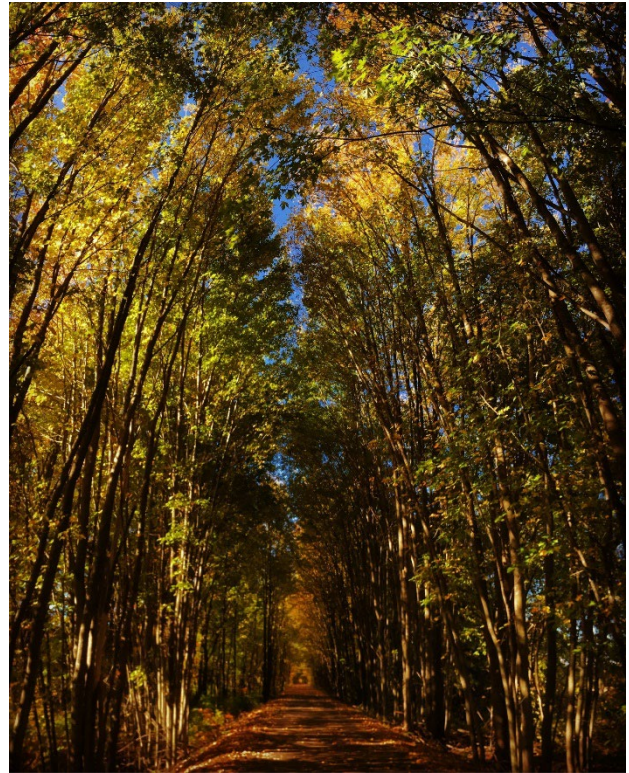
GOAL 05:

Accessible Transportation Systems

Implement Complete Streets principles throughout the township as appropriate in order to provide safe, efficient and well-maintained roadways that accommodate all modes of transportation.

OBJECTIVES:

- **Complete Streets.** In partnership with Macomb County, develop Complete Streets guidelines for new developments and for existing roadways. Determine how best to apply Complete Streets principles in different areas of the township, respecting that the same standards may not be appropriate for all places.
- **Greenway Corridors.** Develop and implement potential greenway corridors (in conjunction with regional plans).
- **Enhanced Regional Partnerships.** Continue to support and search for new public and private partnerships that will help to further build regional, cross-community connections and support infrastructure project implementation.



CHAPTER #5

Implementation

The Future Land Use Plan is a guiding document intended to outline the goals and intentions of the township regarding land use and future development. The basis for the development of the Plan is Armada Township's desire to allow the community to continue to evolve while maintaining the small-town character residents have experienced over the past decades and cherish to this day.

Future decisions regarding the township zoning ordinance and map will reference the framework provided by this Plan. This chapter addresses agricultural, residential, commercial, mixed use, and industrial development.

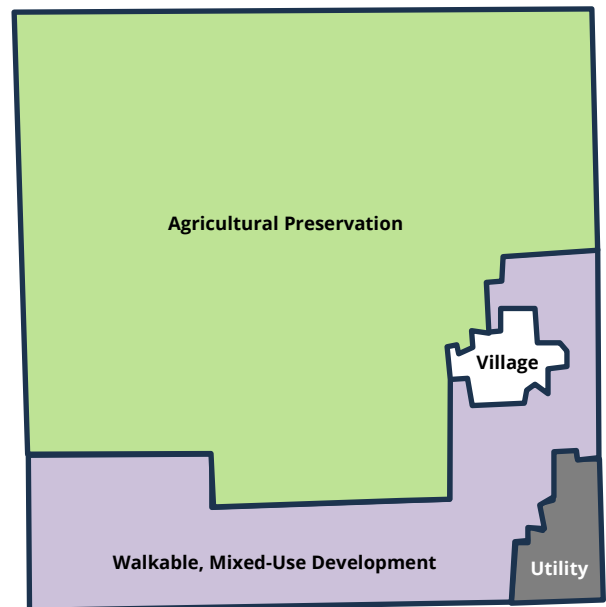


FUTURE LAND USE PLAN

The amount of land to be devoted to a given use is determined with the help of criteria that help guide decisions. Existing land use within the community and region, roads, soils, topography, economic potential, and changes in the community and region's population and demographic characteristics all inform the placement and acreage afforded to different land uses.

The concept land use plan included on this page reserves much of the community for agriculture and very low-density rural residential uses. The Future Land Use Map acknowledges the utility use in the Township's southeast corner as a distinct area not intended for further development in the foreseeable future.

The remaining land, primarily in the southern portion of Armada Township and in the area around the Village, is designated for development, including single family homes, flexible residential, commercial, mixed use, and industrial uses. Given the historical spread of development in Macomb County, this is the area most likely to be affected first by future development. The intensity of development in the Development Area will be dependent on the extension of water and sewer service into the area. The Township's preliminary sewer district is shown on the Future Land Use Map. Portions of the Development Area are not projected to be sewerred, and lot sizes in these areas will be accordingly larger, providing a transition to the agricultural areas.



ANTICIPATED GROWTH PATTERNS

The Southeast Michigan Council of Governments (SEMCOG) projects that the Township's population will remain fairly steady into the foreseeable future. This projection, however, does not take into account the possible introduction of water and sewer infrastructure in the southern portion of the township, an extension of infrastructure that could potentially make that part of Armada Township more attractive to developers and new residents.

The conceptual land use framework intentionally limits growth in the primarily agricultural northern two thirds of the township. This area is intended to be preserved well into the future as a low-density district comprised mostly of farms and residences on large lots. Plans to extend the sanitary sewer interceptor to the southwest corner of the township have been created, but not yet implemented. Should these utility plans be implemented, the sanitary sewer infrastructure would be phased into the township slowly over a long time period, in response to demand and the economic feasibility of such an expansion. The township would likely need to explore or create a public-private partnership to fully realize the sewer extension and improvements. If constructed, the projected initial sewer area would serve the township's southwestern corner, including the industrial area, the commercial area at Romeo Plank and 32 Mile, and some single-family residential neighborhoods.

As new residential and industrial uses arrive in the township over time, new residents and workers will need access to a range of services. The land use plans that follow identify portions of the preliminary sewer district that coincide with the area's major intersections for more intensive mixed-use development that could serve these needs. The plan also provides for complementary development along North Avenue south of the village.

PLANNING TO SUPPORT AGRICULTURAL PRESERVATION

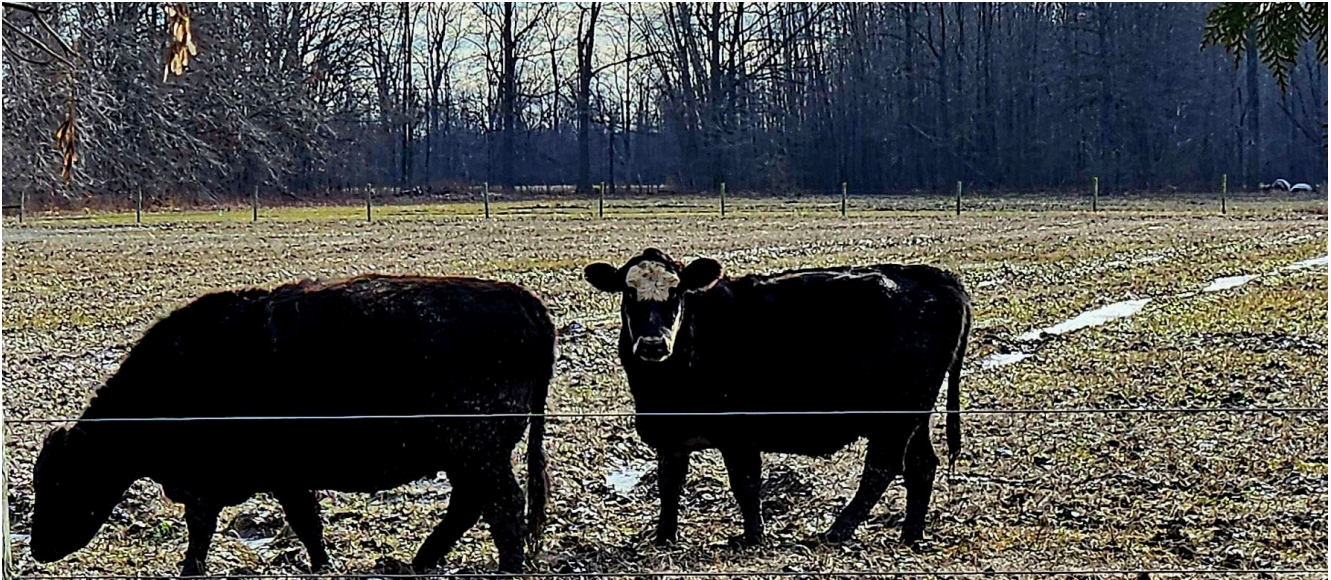
Armada Township recognizes that over the timeframe of the Master Plan, some agricultural land will be converted to other uses. The township supports its goal of preserving farmland and agricultural uses by continuing to pursue a suite of complementary strategies that offer both farmers and the township a measure of control over what happens to agricultural land. These strategies include:

Minimize the Amount of Agricultural Land Converted to Residential Uses

Planning to direct as much urban development as possible into the southern portion of the township where sanitary sewer service is planned will prevent the loss of large amounts of farmland in the Agriculture and Rural Residential areas. The projected sewer district will offer more than enough capacity to absorb projected growth for the foreseeable future.

Retain Rural Road Status in Areas Planned for Farming or Extremely Low Density Residential

Land use capacity is directly tied to road carrying capacity. Higher-density subdivisions require road construction, and industrial uses generally require roads that can support heavy truck traffic. Rural roads, and especially unpaved rural roads, by their nature limit the uses that can be supported in a given area. Opting against paving or expanding roads in the Agriculture and Rural Residential area can be an effective means of controlling the pace of redevelopment. Preserving farmland also reduces the need for new roads, which helps control infrastructure maintenance costs.



Promote Purchase of Development Rights (PDR)

PDR is a technique that can preserve agricultural land in perpetuity, benefiting the landowner through financial compensation for agreeing to preserve the use of the land, and benefiting the community through the preservation of a valuable economic and environmental resource.

Promote Enrollment in the Michigan Farmland Preservation Program

The Michigan Farmland Preservation Program offers funding support for local PDR programs and also has a range of voluntary agreements that landowners can enter into:

- **Farmland Development Rights Agreements.** Offers tax benefits and special assessment exemptions in exchange for farmland preservation.
- **Conservation Easement Donations.** Permanently restricts redevelopment of farmland or open space through an agreement with the State of Michigan.
- **Local Open Space Easements.** Temporarily restricts redevelopment in exchange for tax benefits.
- **Designated Open Space Easements.** Similar to Local Open Space Agreements, but the agreement is entered into with the State of Michigan, rather than the Township.

Minimize Conflict between Existing Farmland and New Residential Development

The State of Michigan's GAAMPs is a guiding policy for agricultural management. Adhering to these standards reinforces the right to farm while also protecting neighboring uses from spillover effects of agricultural activities.

Reflect The Township's Rural and Agricultural Heritage in New Development

Ensure that new development, and especially development that is more intensive than the previous use, respects the Township's agricultural and rural character in the design of both buildings and site.



RESIDENTIAL AREAS PLAN

Mapping the township's intended residential development types and densities provides a basis for guiding development in a sensible and organized manner and also the Future Land Use Map identifies several different land use classifications that accommodate residential development:

Agricultural Preservation

The land use designation is synonymous with the Agriculture and Rural Residential planning area; the paramount goal of the township in this area is the preservation of agricultural land.

Single Family Residential

The area designated Single Family primarily supports detached single-family housing at moderate density; density in the future will vary based on the provision of sanitary sewer service. A portion of this area is also identified as a possible location for manufactured housing. Open Space or Conservation Subdivisions are encouraged in this district.

Flexible Residential

Flexible Residential, found in the projected Preliminary Sewer District along 32 Mile, will be developed in accordance with future sanitary sewer capacity and might include multiple- family housing, attached single-family housing, or detached single-family housing.

Senior Housing

As Armada Township's population continues to age, consideration must be given to providing for the housing needs of seniors. Accommodations that allow seniors to remain in their communities can take many forms, from retrofitting an existing single-family home for accessibility to full assisted living facilities.

The Township's plans for mixed use and flexible development areas offer places where higher permitted densities could accommodate more intensive senior housing developments, including developments in close proximity to convenience shopping and services.

Mixed Use

Located near the village in the projected Preliminary Sewer District, the Mixed Use district could accommodate residential units on upper floors of multi-story buildings.

Flexible Development

The Flexible Development area along 32 Mile is intended to respond to future market demand and provide for the possibility of future development in a Single Family, Mixed Use or Flexible Residential pattern. The use of Planned Unit Development (PUD) procedures is anticipated to encourage flexible, coordinated development in this area.

The Township encourages maintaining agriculture in all of these districts.

PLANNING FOR SEPTIC SYSTEMS FOR HIGHER DENSITY RESIDENTIAL

In areas where no sewer service is planned, homes will require conventional wells and septic systems, and not all soils in the township have the same capacity to accommodate septic systems; in some cases, multiple adjacent lots of 1.75 acres will tax this capacity. Septic systems should also be placed a minimum of 100-feet from open bodies of water; the Macomb County Health Department issues guidelines for the development of septic systems.

In areas where sewer service is planned to be phased in, the lower density Single Family designation will remain in place until sewer service arrives, at which point the area must be rezoned to a classification that will accommodate the higher density. This classification will have to be crafted and added to the Zoning Ordinance in the interim.

In the Flexible Residential, Flexible Development, and Mixed Use districts, accommodation must be made for a sensible density and distribution of residential units attached either to each other or to commercial structures (typically on upper floors). In the Flexible Residential and Flexible Development districts, multi-family housing may be constructed at a density of up to 7 units per acre, so long as the average density of the district does not exceed 4 units per acre. In the Mixed Use district, a stand-alone structure of attached residential units can be developed to a maximum density of 7 units per acre, while a true mixed use structure, with commercial uses on the street-facing side of the ground floor may be developed with a residential density of up to 10 units per acre. In all three districts, the density limits for Single Family Residential without sewer service will prevail until sewer service becomes available.

CRITERIA FOR LOCATING MANUFACTURED HOUSING

Multiple manufactured housing developments are not planned due to limited road capacities, limited planned sewer and water capacities, and the ability of the township to provide manufactured housing within a single development. Any future manufactured housing developments must meet all the following criteria:

- The main access roadway is paved and has a planned right-of-way of a major roadway.
- Ability to provide multiple access points, on two different roads.
- Manufactured housing developments not to exceed 100 acres.
- The site falls within the planned sewer district.
- The site is proximal to community facilities and commercial areas.

COMMERCIAL AND INDUSTRIAL DEVELOPMENTS AND CHARACTER

To ensure that future commercial and industrial development in the township does not detract from the area's generally rural character, the township should continue to implement design guidelines that guide the appearance of development and establish a feel that respects the community's rural heritage.

OVERALL DESIGN GUIDELINES

Rather than strictly prescribing architectural styles and site elements, these design guidelines draw on elements of the community's existing character and provide a framework for imparting rural character to new commercial and industrial development.

Site Context

Development that occurs in prominent areas, such as major corners or gateways, should reflect the importance of the location through signage and sensitive treatment of the landscape. Commercial or industrial development requiring retention ponds should take care to make the pond appear natural by clustering trees and including wetland elements.

Landscaping

Much of the landscaping found throughout the township is fairly informal. Stones unearthed on the property are often used to edge areas of deliberate planting and many fields are edged with narrow rows of native vegetation. Tree lines commonly delineate property lines and road edges. Generally, drainage is accomplished with swales; even in a sewer district, swales could be used to feed a storm sewer and for direct site drainage. It is possible to strike a balance between this sort of informal, easily maintained landscaping and the sort of formal landscaping more commonly found in built-up districts. Native plants can be used to help accomplish this kind of look. Tree lines could be used in industrial zones to provide a sense of distinction between properties. Rights-of-way should also be screened with native landscaping, providing a naturalized buffer and an environmental enhancement.



Fences

Many properties in Armada Township are not fenced, but a variety of fencing styles exist in the township and could be drawn upon in a design overlay in order to provide a menu for developers to choose from. Fences can be combined with other landscaping standards to give developers many options that nonetheless lead to a unified appearance. Simple bare-wood split rail fences are common. Basic, white rail fences are also fairly common. Embellishments such as stone piers are acceptable, particularly if finished in a manner that resembles fieldstone.



Driveways

Treatment of the end of driveways in a potential industrial or commercial area can help integrate these properties aesthetically into the rural fabric of the community. Culverts under driveways often have stone framing them, and this could be adopted as a standards for a design overlay. The presence of the stone also serves a practical anti-erosion purpose.

Many homes display their addresses on simple posts by the roadside, and this standard, if applied at a scale appropriate to a commercial or industrial district, could offer another way to provide visual parallels with the existing community. Other decorative elements at the ends of driveways are common in the township. Freestanding stone or concrete gate piers, corner fences, and open gates are common elements framing the ends of driveways.

BUILDING APPEARANCE AND PLACEMENT

It is important that commercial and industrial buildings reflect a sense of quality as well as local character. The following framework elements are established:

- Facades facing a public street should be faced primarily with durable, high-quality materials such as brick, stone, decorative block, and similar materials.
- One-story buildings should have minimum ceiling heights of about 14 feet and should include design elements that give their street-facing facades greater prominence.
- Pitched roofs are generally more reflective of surrounding development and preferred to flat roofs.
- Buildings should generally be sited in the front half of the lot with limited parking in the front. The balance of parking should be placed in the side and/or rear yard, as shown in the example to the right.



Design Example

This design example below shows how the framework elements could be applied to the development of a shopping center to capture some of the rural feel in the community and set the buildings in a context that respects the heritage of the area. The front swale is planted with native grasses, trees are placed in naturalistic clusters, and the parking lot is screened by a farm-style fence. This design further shows buildings designed to be taller than their single-story layouts might otherwise suggest; this provides a sense of scale that gives the development presence from the roadway. Additionally, parking is screened by a low wall at the rear lot line.





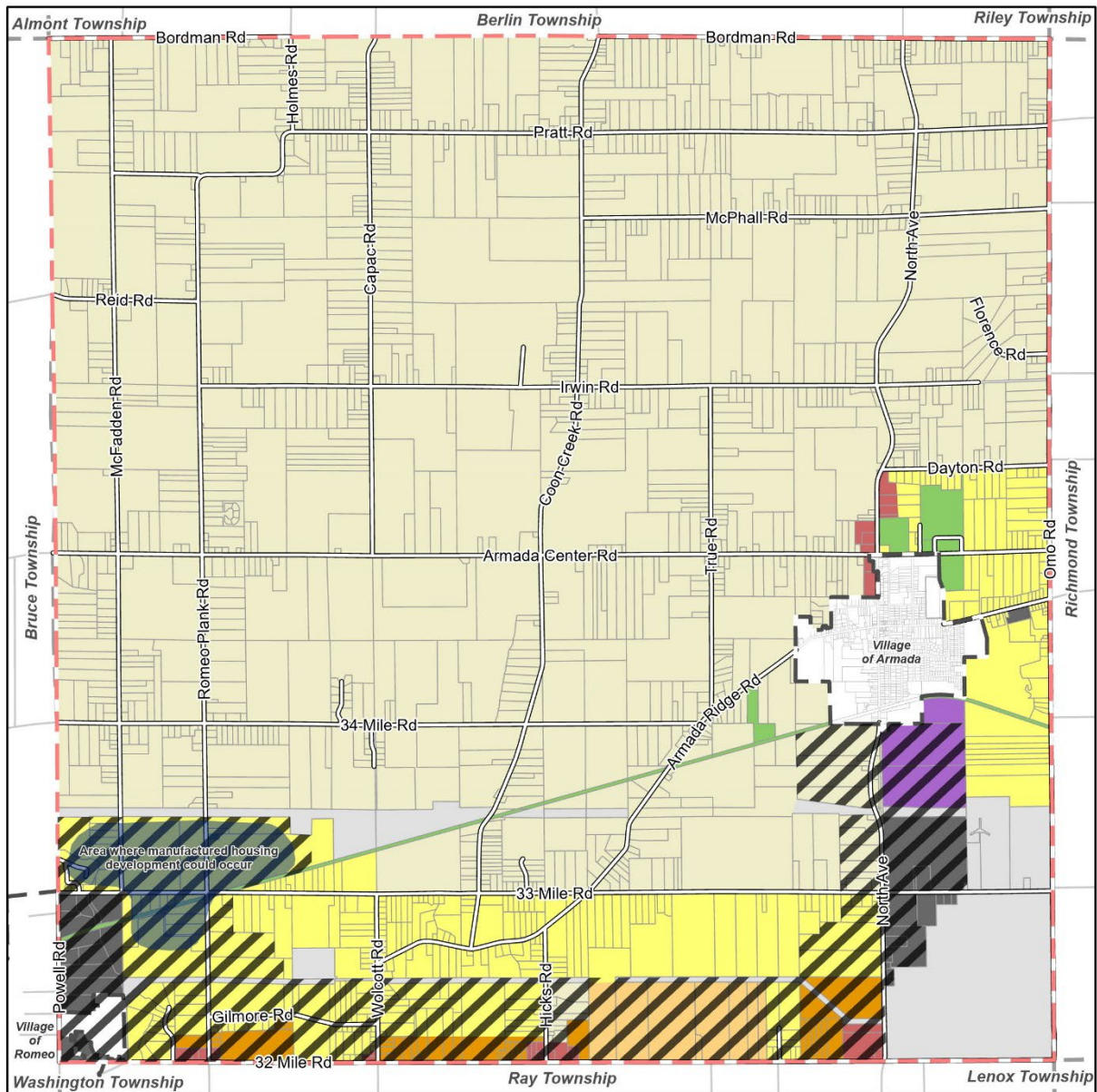
INDUSTRIAL AREAS PLAN

Industrial uses have traditionally provided municipalities with a stable job base as well as additional tax base to support desired services. Armada Township is largely on the fringe of the types of transportation and sanitary infrastructure that industrial land uses typically seek.

SPECIAL DEVELOPMENT CONSIDERATIONS FOR INDUSTRIAL AREAS

While the Design Framework can be applied to the township's industrial districts, industrial uses often require additional screening from nearby uses, owing to their relatively high intensity. The township, in an effort to sustain or enhance industrial values, has established industrial development standards, which if properly implemented, will minimize impacts to the surrounding neighborhood, increase the aesthetics of the planned industrial areas and finally, increase industrial property values.

- Ensure that all outdoor storage areas are adequately screened from public view as well as adjacent properties. This can be accomplished through the use of evergreen screening, decorative concrete walls, rolling earthen berms and the like.
- Buildings fronting on public or existing private thoroughfares should be constructed of decorative brick, stone, split face block or other acceptable materials for all facades visible to the public.
- Provide protection between planned industrial areas and existing residential dwellings or planned single family residential areas. The screening methods can be those utilized for screening outdoor storage areas.
- Coordinate access drives between users to reduce the total number of driveways, while still allowing adequate access to the site for both typical automobiles as well as industrial truck traffic.
- Ensure that uses conform to the township's adopted performance standards regulating noise, vibration, hazardous materials, etc.
- Excess parking may be land banked in a designated, landscaped area, to be developed if needed at a future



Future Land Use Map

Armada Township,
Macomb County, Michigan

February 6, 2024

LEGEND

- Agricultural Preservation
- Single Family
- Flexible Residential
- Mixed Use
- Flexible Development
- Commercial
- Industrial
- Utility
- Public
- Preliminary Sewer District
- Armada Township Boundary
- Village Boundaries



0 2,000 4,000
Feet

Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: County or Local Community Source. Armada Township 2023. McKenna 2023.







IMPLEMENTING THE PLAN

The Strategic Action Plan table on the following pages presents a detailed summary of all the recommended implementation activities, responsible parties, and potential funding resources for each project. Since many of the recommendations are important to the long-term success of Armada Township, the community must aggressively pursue outside funding to provide matching dollars to achieve township goals.

SUMMARY OF ACTIONS

Recommendations for future projects are organized around the five goals of this Plan:

Goal #1: Agricultural Importance. Promote the preservation of active farmland in the township and recognize the importance of farming and other agricultural uses to Armada's history and economy.

Goal #2: Valuing the Environment. Promote the preservation of the natural environment using a systems approach that recognizes the inter-relationship between environmental features.

Goal #3: Housing for All. Promote a diversity of residential densities and housing typologies throughout the township, as sewer and water utilities are available.

Goal #4: Expanded Tax Base. Develop planned commercial and industrial areas that provide opportunities for all types and sizes of development, providing additional tax base for the township.

Goal #5: Accessible Transportation Systems. Implement Complete Streets principles throughout the township as appropriate in order to provide safe, efficient and well-maintained roadways that accommodate all modes of transportation.

IMPLEMENTATION KEY FOR THE ACTION PLAN

The key below describes actions and tools available to implement the vision of this Master Plan. “Priority” indicates the level of importance of a given action task. While all the identified projects are important, limited resources dictate a choice and a system of prioritizing funding as available. “Responsible Parties” indicates the organization and individuals that must be involved to successfully carry out the project.

Priority		Responsible Parties	
A	Most Important	ATB	Armada Township Board
B	Very Important	BO	Business Owners
C	Important	CW	Clinton River Watershed
Timeframe The timeframe is measured as a range of years, extending from the adoption of this Plan in 2024. Some projects are noted as “on-going”.		CO	Community Organizations
		EGLE	MI Dept. of Environment, Great Lakes, and Energy
		HO	Homeowners
		MC	Macomb County
		MDNR	MI Dept. of Natural Resources
		MDOT	MI Dept. of Transportation
		MEDC	MI Economic Development Corporation
		MSHDA	MI State Housing Development Authority
		PC	Planning Commission
		PD	Private Developers
		SEMCOG	Southeast Michigan Council of Governments
		TA	Township Administration
		VA	Village of Armada
Funding			
Public	Public funds from the Township’s operating budget, and any County or State funding (including any local government bonds and grants).		
Private	Funds from private sources such as grant monies, corporate funding, or private investment dollars.		

STRATEGIC ACTION PLAN

Goal Support	Task	Priority	Timeframe	Responsible Parties	Funding
#2 / #5	Develop a Joint Recreation Master Plan with the Village of Armada (the current plan expires January 2024, being adopted in 2019).	A	Near-term	ATB, PC, TA, VA	Public
#2 / #4	Amend the Zoning Ordinance to ensure quality industrial development.	A	Near-term	ATB, PC	Public
#1 / #2 / #4 / #5	Develop a rural character design overlay for 32 Mile and North Avenue corridors.	A	Near-term	ATB, PC	Public
#3	Reduce barriers to housing in the Zoning Ordinance, this includes implement the Michigan Association of Planning Housing Zoning Reform Best Practices).	A	On-going	ATB, MEDC, MSHDA, PC	Public
#4	Continue to conduct cost benefit analysis to determine the on-term economic feasibility of infrastructure extensions.	A	Mid-Term	ATB, MC, PC, TA	Public
#4	Continue to review and seek funding for the extension and enhancement of water and sewer infrastructure.	A	On-going	ATB, MC, PC, TA	Public / Private
#2	Amend the Zoning Ordinance to promote the preservation of natural features, including greater development standards for new development.	B	Near-term	ATB, PC	Public
#2 / #5	Pursue grants (MDNR, SEMCOG, etc.) for the adopted Recreation Master Plan. Funding sources are detailed on the following page.	B	On-going	ATB, MDNR, TA, VA	Public
#1	Continue to participate in the Purchase of Development Rights (PDR) program and promote the purchase of farmland rights.	B	On-going	ATB, MC, TA	Public / Private
#4	Create a “development guide” to streamline the review and approval process for site plans, special land uses, etc.	C	Near-term	PC, VA	Public
#2	Amend the Zoning Ordinance to account for green infrastructure standards, including renewable energy systems.	C	Mid-term	ATB, PC	Public
#4	Conduct a fiscal needs study for the next 10-20 years based on anticipated population, capital improvements, the fire department needs, and other township services / capacities.	C	Long-term	ATB, MC, PC	Public / Private

FUTURE FUNDING FOR PARKS

Future funding sources for park improvements is available through three of the most well-known recreation grant programs available to municipalities through the Michigan Department of Natural Resources (MDNR) (for communities that have an up-to-date MDNR-approved recreation plan):

MICHIGAN NATURAL RESOURCES TRUST FUND (MNRTF)

Eligible projects include acquisition of land or rights in land for recreational uses or for protection of the land because of its environmental importance or scenic beauty, including additions to existing parks, forest lands or wildlife areas. Development of public outdoor-recreation facilities is eligible (such as picnic areas, beaches, boating access, fishing and hunting facilities, winter sports areas, playgrounds, ballfields, tennis courts, and trails). Funds are provided through the sale of oil and mineral leases on State land. Local contributions equal to at least 25% of the project cost are required. There is no minimum or maximum amount for acquisition projects. The minimum allowable grant for development is \$15,000 and the maximum is \$500,000.

There are three special initiatives approved by the Trust Fund Board of Trustees. Proposals receive special attention if they:

- Are located within U.S. Census Bureau Metropolitan Statistical Areas;
- Increase environmental education facilities statewide; but particularly in urban areas; and
- Acquire land or develop trail ways that contribute to the development of a statewide trail network.

LAND AND WATER CONSERVATION FUND (LWCF)

Administered eligible projects include community recreation and trailway improvements. These are grants of \$10,000 to \$250,000 to local units of government for development of facilities such as ballfields, tennis courts, playgrounds, trails, and picnic areas; and including support facilities; renovation of existing facilities and retrofitting of existing facilities to make them accessible to persons with disabilities. Funds are provided through federal appropriations. The grant match basis is 50% MDNR / 50% local.

RECREATION PASSPORT

The Recreation Passport program is funded through proceeds of park passes purchased for admission to State Parks in Michigan. Grants of between \$7,500 and \$75,000 are available to communities mainly for the improvement of existing parks, though new park development is technically eligible.

Appendix

Appendix A:
ADOPTION DOCUMENTS

Insert when available