

# Armada Township

## PLANNING COMMISSION

23121 E. Main Street, P.O. Box 578  
Armada, Michigan 48005  
Telephone: (586) 784-5200 Facsimile: (586)784-5211  
[planning@armadatwp.org](mailto:planning@armadatwp.org)

### AGENDA

**Wednesday, November 1, 2023 - 7:00 p.m.**  
**(Held in person and electronically via GoToMeeting)**

The public may participate in the meeting at the township hall or through GoToMeeting access by way of computer, tablet or smartphone using the following link: <https://meet.goto.com/882529573>

Members of the public may also participate in the Board meeting by calling in to the following number:  
United States: [+1 \(312\) 757-3121](tel:+13127573121) Access Code: 882-529-573

Get the app now and be ready when your first meeting starts: <https://meet.goto.com/install>

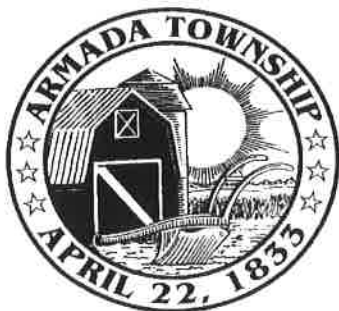
In the event a member of the public wishes to submit questions or provide input to Commission members prior to the meeting, they can email their input to [planning@armadatwp.org](mailto:planning@armadatwp.org). All input received from members of the public prior to the meeting will be read into the record during the meeting.

The agenda for this regular meeting is as follows:

#### Regular Meeting

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approve/Amend Agenda
5. Approval of minutes:
  - a. **Regular Meeting Minutes October 4, 2023**
6. Public Comments – Agenda Items
7. Public Hearing:
  - a. **None**
8. Reports and Correspondence:
  - a. **Project Status Report- October**
  - b. **Notice of Intent to Update Master Plan – Lenox Township**
  - c. **Memo - Meeting with Macomb County Road Commission**
9. Unfinished Business:
  - a. **None**
10. New Business
  - a. **None**
11. PC Projects:
  - a. **Master Plan Discussion**
12. Public Comments – Non-Agenda Items
13. Adjournment.

Next Scheduled Regular Meeting: Wednesday December 6, 2023



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### MINUTES

Wednesday, October 4, 2023 - 7:00 p.m.  
 (Held in person and electronically via GoToMeeting)

#### Regular Meeting

1. **Call to Order** – Chair Kehrig called the meeting to order at 7:00p.m.
2. **Pledge of Allegiance** - Kehrig led the Pledge of Allegiance
3. **Roll Call**
  - a. **Present** at Roll Call: Chair Kehrig, Vice Chair Finn, Commissioners Abercrombie, Arnold, Jabara, Kutchey, and Board Liaison Murray.
  - b. **Absent:** None
  - c. **Also present:** Alternate Planner Brigitte Smith, Recording Secretary Martin
4. **Approve/Amend Agenda**
  - a. **Motion** by Abercrombie, 2<sup>nd</sup> by Finn to approve the agenda as presented. All Ayes, **Motion Passed**
5. **Approval of Minutes**
  - a. **Motion** by Murray, 2<sup>nd</sup> by Finn to approve the minutes of the Regular Meeting Minutes September 6, 2023, as presented. All Ayes, **Motion Passed**
6. **Public Comments** – Agenda Items: Bruce Parten question on Hicks Road property that received a letter from building department regarding open hole. Also asked about tiny homes and barn-dominium's.
7. **Public Hearing:** None
8. **Reports and Correspondence:**
  - a. **Project Status Report-** Kehrig read the September report into the record. Also mentioned that Miller Farm and Frontier Market may be interested in applying for Overlay district zoning after harvest season is over.
  - b. **Letter from Candice Miller** – Due to increasing heavy rain events, Macomb County Public Works is working on new storm water standards that will be published and distributed.
  - c. **Question from Township Board Member** – Township Board member Jim Goetzinger asked if the Planning Commission has any authority to control Blake's use of a farm road to exit traffic onto 34 Mile Road. Martin found two applicable ordinances, Section 2.02 Access Across Residential Properties and Section 2.21 and 2.40 (identical) Nonresidential Driveways that do give the PC some leverage, and Supervisor Paterek did notify Blake's.
  - d. **Almont Township** sent PC a Notice of Intent to Plan.
  - e. **Jabara attended the SEMCOG open house** hosted by Sterling Heights, and learned about some of the things SEMCOG was able to assist Sterling Heights with on Parks & Rec Plans.  
**Motion** by Abercrombie, 2<sup>nd</sup> by Murray to receive and file reports as presented. All Ayes, **Motion Passed**
9. **Unfinished Business:**

**Laethem Development Site Plan Review** - Planner Smith stated that from a planning perspective, everything complies and there are no issues preventing approval, except the engineering items and if the commission has any questions. The Engineer called out the need to combine the parcels which was completed by assessing on 9/18/23. One issue discussed was the need for water, Kehrig noted that the plan calls for the 12-inch water main to be extended to the site. Giovanni Lafata representing Laethem

Development stated that Mauro Engineering talked to someone about extending the water main, and that he was waiting for a call-back. Also discussed was the possibility that the stormwater management calculations may change the size of the required detention basin, and this could cause building number 6 proposed size to need adjustment. These and all other engineering items were stated to be required as part of the engineering phase and did not need to be completed prior to PC site plan approval. **Motion** by Jabara, 2<sup>nd</sup> by Murray to grant final site plan approval of version 3 dated September 14, 2023, for Laethem Industrial Park contingent on the satisfaction of all outstanding engineering items on the Spalding DeDecker Engineering Review letter dated September 7, 2023, as presented. All Ayes, **Motion Passed**

10. **New Business:** None

11. **PC Projects:**

**a. Master Plan Discussion**

- i. **Vision Statements** - Robust discussion on the vision statement, PC tentatively settled on "Armada Township is an engaging community for residents of all ages. We seek sustainable growth while preserving the tranquility of our rural landscapes and agricultural roots. We respect our past while focusing on our future."
- ii. **Plans and Implementation** - Kehrig shared the list of typos and other issues compiled by Martin to assist in the review (not included in these minutes). Where is the call-out for Blake's overlay that was discussed at the September meeting? Pg: 6 recommendations to move the "Township Character" to a new page or otherwise make it stand out, feeling there was too much on the page. Pg 17: Village of Armada section, during prior meeting, we discussed changing the statement about annexation to something more positive. Pg 19: Fire Department section, updates in typos doc. Pg 20: Parks & Rec plan – updated 2019. Check details. Other Updates in typos doc. Pg 21: Add schools of choice, and further highlight the regional availability and quality of the Academy of Arts & Sciences and Conservatory of the Arts. Pg 26: remove the names of private roads. General comment, images throughout need to be spruced up. Pg 31: non-motorized facility off Coon Creek? May be a county plan. Verify. Pg 35: Survey Background missing verbiage on where it was available. Missing content – Special Agricultural activities (Blakes). Agritourism needs to be beefed up Pg. 41: Implementing Plan – Rephrase "...who is responsible" to 'Responsible Parties'; last sentence – "...Dollars to achieve its goals." Pg. 43 2<sup>nd</sup> from bottom: What questions are we trying to answer with a study? Remove the item. Need better photos. Need to add internet and sirens maps, emergency routes and access. More information coming. This is not complete.
- iii. **Maps – Existing Land Use Map** – What designates a property as vacant? There are several large parcels that show vacant that are being actively farmed. Several other properties are showing incorrect classifications, Krause Vet, Fire Department, etc. **Road Classifications Map** – pulled from SEMCOG, conflicts with ordinances that are based on rights-of-way. **Circulation System Map** – Identify on the map that these are daily counts, identify that the numbers on the map correspond to the table on the following page, remove the township borders or change colors so that the circulation colors show accurately.

12. **Public Comments** – Non-Agenda Items

13. **Adjournment.**

**a. Motion** by Murray, 2<sup>nd</sup> by Arnold to Adjourn the meeting at 9:15 p.m. All Ayes, **Motion Passed**

Next Scheduled Regular Meeting: Wednesday November 1, 2023

Respectfully submitted:

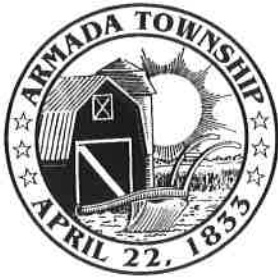
Cris Martin

Recording Secretary

Approved:

DJ Kehrig, Chairperson

Date



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## Project Status Report for October 2023

### COMMUNITY PROJECTS

#### **Blake's Traffic Study / Landscaping - 17985 Armada Center Rd**

**10/23: Meeting requested with Macomb County Road Commission to determine what steps Blakes will need to take to upgrade the 34 Mile exit, other actions that can be taken to address the traffic issues.**

9/23: Supervisor Paterek talked with representatives from the County Road Commission and County Executive's office regarding lights and Romeo Plank egress. Waiting for response. No update on new meeting with Blake's. 7/23: Blake's held a meeting on July 12 to discuss options to present back to the county. Synopsis in September packet. 6/23: John Paul Rea, Macomb County Deputy County Executive responded that engineering design and cost considerations were provided to Blake's, but no further progress has been made. 5/23: Emails sent to Blakes and John Paul Rea, Macomb County Deputy County Executive for update, no responses at this time. 12/22: Traffic study was reviewed at April 2022 Meeting. Chair Kehrig reported on a Macomb County meeting regarding road funding options at the June 2022 meeting.

#### **Larry's Parking Lot – (72727) North Ave**

**No Update** 3/23: The applicant is still working with Macomb County to get Soil/Erosion permit then will complete purchase and we can finalize rezoning. 2/23: Planner reviewed the updated site plan and approved with one additional minor update on 2/27/23. 1/23: Planning commission approved site plan contingent on minor updates at the December 2022 meeting. 12/22: Planner's findings and recommendations on the site plan were reviewed at the November 2022 meeting, and the commission discussed. 11/22: Rezoning was approved at the September 2022 meeting. Site plan was submitted for review on September 22, 2022.

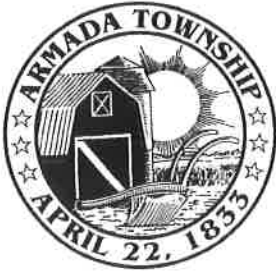
#### **Henshaw Inc – 70710 Powell Rd**

**10/23: Building permit completed. Final Engineering inspection to be completed.** 6/23:

Building work is ongoing. 5/23: Engineering review completed; Inspection escrow has been submitted. 4/23: Engineering review is in progress. Building permit has been issued. 3/23: Updated site plan sent to engineering for review with development cost of construction for Escrow amount on 3/23/23. 2/23: Planning commission approved site plan contingent on minor updates at the January 2023 meeting. 12/22: Henshaw submitted a request for a setback variance hearing with the ZBA, which was held on November 18, 2022, and the variance was granted. Pre-planning meeting was held with the planner on Monday, September 19, 2022.

#### **Trillium Farm Wedding Barn – 16191 32 Mile Rd**

**No Update:** 4/23: Architect met with Building Inspector and Fire Marshal on April 12 and is now working on updates to the site plan before presentation to the Planning Commission. 3/23:



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Architect representing Trillium Farm reached out on 3/29/23 requesting to speak with the building inspector to confirm understanding of building codes prior to completion of a site plan for review. 12/22: Owner had a discussion with the Fire Marshal. As of November 17, 2022, she is working through the steps he recommended before submitting her site plan. Pre-planning meeting was held in November 2021. Owner reached out to planning in October 2022 to restart project. Owner attended November 2022 meeting and was provided with guidance on next steps.

## **BooBoo's Boneyard, LLC Dog Daycare and Boarding – 21500 Bordman Rd**

### **10/23: Appellants brief submitted; Township brief date due revised to Oct 30. 9/23:**

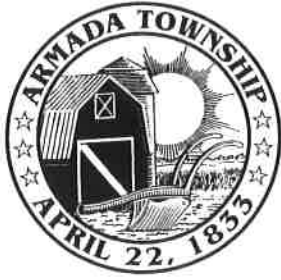
Appellant's brief on appeal is due Sep 26, and Township's is due on Oct 17, 2023. After that oral arguments will be set and a decision issued by Judge Toia. 8/23: The applicant filed a case in Circuit court to appeal ZBA denial. A response has been filed on the Township's behalf. 7/23: The applicant requested to be added to the August Planning Commission agenda to discuss possible changes to the Zoning Ordinance for kennels, but notified on July 21 that they will not be ready for the August meeting. 6/23: The ZBA denied variances requested at the June 20, 2023, meeting. 5/23: Applicant has submitted payment and paperwork for ZBA meeting to be held on June 20, 2023. 2/23: Waiting for the updated site plan and ZBA application. Applicant has hired an engineer to complete the final site plan. Planning commission approved site plan contingent on minor updates and ZBA approval at the January 2023 meeting. 12/22: Application /for Special Land Use and Site Plan Approval was submitted on November 3, for review at the December 2022 meeting. Due to township error, public hearing was published, but notification was not, so it was opened for Dec and left open for continuation on January 4.

## **Hidden River Estates – North-east Corner 33 Mile & Powell Rd**

### **10/23: Estimated Construction cost submitted by applicant and engineering escrow amount set. Waiting for payment. 8/23: Spaulding DeDecker attended an on-site meeting with**

representatives of Hidden River on Monday, August 28 to provide guidance on township expectations for the road updates needed. This will assist the applicant with estimating the cost of construction for their escrow. 6/23: Site Plan was approved at June 7 meeting. Waiting for estimated construction cost to begin engineering phase. 5/23: Updated site plan and master deed on agenda for June 7 meeting. 4/23: Master Deed reviewed by Township Attorney and is ready for approval. Second planner review completed 4/17, applicant sent response to the action items identified on 4/25. 3/23: Updated site plan and Draft Master Deed submitted 3/19 and 3/23 and sent to professionals for review. 2/23: Site plan was reviewed at February meeting, table for additional information on a revised site plan. 1/23: Site plan submitted for Planner and Engineering review on 1/12/23. Included in packets for February 2023 meeting.

## **Laethem Development – Laethem St at Powell Rd**



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10/23: Site Plan approved at the October 4 meeting contingent on all engineering comments being addressed during that process. Approval letter emailed on 10/10. 9/23: Professional reviews complete. Will be on the October agenda. 8/23: Updated site plan provided by applicant on 8/22 and sent to professionals on 8/23. Will be on the October agenda. 3/23: Site plan reviewed at the 3/1/23 meeting, tabled for updates; applicant provided guidance on County/state permitting as requested at the meeting. 2/23: Site plan submitted for Planner and Engineering review on February 9, 2023. Included in packets for March 2023.

## **Dehondt Storage – 15450 33 Mile Rd**

**No Update** 6/23: Site plan extended at the June 7, 2023, meeting through June 7, 2024. Waiting for engineering escrow to be provided.

## **COMMISSION PROJECTS**

### **Zoning Ordinance Amendments**

**Second Home on a Property/Seasonal Workers Clause – No Update.** Attorney and planner to discuss.

### **Master Plan**

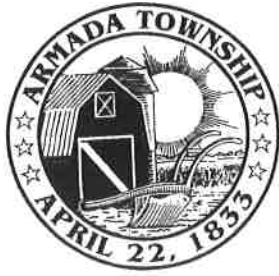
**10/23: Reviewed draft of several sections of Master Plan. Provided feedback to planner. 9/23:**

Reviewed updated timeline. Goals (old Policies) section. Survey results. Update “Plans Section-Special Agricultural Activities” to note that Overlay district is now in place. 6/23: Discussion of the Master Plan Survey, decision to extend thru 6/30. Final survey results in August packet.

Discussion on tiny homes, barn-dominiums, solar and wind, microgrids.

5/23: Members of the Village Council and Village Planning Commission attended the May meeting to informally discuss things that the Township and Village may be able to partner on. The Master Plan Survey was approved for release by the Township Board and distributed on May 11<sup>th</sup>. 151 responses received as of 5/30/23. 4/23: A joint workshop was held with the Township board to discuss the policies and reviewed the draft survey. 3/23: Discussion on the Policies section, creating an internally tracked survey. 2/23:

Chapter #2 provided by the planner; community snapshot and demographic profile including Population change and forecasts to 2045. 1/23: Proposed schedule and community demographics pages were presented at January 2023 meeting. 12/22: The Zoning map was updated for the annexation and other recent changes, but still needs update. 11/22: Master plan is being reviewed by township planner.



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## **Closed Projects**

Miller Farm – 71800 Romeo Plank Rd

4/23 - Closed: Owner has withdrawn application for building permit.

1/23: Applicant is reviewing options regarding barn addition. Miller Farm submitted and received approval on a new site plan for a Farm Market at the September 2022 meeting. On 12/15/22 Mr. Miller submitted application for a building permit to add onto his barn. This addition was not on the approved site plan so he will need to come back before the commission. He was advised to update his site plan with any further updates he anticipates over the next year with a revised letter of intent before requesting an additional review.

Armada Center Car Wash – 22920 Armada Center Rd

7/23: Closed: Project completed July month end. Final inspections passed. 6/23: Site plan updates were approved at June 7 meeting including the roofing material change, light pole, a wall sign and a ground sign (with adjustment to height). Building plan updated to include light pole. 5/23: Site plan update to add lighting was submitted for review at June 7 meeting. 4/23: A building permit has been issued. Township attorney is working with applicant attorney on Rezoning paperwork. 3/23: Engineering plans approved by Spalding DeDecker. The applicant is working on a building permit application. Requested purchase paperwork to start Rezoning process. 2/23: Engineering escrow was deposited 2/8/23 and developer is working with our engineer. First engineering review provided by Spalding DeDecker on 2/14/23.

1/23: Required updates were submitted to planning with estimated total improvement cost. Sent to Engineer on 1/23/23. Planning commission approved site plan contingent on minor updates at the January 2023 meeting. Special Land Use was granted contingent on site plan approval at the September 2022 meeting. Conditional rezoning was approved at the July 2022 meeting.

## **Zoning Ordinance Amendments**

2/23 - Closed: Small Scale Entertainment – Township board approved at February 8, 2023 meeting.

7/23 - Closed: Zoning District Table of Permitted Uses – Table approved by township board.

8/23 - Closed: Zoning map approved by Township board at August meeting.



86

63775 Gratiot • Lenox, Michigan 48050 • (586) 727-2085 • Fax: (586) 727-3188

## Notice of Intent to Update the Township Master Plan

In accordance with the requirements of the Michigan Planning Enabling Act, PA 33 of 2008, and related amendments, this is to notify you that Lenox Township, Macomb County, Michigan, is initiating the process to complete a Master Plan Update for the Township.

The Township is requesting your cooperation and assistance in this process. Specifically, we would like to know if you have any thoughts, concerns, or issues you feel should be addressed in this effort, that will allow us to work more cooperatively when planning for our area.

Later in the process, the Township will be issuing a draft copy of the Plan for public review and comment, as required by the Act. At that time, we would appreciate all comments regarding the Plan's content and how it may affect planning efforts in your community.

PLEASE BE NOTIFIED that you are invited to send a letter and/or email stating your opinions, position, or questions to the Lenox Township Clerk, LuAnne Kandell, 63775 Gratiot Avenue, Lenox, Michigan 48050 (lkandell@lenoxtp.org).

We thank you for your cooperation and assistance.

  
LuAnne Kandell  
Lenox Township Clerk





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**To:** Armada Township Board Members  
Armada Township Planning Commission

**From:** Cris Martin - Planning & Zoning Administrator

**Subject:** Meeting with Macomb County Road Commission

**Date:** October 11, 2023

Supervisor Paterek, DJ Kehrig and I were invited to a meeting requested by Eric Dimoff of the Macomb County Road Commission to provide information on current and future road projects proposed by the county that impact Armada Township through 2026; and to discuss a change in future funding that will require 10% of construction costs to be paid by local communities beginning with 2024 projects specifically for Local Bridge maintenance, repair, and replacement. Attachments to this summary show the proposed projects and a letter explaining the history and changes to the Local Bridge Program funding. Other project types such as widening a road is a 50/50 cost share, and paving a road would be a 60 cost share to the local community.

The group also discussed any priorities the Township may have regarding future road projects. Blakes was at the top of the list of areas of concern, and we have requested a separate meeting with the Road Commission and Blakes to find alternatives to addressing the traffic issues on Armada Center and Romeo Plank. There was also discussion on the possibility of paving Omo as a bypass to traffic going through the village.

## Planning - Armada Twp

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**From:** Eric Dimoff <EDimoff@RCMCWeb.org>  
**Sent:** Friday, October 13, 2023 12:48 PM  
**To:** John W Paterek, Armada Supervisor; Planning - Armada Twp; dj kehrig  
**Cc:** Scott Wanagat; Irvin Wyche  
**Subject:** CORE Meeting Follow Up  
**Attachments:** Armada Township CORE Meeting 10102023.pdf; MCDR Local Bridge Program Funding.pdf; MCDR Programs and Cost Share Information.pdf

**Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon John and team,

Thank you again for your time and the thoughtful discussion earlier this week, we appreciate your input and insights.

Attached is the agenda from the meeting, which includes upcoming projects and cost information along with the one-pager with additional information regarding MCDR's Local Bridge Program, which we discussed at the meeting.

As a quick resource, I've also attached a few PowerPoint slides that contain a snap shot of MCDR programs, cost share information, and estimated costs for various types of projects.

We'll circle back internally with our team to discuss next step's regarding the Blake's site.

In the meantime, if there is anything we can assist with or if you have further questions, please let us know.

Have a great weekend.

All the best,

Eric

Eric Dimoff  
Public Information Officer  
Macomb County Department of Roads  
[roads.macombgov.org](http://roads.macombgov.org)



Click [here](#) to sign up for **Macomb Work Zone** lane closure and construction updates.



## DEPARTMENT OF ROADS

117 South Groesbeck Highway ♦ Mount Clemens, Michigan 48043

Phone: (586) 463-8671

[www.macombgov.org/roads](http://www.macombgov.org/roads)

**Mark A. Hackel**  
County Executive

Bryan E. Santo, P.E.  
Director of Roads

### **Community Outreach and Road Education (CORE) Meeting**

Community: Armada Township

Date: October 10, 2023

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### **Construction and Maintenance Update**

#### 2023 Construction

- Capac Road from Irwin Road to Pratt Road – Asphalt overlay
- Coon Creek Road bridge from Coon Creek Road to 100 feet north of Armada Ridge Road – Bridge replacement
- Wolcott Road over the Tupper Brook Drain – Culvert replacement

#### 2023 Pavement Preservation Program (PPP)

- 33 Mile Road from North Avenue to Omo Road – Asphalt preservation and resurfacing (bridge superstructure replaced as part of MDOT Pilot Bridge Bundle Program)
- Armada Ridge Road from Omo Road to the Village of Armada limits – Asphalt preservation and resurfacing
- Bordman Road from North Avenue to Cryderman Road – Asphalt chip sealing

#### 2023 Limestone Program

- 33 Mile Road from Coon Creek Road to North Avenue – 2.3 miles
- 34 Mile Road from west of Armada Township border to the east – 0.7 miles

#### 2024 Proposed Projects

- North Avenue over East Branch Coon Creek
  - Work: Bridge preventative maintenance
  - Estimated cost: \$269,000

#### 2025 Proposed Projects

- Hicks Road over Coon Creek
  - Work: Bridge preventative maintenance
  - Estimated cost: \$192,000

### 2026 Proposed Projects

- Romeo Plank Road over Newland Drain –
  - Work: Bridge replacement
  - Estimated cost: \$1,900,000

### **Additional Items for Discussion**

- MCDR Local Bridge Program
- Armada Township priorities
- MCDR local call for projects
- SEMCOG and PASER data
- Blake's update



Mark A. Hackel  
County Executive

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117 South Groesbeck Highway ♦ Mount Clemens, Michigan 48043

Phone: (586) 463-8671

[www.macombgov.org/roads](http://www.macombgov.org/roads)

Bryan E. Santo, P.E.  
Director of Roads

### **Funding Preventative Maintenance, Rehabilitation and Replacement of Bridge Infrastructure in Macomb County**

#### **Background**

Adequate funding, dedicated investment, and efficient planning are needed to fix and maintain one of our region's greatest assets, our bridge infrastructure, which includes more than 225 structures in Macomb County. The Macomb County Department of Roads (MCDR) takes a comprehensive and strategic approach to improving Macomb County's bridge system through a sustainable balance of preventive maintenance, rehabilitation, and replacement, allocating resources based on bridge conditions, data, and needs.

MCDR actively works to identify and secure available resources to invest in our bridge infrastructure, including federal and state programs, grant opportunities, and other funding sources. Unfortunately, current funding is not adequate to meet all transportation infrastructure needs throughout Macomb County, including bridges.

#### **Local Bridge Program**

A vital source of funding for bridges in Macomb County is the Michigan Department of Transportation (MDOT) Local Bridge Program. Enacted by state legislation in 2004, the program includes a Local Bridge Fund, a Local Bridge Advisory Board (LBAB), and seven Regional Bridge Councils (RBC).

The Metro RBC is composed of agencies that receive funding from the Michigan Transportation Fund (MTF) through Public Act 51 (PA 51), including Macomb, Oakland, St. Clair, and Wayne counties, and the cities and villages within those counties. Funding allocations and project selection for the Local Bridge Fund are selected through a competitive application process through the Metro RBC. The Metro RBC evaluates and rates submitted applications, and determines which bridge projects are to be funded each year based on the dollars allocated by the LBAB. Funds from the program can be used for construction costs only. The costs for preliminary engineering, construction engineering, and right of way acquisition are not paid from the Local Bridge Fund.

The program covers 95% of construction costs and requires, at a minimum, 5% local funding participation. Currently, MCDR funds the 5% local funding participation as well as preliminary engineering, construction engineering, and administrative fees. As part of the program's project evaluation process, preliminary points are calculated based on bridge conditions and inventory data. The remaining points are voted on by Metro RBC members, including awarding additional points to project applications that provide more than the 5% local funding minimum requirement.

Most project applications have voluntarily increased the local funding participation up to 20% to be more competitive among other applicant projects. Increasing local funding participation also allows the limited amount of federal and state dollars that are available to be used among more projects on an annual basis, allowing more work to be completed in a given construction season.

### Rising Costs of Bridge Infrastructure

Bridge costs have risen approximately 40% since 2020. Due to a variety of factors, including but not limited to the increase in material and labor costs, the increase in the local cost share percentage to remain competitive, MCDR budget limitations, and inflation, the cost of maintaining bridges is anticipated to continue to rise.

### Long Term Savings

While investing in bridge maintenance, repair and replacement is an additional cost in the short term, it can lead to significant long term cost savings. Addressing bridge conditions early can avoid more expensive rehabilitations and replacements in the future. Investing in bridge maintenance and repairs now will help ensure costs remain as low as possible while bridge infrastructure serves your community for years to come.

### Macomb County and Local Community Investment

To ensure proposed bridge projects remain competitive within the program, to maximize transportation infrastructure dollars across the region, and align bridge project cost sharing with Macomb County programs, MCDR is seeking funding participation from local communities. Starting in 2024, MCDR is proposing to split the 20% local match for all future bridge projects under the Local Bridge Program. Local communities would fund only 10% of total construction costs and Macomb County would fund the remaining 10% of total construction costs and continue to pay for preliminary engineering, construction engineering, and administrative fees.

Below is a table that shows the current funding situation and the proposed cost share for the Local Bridge Program.

Current Funding Participation		Proposed Funding Participation		
State of Michigan	Macomb County	State of Michigan	Macomb County	Local Community
80%	20%	80%	10%	10%
Construction costs only	<ul style="list-style-type: none"><li>• Construction costs</li><li>• Preliminary engineering</li><li>• Construction engineering</li><li>• Administrative fees</li></ul>	Construction costs only	<ul style="list-style-type: none"><li>• Construction costs</li><li>• Preliminary engineering</li><li>• Construction engineering</li><li>• Administrative fees</li></ul>	Construction costs only

Maintaining a safe and reliable transportation network is our number one priority. We're asking for your support and equitable contribution to ensure Macomb County's transportation network continues to deliver the highest level of safety, efficiency, and service to your community and bridge users.

If you have questions or would like to discuss preventative maintenance, rehabilitation, and replacement of bridge infrastructure in Macomb County and funding solutions, we'd be happy to meet with you. We look forward to working with you to enhance and strengthen our region's transportation network.



# MACOMB COUNTY PROGRAMS

MCDR uses a mix of preventative maintenance, rehabilitation, and construction fixes best suited for each individual situation.

Program	Description	Roads	Eligibility	Funding	Costs
<b>Construction</b>	Construction, rehabilitation, and reconstruction	Primary and local roads	Cities, villages, and townships	Federal, state, county, and local • Dependent on federal-aid eligibility of road	Construction, preliminary engineering, construction engineering, and administrative fee
<b>Local Bridge</b>	Reconstruction, rehabilitation, and preventative maintenance	Bridges	Cities, villages, and townships	Federal, state, county, and local • Cities, villages, and townships are responsible for 10% of construction costs	Construction • No cost to local community for preliminary engineering, construction engineering, and administrative fee
<b>Pavement Preservation</b>	Asphalt resurfacing, concrete pavement repair, and preventative maintenance	Primary and local roads	Cities, villages, and townships	County • Not a matching program	No cost to local community • Projects are funded and selected at the discretion of MCDR
<b>Subdivision Reconstruction</b>	Reconstruction	Subdivision roads	Townships	County and local application based cost sharing program	Construction, preliminary engineering, construction engineering, and administrative fee
<b>Limestone</b>	Limestone maintenance	Unpaved roads	Townships	County and local • Townships are responsible for 10% of material costs	No additional cost to local community • Projects are selected by participating townships
<b>Non-Motorized Pathway</b>	Paved shoulders, bike lanes, and shared use paths	Non-motorized pathways	Cities, villages, and townships	County and local • Application based cost sharing program	Construction, preliminary engineering, construction engineering, and administrative fee
<b>Maintenance</b>	Patching, crack sealing, pothole repair, grading, and other maintenance	Local, primary, and residential roads	Cities, villages, and townships	State and county	No additional cost to local community

*Pavement preservation projects are funded and selected at the discretion of MCDR. Local funding refers to project funding participation from local municipalities. MCDR consistently spends more than total funds received for maintaining township roads.*



## COST SHARE INFORMATION

**Federally funded roads.** If the project is selected by the FAC, up to 80% of the cost will be covered by federal funds, the remaining cost share is 50% local community and 50% MCDR for primary roads. Additional costs to be shared include:

- Preliminary engineering – 10% of construction cost
- Construction engineering – 15% of construction cost
- Administrative fee – 3% of construction cost

**Primary roads.** The cost share is 50% local community and 50% MCDR for all costs. Additional costs to be shared include:

- Preliminary engineering – 10% of construction cost
- Construction engineering – 15% of construction cost
- Administrative fee – 3% of construction cost

**Local bridges.** If the project is selected by the regional bridge council (RBC), up to 80% of construction costs will be covered by state funds, the remaining construction cost share is 10% local community and 10% MCDR.

*For a road to receive federal funding, the road must be federal aid eligible based on state and federal road classifications. If a road runs through multiple municipalities, the local community cost share will be split between those communities. Estimated costs include all anticipated costs associated with a project and estimates are subject to change.*





## COST SHARE INFORMATION

**Local roads.** The cost share is 60% local community and 40% MCDR for all costs. Additional costs to be shared include:

- Preliminary engineering – 8% of construction cost
- Construction engineering – 15% of construction cost
- Administrative fee – 3% of construction cost

**Residential and subdivision roads.** The cost share is 100% local community. Additional costs include:

- Preliminary engineering – 3% of construction cost
- Construction engineering – 10% of construction cost
- Administrative fee – 3% of construction cost

**Subdivision reconstruction (only townships are eligible).** The cost share is 50% local community and 50% MCDR for all costs. Additional costs to be shared include:

- Preliminary engineering – 8% of construction cost
- Construction engineering – 15% of construction cost
- Administrative fee – 3% of construction cost

*Based on state law (Act 51 and Act 246), MCDR is required to obtain, at a minimum, matching funds from townships or other sources for the paving or reconstruction of residential and subdivision roads under their jurisdiction. Estimated costs include all anticipated costs associated with a project and estimates are subject to change.*



## ESTIMATED COSTS

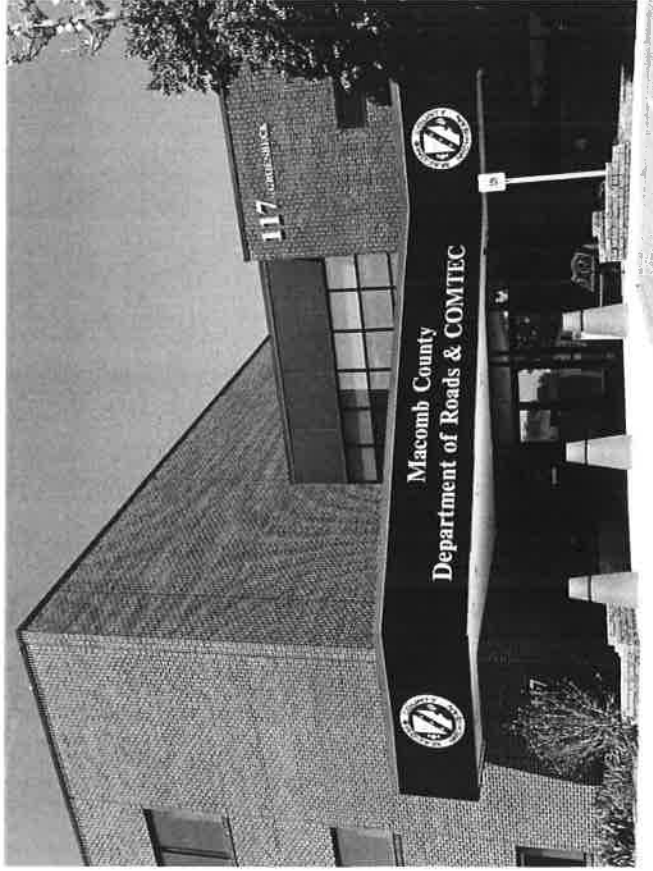
Work	Road	Description	Estimated Cost
Rehabilitate and Resurface	Two-Lane Asphalt	With Bypass and Turn Lanes	\$2 Million/Mile
Rehabilitate and Resurface	Five-Lane Concrete	Mill, Base Repair and Overlay	\$3 Million/Mile
Pave Gravel Road	Two-Lane Asphalt	Gravel to Asphalt	\$3 Million/Mile
Road Construction	Two-Lane Asphalt	Reconstruction	\$3 Million/Mile
Road Construction	Two-Lane Concrete	Reconstruction	\$3.5 Million/Mile
Widen Road	Five-Lane Concrete	Widen from Two-Lane to Five-Lane Road	\$9 Million/Mile
Road Construction	Five-Lane Concrete	Reconstruction	\$8 Million/Mile
Single-Span	Two-Lane Bridge	Replacement	\$3 Million
Single-Span	Bridge	Rehabilitation	\$1.5 Million
Single-Span	Bridge	Deck Replacement	\$1 Million
Single-Span	Bridge	Preventative Maintenance	Less than \$1 Million (Varies)
Traffic Signal	Road	Intersection	\$275,000
Traffic Signal with Mast Arms	Road	Intersection	\$350,000

*Estimates are based on 2023 construction costs and data.*

*Estimated costs do not include preliminary engineering, construction engineering, or administrative fees.*



## CONTACT US



### Community Outreach

**Irvin Wyche**  
Director of Planning  
[iwyche@rcmcweb.org](mailto:iwyche@rcmcweb.org)

**Scott Wanagat**  
County Highway Engineer  
[swanagat@rcmcweb.org](mailto:swanagat@rcmcweb.org)

**Eric Dimoff**  
Public Information Officer  
[edimoff@rcmcweb.org](mailto:edimoff@rcmcweb.org)

11a

## Planning - Armada Twp

---

**From:** Treasurer - Armada Twp  
**Sent:** Thursday, October 19, 2023 11:56 AM  
**To:** Planning - Armada Twp  
**Subject:** FW: Head count

From Armada Area Schools

---

**From:** Urbanek, Heather <hurbanek@armadaschools.org>  
**Sent:** Thursday, October 19, 2023 11:30 AM  
**To:** Treasurer - Armada Twp <treasurer@armadatwp.org>  
**Subject:** Head count

**Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Sara,

Our October preliminary count number is 1711. Of that about 500 are schools of choice and do not live in our district.

As for projections we are anticipating a flat count for the next 5 years, meaning we don't expect much change.

If you need anything else let me know.

Heather

**Heather Urbanek**

Armada Area Schools

Executive Director of Business and Operations

586-784-2123

Page 6 – COMMUNITY SNAPSHOT --  
neighboring?

ast sentence – change neighborhood to

Page 6 – TOWNSHIP CHARACTER-

and should this be on its own page?

Existing Land Use Map –

North Ave – Krause Vet listed as institutional.

Armada Center - Blakes Overlay.

LEGEND – Industrial (Spelling)

Page 17 16 – “Village of Armada section – Para 2 - Extra space in Village ‘s

Page 17 – Fire – fire department details 11-2 full-time 11-20 part-time and paid on-call

Ambulance Transport Revenue an ALS-SAD (Advanced Life Support Special Assessment District Tax) and a millage.

Fire Department owns a parcel on former Plank near 11 Mile Road.

Pg 18: Township Hall - ...all meetings of the Township Board, Planning commission and all other boards and committees are held.

Pg 19: Tornado Sirens: Last sentence under location addresses is redundant.

Page 20 – Parks & Recreation – Updated in 2019 please check updated goals. Bullet 5 (is exactly as written in 2019 plan doc) but does not seem to be a complete sentence.

- Township Parks – last sentence - Creek Center Banquet Hall is now Krause Vet, No ballfields, remove

- Regional Parks – Wolcott Mill

Page 21 22 – Call out Schools of choice. Add statistics?

School district Map – Romeo boundary

Page 26 – TRAFFIC COUNTS – para 2 – row 2 “Bordman between North Avenue” and row 4 Romeo Plank

Road Classifications Map – uses SEMCOG classifications that define 90% of township roads as local, which could cause conflicts with intent of several zoning ordinances that rely on definitions in the Macomb County Proposed Master Plan Right-of-way map. – Also, map should have road names

Page 31 29– Table 12 - 1 thru 3 Division is 32 Mile Rd

COMPLETE STREETS – Para 4 Macomb Orchard Trail

There are plans for a non-motorized... Where did this info come from??

Page 34 – BACKGROUND – Add that survey was made available at businesses, library, parks, and in an email blast, change several to two in paragraph 2.

Pg 32: Survey results – Commercial uses, can we re-word this to move the “excluding the village” to after “retail development in the community “. Example: “Most Survey respondents were not in favor of additional commercial (especially retail) development in the community excluding the village.”

Page 35 – Park Space – row 3 Apple Macomb Orchard trail

Page 38 – Bullet 5 – agritourism Agritourism

Page 40 – use a different word – Guiding document intended to document outlining??

The basis for the development of the Plan.

Page 41 IMPLEMENTING THE PLAN – row 4 ...funding to provide matching dollars to achieve its start seeing benefits... – wording??

Page 43 – row 1 Recreation plan adopted in 2019 is this considered expired?

Row 3 – Pursue grants of for

Row 12 – what questions would we be trying to answer that are not readily available without a study?

# The Armada Township 2024 Comprehensive Land Use Plan

MACOMB COUNTY, MICHIGAN

DRAFT – October 24, 2023



# The Armada Township 2024 Comprehensive Land Use Plan

Macomb County, Michigan

Adopted \_\_\_\_\_



# The Armada Township 2024 Comprehensive Land Use Plan

Macomb County, Michigan

Adopted by the Planning Commission on: \_\_\_\_\_

Adopted by the Township Board on: \_\_\_\_\_

Prepared with the Assistance of:

McKenna

235 East Main Street, Suite 105

Northville, Michigan 48167

(248) 596-0920



## ACKNOWLEDGEMENTS

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

In particular, we acknowledge the efforts of:

### PLANNING COMMISSION

Chair - D.J. Kehrig

Vice Chair - Maureen Finn

Secretary - Joe Jabara

Township Board Liaison - Sara Murray

Commissioners - Stephen Arnold, Beth Abercrombie, Joe Kutchey

Recording Secretary - Cris Martin

### TOWNSHIP BOARD

Supervisor - John Paterek

Clerk - Mary K. Swiacki

Treasurer - Sara Murray

Trustee - Jim Goetzinger

Trustee - Monica Job

Cris Martin, Planning and Zoning Administrator

# Table of Contents

Acknowledgements..... ii

**CHAPTER #1 Introduction .....1**

Purpose of the Comprehensive (Master) Plan .....2

Plan Contents.....2

**CHAPTER #2 Armada Township Today.....5**

Community Snapshot.....6

Demographic Profile.....6

Housing .....9

Economics..... 10

Existing Land Use Patterns ..... 14

Community facilities ..... 18

Parks & Recreation ..... 20

Schools Districts ..... 22

**CHAPTER #3 Armada's Complete Streets Network .....25**

Traffic Patterns..... 26

Complete Streets ..... 29

**CHAPTER #4 A Vision for the Future .....31**

Public Engagement: Community-wide Survey ..... 32

Goals and Objectives.....	35
---------------------------	----

## **CHAPTER #5 Implementation .....38**

Future Land Use Plan.....	39
---------------------------	----

Implementing the plan.....	41
----------------------------	----

## **Appendix.....45**

Appendix A: Adoption Documents.....	47
-------------------------------------	----

### **LIST OF TABLES**

Table 1: Total Population Change, 1990-2020 .....	7
---	---

Table 2: Table 2: Population by Age, Armada Township, 2000-2019.....	8
--	---

Table 3: Children, Seniors, and Family-Starting Ages, Armada Township, 2000-2019.....	8
---	---

Table 4: Housing Units, Armada Township, 2010-2019.....	9
---	---

Table 5: Housing Units by Type, Armada Township, 2019 .....	9
---	---

Table 6: Median Household Income, 2010-2019 .....	10
---	----

Table 7: Poverty Rates, 2010-2019.....	11
--	----

Table 8: Employment Status, 2019 .....	11
--	----

Table 9: Jobs by Industry Sector and Projected Jobs by Industry Sector, Armada Township, 2020 .....	12
---	----

Table 10: Where Armada Township Residents Work.....	13
---	----

Table 11: Where Armada Township Workers Commute From .....	13
--	----

Table 12: High-Frequency Crash Locations at Armada Township Intersections, 2017-2021 .....	29
--	----

## CHAPTER #1

# Introduction

Welcome to the Armada Township Comprehensive (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's Comprehensive Land Use 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, and residents, business owners, and other Armada 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 and build upon its history to provide for a bright future.

## PURPOSE OF THE COMPREHENSIVE (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 Comprehensive 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 Comprehensive (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 Comprehensive Plan and its maps and policy statements are intended to guide future land use decision-making. The Comprehensive Plan is the community's "vision," while the Zoning Ordinance governs the path to that vision. With a Comprehensive 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.

*Insert Regional Map*

## 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 fabric of the township. This is especially important since, in 2021, the adjacent Village of Romeo annexed 71-acres of industrially zoned land in the southwest corner of the municipality.

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.

## 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 neighborhood 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 slight for many of the surrounding municipalities, except for Bruce Township and the Village of Armada, which both project  $\pm 12\%$  population loss and Ray Township, which projects around 17% population gain.

## 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, farm markets, and single-family homes are the predominant land uses in the township, with small amounts of industrial land in the southwest corner and near the village, as well as pockets of commercial development near the village and along 32 Mile Road, the township's southern boundary. The township's southeastern corner is an important gas field; Consumers Energy's Ray Compressor Station stores enough natural gas to serve 40 percent of the company's winter needs. The Township is also home to the annual Armada Fair, which has run for 150 years.

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.

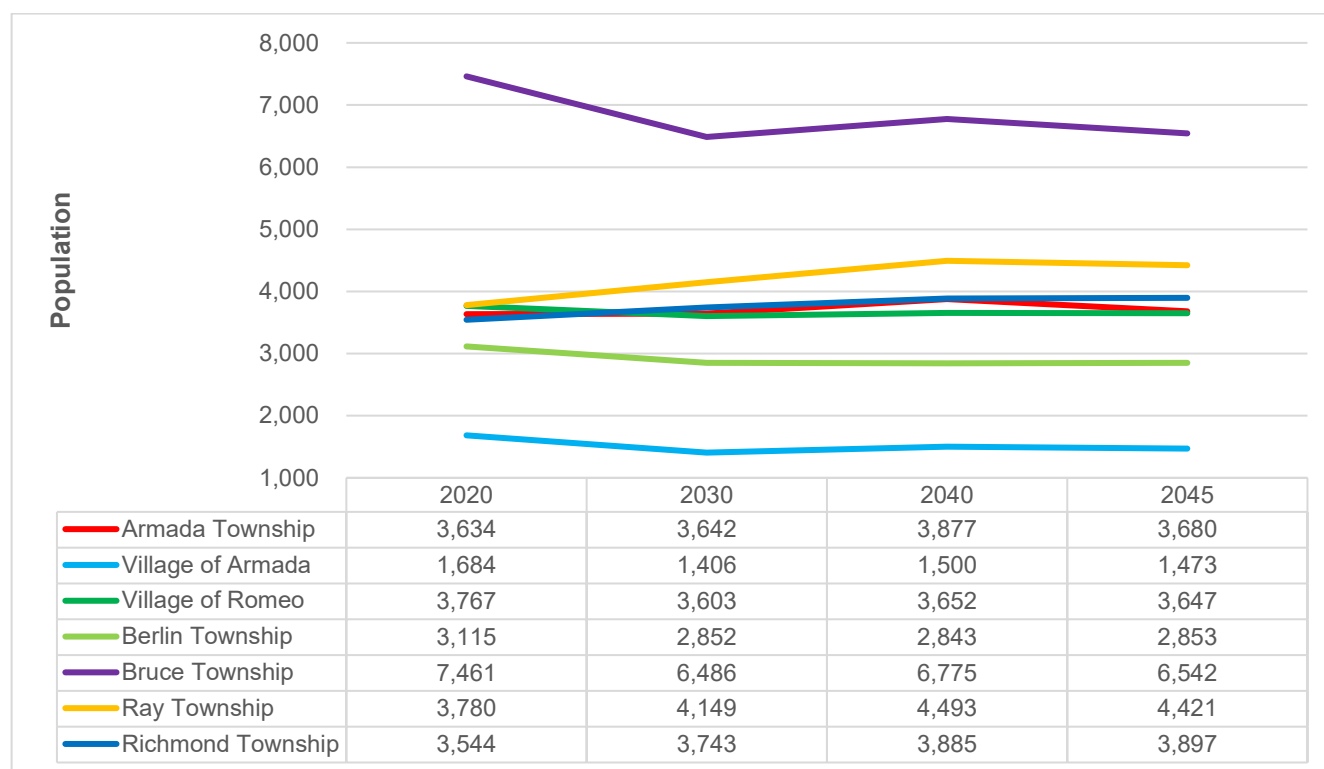


**Table 1: Total Population Change, 1990-2020**

	1990	2000	2010	2020	Percent Change 2010 - 2020
<b>Armada Township</b>	2,943	3,673	3,649	3,634	-0.41%
<b>Village of Armada</b>	1,548	1,573	1,730	1,684	-2.66%
<b>Village of Romeo</b>	3,520	3,721	3,596	3,767	4.76%
<b>Berlin Township</b>	2,407	3,162	3,285	3,115	-5.18%
<b>Bruce Township</b>	4,193	6,395	6,947	7,461	7.40%
<b>Ray Township</b>	3,230	3,740	3,739	3,780	1.10%
<b>Richmond Township</b>	2,528	3,416	3,665	3,544	-3.30%
<b>Macomb County</b>	715,240	788,149	840,978	881,217	4.78%
<b>Michigan</b>	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
<b>Under 5 Years</b>	250	150	150	0.00%
<b>5 - 9 Years</b>	286	206	156	-24.27%
<b>10 - 14 Years</b>	319	298	129	-56.71%
<b>15 - 19 Years</b>	314	287	215	-25.09%
<b>20 - 24 Years</b>	182	214	199	-7.01%
<b>25 - 34 Years</b>	365	277	301	8.66%
<b>35 - 44 Years</b>	729	446	387	-13.23%
<b>45 - 54 Years</b>	581	764	553	-27.62%
<b>55 - 64 Years</b>	364	534	641	20.04%
<b>65 - 74 Years</b>	172	302	358	18.54%
<b>75 Years +</b>	121	171	247	44.44%
<b>Total</b>	<b>3,673</b>	<b>3,649</b>	<b>3,336</b>	<b>-8.58%</b>

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 must plan to accommodate a rapidly 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
<b>0-19 Years</b>	Population	1,169	941	650	-
	% of Total Population	31.83%	25.79%	19.48%	-30.92%
<b>25-34 Years</b>	Population	365	277	301	-
	% of Total Population	9.94%	7.59%	9.02%	8.66%
<b>65+ Years</b>	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’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, the township has a low housing vacancy rate, in spite of the fact that the number of housing units in the township increased from 2000 to 2019 while the population remained essentially the same.

Table 4: Housing Units, Armada Township, 2010-2019

	2000	2010	2019	Percent Change 2010 - 2020
Occupied	1,181	1,287	1,381	7.30%
Owner Occupied	1,135	1,211	1,351	11.56%
Renter Occupied	46	76	30	-60.53%
Vacant	14	51	35	-31.37%
Total Housing Units	1,195	1,338	1,416	5.83%

US Decennial Census 2000, 2010. American Community Survey 2019

Table 5: Housing Units by Type, Armada Township, 2019

	Units	Percent Total
Single-Family (detached)	1,395	98.52%
Multiple-Family	21	1.48%
Total	1,416	-

American Community Survey 2019

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’s average household size was 2.82, while Michigan’s was 2.49. Armada’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's income did fall at a greater rate.

It is also important to note that the United States Census includes the Village of Armada within the Township of Armada, therefore extrapolating 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
<b>Armada Township</b>	<b>6.05%</b>	<b>2.75%</b>
Under 18 Years	0.61%	1.47%
Over 65 Years	1.97%	7.06%
<b>Macomb County</b>	<b>12.66%</b>	<b>10.56%</b>
Under 18 Years	17.20%	15.18%
Over 65 Years	7.82%	8.24%
<b>Michigan</b>	<b>16.76%</b>	<b>14.36%</b>
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 township’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
<b>Armada Township</b>	64.94%	95.60%	4.40%
<b>Macomb County</b>	63.84%	94.63%	5.37%
<b>Michigan</b>	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, and construction, transportation, warehousing, and utilities, and administrative, support, and waste services. The industries with the highest projected growth are healthcare services, administrative, support, & waste services, and professional and technical services and 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, and 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, and Utilities	195	186	182	-13	-6.70%
Information and Financial Activities	90	86	85	-5	-5.60%
Professional and Technical Services and Corporate HQ	127	132	145	18	14.20%
Administrative, Support, and 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%
<b>Total Employment Numbers</b>	<b>1,488</b>	<b>1,499</b>	<b>1,490</b>	<b>2</b>	<b>0.10%</b>

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 one hour and an hour and a half. The majority of Michiganders spend less than half an hour commuting to work.

Southeast Michigan Council of Governments (SEMCOG) provides analysis for commuting patterns. Table 10 shows where Armada Township residents work. Many do work in the Village of Armada, however there is also a large number of residents commuting several townships away.

**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. There is also a high percentage commuting from within the township. Many workers are also commuting from adjacent municipalities.

**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



*Insert Existing Land Use Map*

## **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 surrounds the Village of Armada. Land use decisions are not made in a vacuum, and those made by surrounding communities will affect what happens in the township.

### **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 1,730 residents as of the 2010 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. Moving forward, it is critical for both the township and village to maintain strong communication with one another as they pursue future development and service agreements in their respective municipalities.

### **The Village of Romeo**

The Village of Romeo has planned for future industrial development on its eastern edge. Per Romeo's 2000 zoning map, the adjacent area of the township is also zoned industrial.

### **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 but 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

### TOWNSHIP HALL

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

### POLICE

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

### 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. The Fire Department 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.

The Fire Department also owns a parcel on Romeo Plank, near 33 Mile Road, for a possible future 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.

**TORNADO SIREN LOCATIONS**

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 (due to funding from ARPA) at the following general locations, for a total of 16 sirens across the community. These locations are also detailed on the community facilities map on the following page.

- 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

These locations are also detailed on the Community Facilities Map, along with park and recreation assets.

## PARKS & RECREATION

The 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 2019 Recreation Master Plan offers six main goals:

- Enhance and increase the quality of life for Armada Township residents by providing recreation programs and facilities to meet their needs.
- Cooperate with the school districts, county, and other regional recreation providers in the delivery of recreation opportunities to Township residents.
- 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.
- Acquire additional land in appropriate locations as it becomes available.
- Examine whether partnership opportunities to expand township recreational programming while limiting costs.
- Encourage volunteering and embrace volunteer fundraising efforts.



### TOWNSHIP PARKS

Armada Township Park, at Armada Center and North, has been recently upgraded with new play equipment, and offers social amenities such as a pavilion, as well as ball fields and a soccer pitch. 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 and soccer fields at the Amvets hall (across the street from the park), and the Creek Center Banquet Hall.



### 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, most residents' immediate open space needs are met at home, where in a denser community with definable neighborhoods, these needs might be met with a neighborhood park.

Once the extension of sewer and water service into the township begins, the township will need to consider purchasing small parcels for neighborhood park development in order to preserve open space as density increases. For the time being, however, demand cannot justify the development of neighborhood parks.

The township owns a parcel southwest of the village with frontage on Armada Ridge Road and the Macomb Orchard Trail, and preliminary plans to develop it as a park and trailhead have been developed; implementation of those plans is funding dependent.

## **FUTURE PARKS FUNDING**

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 sale of oil and mineral leases on State land. Local contributions equal to at least 25 percent 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 will 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;
- 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 retro-fitting of existing facilities to make them accessible to persons with disabilities. Funds are provided through federal appropriations. The grant match basis is 50 percent MDNR/50 percent 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.





## SCHOOLS DISTRICTS

Armada Area Schools serve the Village of Armada and parts of Armada, Berlin, Bruce, Lenox, Ray, Richmond, and Riley Townships. 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 open to children from other school districts and 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 help continue to attract families to the area, as this is currently a school of choice 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.



*Insert Community Facilities Map*

*Insert Schools Map*

## 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 2%, or one-mile of private roadways).

### TRAFFIC COUNTS

As a rural community, Amada Township has generally low traffic volumes on many of its roads. However, a few north/south routes 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 and Omo, and a north-south route through the western portion of the Township running down Capac to Armada Center, then west to Romeo Planck 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 limits).

The following pages illustrate traffic counts and show the planned future width of road right of ways throughout the township.

*Insert Traffic Count Map*

*Insert Circulation Map*

## 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	Division Rd @ Romeo Plank Rd	4	4	3	7	7	25	5
2	32 Mile @ North Ave	3	2	7	5	3	20	4
3	Division Rd @ Wolcott Rd	6	1	3	2	6	18	3.6
4	Armada Center Rd @ Capac Rd	3	4	4	1	0	12	2.4
5	Armada Center Rd @ Romeo Plank Rd	3	1	6	1	0	11	2.2
6	Armada Center Rd @ Coon Creek Rd	3	2	2	2	1	10	2
7	Armada Center Rd @ Fulton St	2	4	2	1	0	9	1.8
8	Bordman Rd @ North Ave	2	1	3	1	1	8	1.6
9	Armada Ridge Rd @ Wolcott Rd	2	2	0	2	1	7	1.4
10	Capac Rd @ Pratt Rd	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 pedestrian, 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.

Need to note the 10-foot, shared-use path (Macomb Orchard trail) that is a State Route (part of the Great Lake to Lake Trail Route #1) and runs east/west through the township and village. From the County, there are plans for a non-motorized facility along Coon Creek and along the east side of the township.

## 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 the township.



## PUBLIC ENGAGEMENT: 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.** Excluding the Village of Armada, most survey respondents were not in favor of additional commercial (specifically retail) development in the community. Half (50%) of respondents felt there was the right amount of retail commercial space already, with approximately a third (31%) indicating there is not enough retail commercial development. However, 50% of respondents again stated that they do not support attracting new commercial development (outside of the village limits) to generate revenues to improve township services. 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.)
2. Retail stores / boutiques
3. Recreation / fitness facilities
4. Professional office / healthcare facilities

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
2. Playscape
3. Dog park
4. Music park



## 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 and wisdom. 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.** 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 Protections.** Promote ordinances that require or promote 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 industry.

GOAL 03:

## Housing for All

*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 allow 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.** Conduct a fiscal impact study to estimate the fiscal needs of the township over the next 10-20 years 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.** 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.

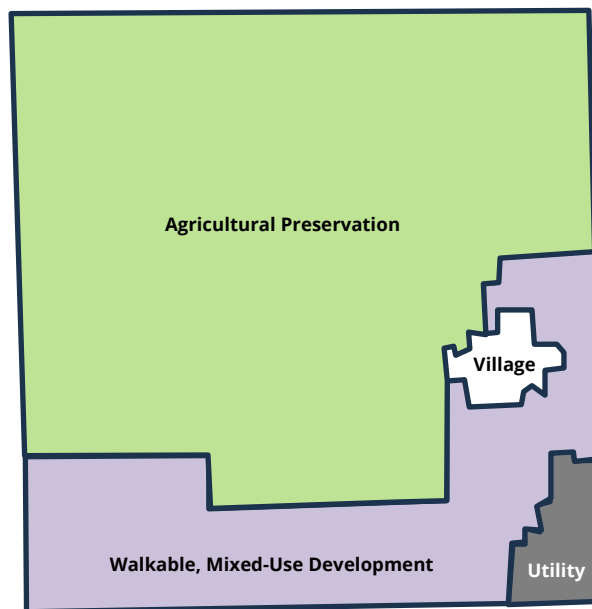
Future decisions regarding the township zoning ordinance and map will reference the framework provided by this Plan. This chapter addresses agricultural, residential, commercial, mixed use, and industrial development.

## 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 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 the 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 Preliminary Sewer District map. Portions of the Development Area are not projected to be sewered, 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 projects that the township's population, including that of the village, 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 the 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 are already in place, and sanitary sewer infrastructure will be phased into the township slowly over a long time period, in response to demand and the economic feasibility of such an expansion. The projected initial sewer area will 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.



*Insert Future Land Use Map*



## 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

The key below describes actions and tools available to implement the vision of this Comprehensive Land Use 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
<b>Timeframe</b>  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
Near-Term	1-4 years	SEMCOG	Southeast Michigan Council of Governments
Mid-Term	5-9 years	TA	Township Administration
Long-Range	10+ years	VA	Village of Armada
On-going	-		
Funding			
<b>Public</b>	Public funds from the township’s operating budget, and any County or State funding (including any local government bonds and grants).		
<b>Private</b>	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 (current plan expired, was adopted in 2019).	A	Near-term	ATB, PC, TA, VA	Public
#2 / #4	Amend the Zoning Code 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.	A	Near-term	ATB, MEDC, MSHDA, PC	Public
#4	Continue to conduct cost benefit analysis to determine the on-term economic feasibility of infrastructure extensions.	A	On-going	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 Code 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.	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”.	C	Near-term	PC, VA	Public
#2	Amend the Zoning Code 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

# Appendix

Appendix A:  
**ADOPTION DOCUMENTS**

Insert when available