

CITY OF NEW BALTIMORE
LAND USE PLAN

SECTION 9.0

INTRODUCTION

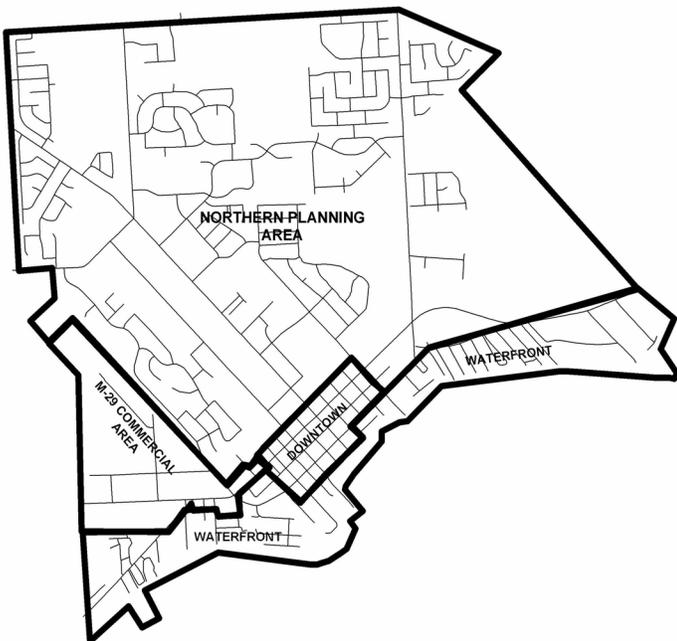
The Master Plan strives to improve the quality of life within the City by planning for the development of vacant land and the redevelopment of existing sites. To achieve this, the Master Plan is comprehensive, long-range, and regional in scope.

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

PLANNING AREAS

Over the past decade, the City of New Baltimore has experienced an increased amount of residential growth in its undeveloped areas, as well as redevelopment in the "built-out" portions of the City. This growth has occurred due to the continued population flow northward from the more populous suburbs in the south. Since 1990, the City has witnessed its total housing stock rise over thirty (30%) percent. The number of homes has increased from 2,261 in 1990, to 2,942 in the year 2000 U.S. Census. This growth translates into an average of approximately 68 housing permits per year. Further, the City has seen an additional 790 acres of vacant land converted for residential purposes during the 1990's.

ILLUSTRATION 26
PLANNING AREAS



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

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

Within the City of New Baltimore four distinct planning areas are recognized. They are as follows:

- Northern Planning Area
- M-29 Commercial District
- Waterfront District
- Downtown

NORTHERN PLANNING AREA

Introduction

The Northern Planning Area (NPA) is the largest Planning Area within the City. This area is typically characterized as residential in nature and encompasses the majority of all new residential development that has occurred within the City. A large amount of developable land still exists in the form of large acreage tracts of vacant land and single-family residential homes on acreage. These factors were the basis for defining the boundaries of the Northern Residential Area.

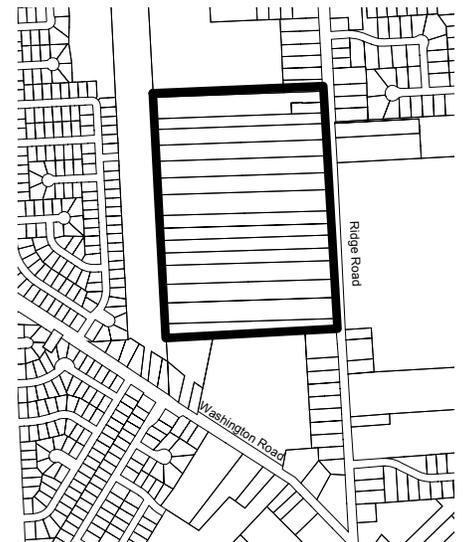
Northern Planning Area Planning Implications

This planning area has the largest number of residential developments with the lowest residential densities in the City. In addition, this area of the City has some of the largest parcels of undeveloped land which could be utilized for residential purposes. The planning factors which impact land use decisions in this area are summarized as follows:

Redevelopment of larger lots on Ridge Road – The west side of Ridge Road currently maintains several single-family homes occupying acreage. These parcels could be suitable for subdivision development consistent with the R-80 Zoning designation. However, the lots in this area are approximately 1,300 feet deep, with most maintaining a width of less than one hundred and fifty (150) feet. The narrow width of these lots and the location of wetlands at the rear of these properties makes it difficult, if not impossible, for a property owner to accommodate any type of residential development on a single piece of property.

To allow for land owners to maximize building potential within the confines of the Ordinance, it will be necessary for development proposals to include at least three combined parcels. This will create a parcel width of at least three hundred and sixty (360) feet, which would allow the residential development to maintain a center road with homes abutting each side. Where feasible, all development that occurs in this area should provide adequate stub streets to allow for future development on adjacent properties to connect to existing roads.

ILLUSTRATION 27
POTENTIAL DEVELOPMENT
AREA ON RIDGE ROAD



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Development densities consistent with planned and existing infrastructure – The availability of water, or lack thereof, places limitations on the number of housing units that the City may be able to support. Prior to final approval of any new subdivision development, the City must ensure that an adequate amount of water is available to meet the needs of the proposed development without adversely impacting existing neighborhoods within the area.

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

The amount of land zoned for commercial purposes in New Baltimore totals approximately 142 acres. The Master Plan recognizes that the City has an established commercial corridor along 23 Mile Road, as well as a downtown business center. Specifically related to the Northern Planning Area of the City, the existing commercial uses in the area of County Line and Green Street have been identified as a commercial center which will provide services to residents on the eastern side of the City. The City should not permit the expansion of commercial land into any areas of the NPA beyond what has been depicted on the Master Plan. It is envisioned that the amount of commercial land provided, along with the existing commercial acreage on 23 Mile Road in Chesterfield Township, will satisfy the needs for commercial land in the City during the life of this plan.

ILLUSTRATION 28

Environmentally sensitive areas, such as the area abutting the eastern border of the City, should be protected to the greatest extent possible, making it a logical location for a Planned Unit Development (PUD).



Planning within the roadway limitations – The roadways in this area are primarily local in nature and have limited connectivity. These roadways are designed to accommodate low levels of traffic. Major roads such as 25 Mile Road and Baker Road are gravel. This results in an increased traffic load on both Ridge Road and Washington. Because of these limitations, accommodations for high density residential developments or commercial development generating substantial automobile traffic cannot be afforded in the northern area of the City.

Protection of environmentally sensitive areas – The City of New Baltimore has a wealth of environmental resources due to its proximity to Anchor Bay. The City's location within the Anchor Bay Watershed makes it important to recognize existing environmental resources, and to enact requirements necessary to protect these amenities. Areas with significant amounts of wetlands and woodlands should be regulated to prevent major environmental disruption to the site. Any development occurring on environmentally significant land should be designed in such a manner to minimize impacts to the ecosystem.

The undeveloped property on the easternmost boundary of the City is one of the most environmentally significant properties remaining in the City. The City recognizes the unique environmental characteristics of this area of land and has identified it as a logical location for a Planned Unit Development (PUD). An acceptable PUD for this property will maintain fifty (50) percent of the land as open space and preserve as much of the existing natural features on site as possible. It is envisioned the PUD will maintain a variety of residential unit types ranging from multiple-family townhomes to larger lot single-family residential houses maintaining a gross density for the entire site of approximately three (3) units per acre. A small amount of local commercial uses to service the residents of the development may also be appropriate. To accommodate the recommended PUD, the Zoning Ordinance should be amended.

Northern Planning Area Land Use Designations

Within the Northern Planning Area seven different Master Plan Designations are envisioned which will promote the goals and objectives of the overall Master Plan. These designations are based on a number of different factors and can be universally applied to each of the areas in the City. These factors include:

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

Residential - Approximately 1,286 acres of land are designated at this density within the Master Plan. This designation encompasses the majority of residential land and consumes over sixty-three percent of the land in this planning area. Minimum lot sizes in this classification are 12,000 square feet, which is consistent with the R-80 Zoning District. This translates into densities of approximately 2.5 to 2.8 units per acre.

Moderate Density Residential - This Master Plan designation is consistent with densities between 3.5 and 4.0 dwelling units per acre. Minimum lot sizes within this area are expected to be 8,400 square feet, which is consistent with the City's R-70 Zoning District. Over 448 acres of land have been set aside for this designation.

Multiple-Family Residential - The Multiple-Family designation is expected to produce densities in the range of 3.5 to 10.0 units per acre. Typical developments in this category will include attached condominiums, townhouses and apartments. The majority of multiple-family development occurring within the NPA will take place in the area bordered by Ashley, Main and County Line Road.

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In determining the appropriate multiple-family zoning district for an area, consideration must be given to existing land uses surrounding the property and the impact such development will have on those uses. In addition, consideration must be given to the existing infrastructure and its ability to accommodate multiple-family development at the density requested. Areas within close proximity to industrial or commercial uses would be more likely to accommodate a higher density multiple-family zoning district, while areas with a predominant character of single-family residential would be more appropriate for a lower density multiple-family zoning district.

Manufactured Housing - The Manufactured Housing land use classification identifies all mobile home parks within the City. Mobile home park densities are expected to fall between 3.0 and 6.0 units per acre. The existing mobile home park at the intersection of Green Street and County Line Road is the only development planned for this land use. Therefore, no further mobile home park development in other areas of the City is expected to occur.

Local Commercial – The lone Local Commercial designation in this planning area can be found on County Line Road. This ten acre piece of land was planned as such to provide a transition between the general commercial zoning district to the south and the church to the north. This area is planned as the northernmost extent of commercially planned property to maintain the predominantly residential character currently existing in the northern portion of the City.

Community-Wide Commercial - The Community-Wide Commercial land use designation provides for general commercial uses. This designation allows for a more intense type of general commercial use on the east side of the City and has been sited in such a manner to transition from the pedestrian oriented commercial uses of the downtown area.

TABLE 39
NORTHERN PLANNING AREA
LAND USE SUMMARY

Master Plan Designation	Expected Density Allocation	Acres Designated	Consistent Zoning
<i>Residential</i>	2.5 to 2.8 Dwelling Units per Acre	1,286 Acres	R-80
<i>Moderate Density Residential</i>	3.5 to 4.0 Dwelling Units per Acre	448 Acres	R-70
<i>Multiple-Family Residential</i>	3.5 to 10.0 Dwelling Units per Acre	34 Acres	RM-1, RM-2, RM-3
<i>Manufactured Housing</i>	3.0 to 6.0 Dwelling Units per Acre	3 Acres	MHP
<i>Local Commercial</i>	N/A	10 Acres	LC or BT
<i>Community-Wide Commercial</i>	N/A	34 Acres	GC
<i>Light Industrial</i>	N/A	57 Acres	RO or I
<i>Public/Park</i>	N/A	157 Acres	R-80 or R-70

Light Industrial - Light Industrial uses are intended to include repair and assembly shops, warehousing, office and research facilities, and similar less intense industrial uses. Fifty-seven (57) acres of land are reserved for this purpose along County Line Road, north of Green Street.

Public/Park – This designation includes the Anchor Bay Middle School, the Anchor Bay Schools Aquatic Center, Ashley Elementary School, and Lighthouse Middle School, all located along Ashley. County Line Park, Festival Park, the 24 Mile Road Park and the cemetery site are also included in this designation.

M-29 COMMERCIAL DISTRICT

Introduction

The M-29 Commercial District (MCD) is the primary industrial and general commercial district within the City. This section of the City is typically characterized as a high intensity district which contributes substantially to the City's tax base. The redevelopment of aging sites is the central focus in this area due to the limited amount of vacant land.

M-29 Commercial District Planning Implications

Planning for access management along 23 Mile Road (M-29) – Access management strategies should be implemented wherever possible throughout the City. In particular, the 23 Mile Road corridor currently maintains an excessive number of curb cuts with limited connectivity between sites. Some older sites have no defined access points with the entire road frontage acting as the access drive. These issues produce an excessive amount of turning movements, thus increasing the potential for vehicular conflict and reducing the overall carrying capacity of the road. As the redevelopment of aging sites occurs, consideration should be given to the elimination of curb-cuts where access to the site is available at other locations. Cross access agreements and stub drives between sites should also be secured to further increase connectivity and reduce unnecessary turning movements onto 23 Mile Road.



ILLUSTRATION 29

Access management aims to eliminate areas in the City where inadequate driveway definition and excessive curb cuts exist.

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Redevelopment of aging commercial and industrial structures – With the majority of the property along M-29 being developed, the Planning Commission must focus its attention on the redevelopment of existing nonconforming structures. Whenever site plans for existing structures are reviewed by the Planning Commission, every effort should be made to bring these sites as close to meeting existing Ordinance standards as possible, while still maintaining a reasonable relationship between the proposed improvement and the requirements that have been imposed by the Planning Commission. Efforts should also be made to encourage land assembly where smaller nonconforming sites could be consolidated to create one development that meets current Ordinance standards.

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

M-29 Commercial District Land Use Designations

Local Commercial - Local commercial activities consist of those uses intended primarily to meet the daily retail and service needs of nearby residential neighborhoods. They may occur as freestanding buildings or be included in a smaller planned center sharing floor space, parking and access with other tenants. This category of commercial development tends to have trade areas located within a five-minute drive of the business. These uses are commonly located at the intersection of major roads, in close proximity to the neighborhoods that form their primary trade area. The area on the north side of M-29 (23 Mile Road) between Altman Road and Cypress has been designated as Local Commercial.

Community-Wide Commercial - The Community-Wide Commercial land use classification includes commercial uses that serve a market area extending several miles beyond the site. Uses in this category will experience more intense auto and truck traffic than in local commercial areas. Typical uses in this commercial district include shopping centers occupying sites generally exceeding ten acres in size, restaurants, and auto-oriented businesses such as gas stations and car washes. The primary area for Community-Wide Commercial retail recognizes the existing land use trends found in Chesterfield along 23 Mile Road and extends from the westernmost border of New Baltimore towards the downtown area.

Heavy Industrial - The Heavy Industrial area is intended to maintain a more intense, larger scale type of industrial use. Uses in this area will most likely generate a greater amount of truck traffic and require a significant amount of outdoor storage. This designation is most appropriate for the City's primary industrial district due to a limited amount of intrusion into surrounding residential neighborhoods. Careful consideration to screening should be given for the western and eastern borders of the district that abut residential neighborhoods.

Public/Park - This designation recognizes the court house locate at the northwest corner of Cypress and 23 Mile Road.

TABLE 40
M-29 COMMERCIAL DISTRICT LAND USE SUMMARY

Master Plan Designation	Expected Density Allocation	Acres Designated	Consistent Zoning
<i>Local Commercial</i>	N/A	9 Acres	LC
<i>Community-Wide Commercial</i>	N/A	70 Acres	GC
<i>Heavy Industrial</i>	N/A	123 Acres	I
<i>Public/Park</i>	N/A	1 Acre	LC

WATERFRONT

Introduction

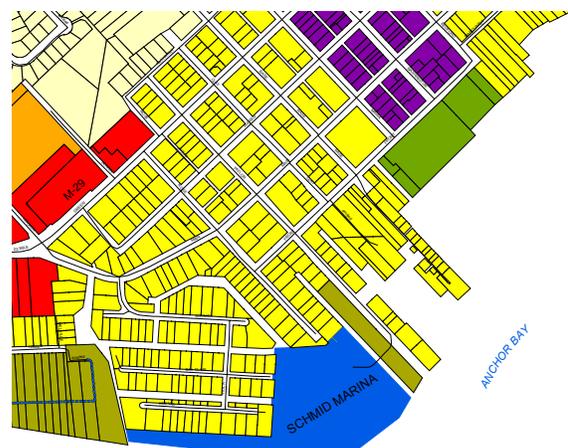
The City's most prominent planning area, the waterfront, provides some of the City's most challenging planning issues. Typical of most shoreline communities, New Baltimore's waterfront has been platted with extremely narrow lots, most of which are also very deep.

Waterfront Planning Implications

Planning for Schmid Marina – The City promotes the long term existence of Schmid Marina. This is the only Marina located within the City and provides area boat owners a place on Anchor Bay to store and launch their boat for the summer. However, the City also recognizes that many marinas within Macomb County have become economically obsolete and are in the process of converting into alternative uses. If the Marina should convert to an alternative use, a residential development consistent with surrounding densities would be most appropriate.

ILLUSTRATION 30

The City promotes the continued existence of Schmid Marina - if such a use is not feasible, a residential development consistent with waterfront residential densities is appropriate.

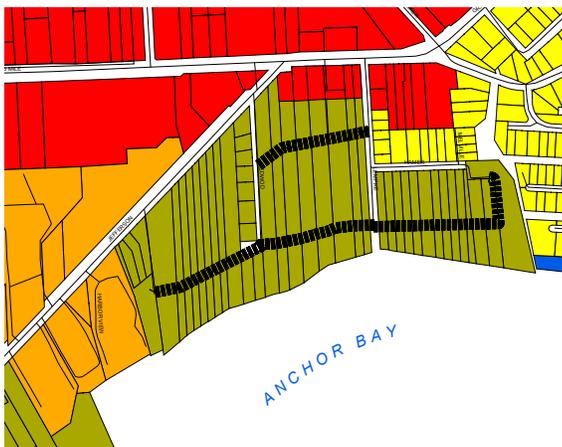


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Redevelopment of narrow residential lots/conversion of private roads to public roads in conjunction with redevelopment – Due to the depth of the existing lots within this planning area, the plan has proposed the development of connecting public roads. This would essentially split these lots in half, making additional development possible. The plan proposes two roads south of downtown: 1) A road north of Hamer, between Lempke and Redwood and; 2) a road located south of the western edge of Hamer to connect Redwood and Lempke, which would then travel north to connect the eastern edge of Hamer. It is envisioned that the introduction of these proposed roads along the waterfront will further disperse existing traffic and improve connectivity, thus reducing the potential for substantial traffic volume increases on any one particular road. A road extension is also proposed north of downtown between Ruedisale and the City's eastern border and is identified on the Land Use Plan Map.

ILLUSTRATION 31

To facilitate residential waterfront development, two additional southern waterfront roadways and one northern waterfront roadway are proposed.



To facilitate the construction of the aforementioned roads, along with future development along the waterfront, it will be necessary to convert existing private roads in the area to public. The conversion of these roads from private to public will require the developer to bring the impacted private road up to current City standards. Of particular concern is the private road providing access to Schmid Marina. Any development proposal on this property will require the upgrading of this road to public standards.

Preservation/creation of waterfront amenities and recreational opportunities – Currently, the City does not have access to a public boat launch. The redevelopment of the waterfront area provides the opportunity to develop a public launch site. Through discussions with the Planning Commission it was determined that each park site along the waterfront should be considered for a future public launch site. In addition, the City also encourages the development of waterfront open space in the form of trails or boardwalks. This open space could be part of a public development by the City, or part of a private venture making the open space available only to the residents of that particular development.

Adequacy of current public infrastructure – The age and sizing of sewer, water and roadways infrastructure. The issue of capacity and reliability becomes a concern with the age of the public improvements and housing along the waterfront. If major redevelopment were to occur, infrastructure improvements would likely be necessary.

ILLUSTRATION 32

Anchor Bay is a regional waterfront amenity that the City aims to protect. Views of the Bay and waterfront recreational opportunities should be preserved and enhanced wherever possible.

Waterfront Land Use Designations

Six designations are planned to carry out the future development of the waterfront area. As stated earlier, these designations are based on a number of different factors. The designations are described in the following:

Residential - This land use designation can be found in the easternmost residential neighborhood abutting the waterfront. The density patterns in this area have been established and it is not envisioned that any additional lots will be created. Established lot sizes in this area range from 9,000 to 18,000 square feet with the average lot size being 14,000 square feet. This is consistent with densities established in the Residential land use classification.

Moderate Density Residential – This designation has been assigned to the established residential areas along the waterfront where lots typically average a size of below 12,000 square feet. Due to the smaller size of the lots, little opportunity exists for future redevelopment/land division. Therefore, this area is envisioned to continue in its current form as a waterfront residential neighborhood.

Waterfront Residential - The Waterfront Residential designation takes into account the unique issues associated with the residential properties in close proximity to Anchor Bay. These areas will most likely maintain densities consistent with the R-65 or R-70 zoning designation. However, the narrow frontages and extended lot depths created by the proposed road will require a new zoning designation to allow these lots to conform with the Zoning Ordinance.

Multiple-Family Residential – This designation recognizes the existing multiple-family development area along Jefferson Avenue, along with a single multiple-family property north of downtown. These areas are essentially “built-out” and no expansion is expected to occur during the life of this plan.

Marina Waterfront Residential - The land currently occupied by the Schmid Marina has been recognized on the plan as Marina Waterfront Residential. The plan recognizes the current existence of the commercial marina and aims to promote it as such. If the long-term existence of the Marina is not economically feasible, a residential development consistent with Waterfront Residential densities will be most appropriate.

Public/Park – The three existing waterfront parks are recognized under this classification. Walter and Mary Burke Park, Reginald-Brady Park and Ruedisale Pointe Park encompass a combined area of approximately 15 acres of land.

TABLE 41
WATERFRONT DISTRICT
LAND USE SUMMARY

Master Plan Designation	Expected Density Allocation	Acres Designated	Consistent Zoning
Residential	2.5 to 2.8 Dwelling Units per Acre	39 Acres	R-80
Moderate Density Residential	3.5 to 4.0 Dwelling Units per Acre	119 Acres	R-65 or R-70
Waterfront Residential	3.5 to 4.0 Dwelling Units per Acre	83 Acres	WD
Multiple-Family Residential	3.5 to 10.0 Dwelling Units per Acre	53 Acres	RM-1, RM-2, RM-3
Waterfront Marina Residential	N/A	18	WD
Public/Park	N/A	15	R-80 or R-70

SECTION 9.0

DOWNTOWN

Introduction

The downtown area maintains the most identifiable built environment within the City. Historically, the downtown had been the center of commerce for the entire Anchor Bay region. Today, the downtown offers few commercial opportunities that would allow a resident to make multiple pedestrian trips in a small concentrated area. The City is presented with a unique set of planning challenges necessary to recreate the former vital commercial center that this area once represented.

Downtown

Planning Implications

Planning for increased pedestrian activity – In today’s suburban environment, the automobile plays an important role. Typically, developments are designed solely to accommodate the automobile, with no real provisions for pedestrian traffic. Downtown planning brings pedestrian accommodations back to the forefront. The basis of any successful downtown in the past has been a strong emphasis on making the pedestrian the “king of the environment.”

In an effort to make the pedestrian more comfortable within the downtown, overall building size, mass and height should be in direct relation to human scale. This can be accomplished through the use of ornate detailing on the building facade and the use of facade depth variation. Front yard setbacks should be limited and parking should be placed at the rear of the structure to give the pedestrian a feeling of enclosure.

ILLUSTRATION 33

Structures built close to the street with parking located in the rear yard encourages pedestrian activity.



Planning for a diverse mix of uses – As an element of downtown development, residences or offices may be located on the second or third floors of main street buildings. The maximizing of space within these buildings generates a larger number of users within the downtown area. These uses and users will draw from one another. The office and residential users provide potential shoppers and restaurant goers while at work or within the area. The retail shops and restaurants require the patrons provided by these uses.

From an aesthetic stance, occupancy of upper floors gives the impression that the downtown is a vibrant, desirable place to be. This feeling will in turn draw more people to the downtown and allow for growth. Ideally, this will lead to an upward spiral of development and usage as it builds upon itself.

Comprehensive plan for parking – An adequate amount of parking should be available within the downtown area, without becoming the focal point. Parking should be located at the rear of development with access from the adjacent alley. Alleyways should be aesthetically enhanced to create a more inviting atmosphere for downtown users. In no circumstance should valuable street frontage be utilized for parking. The downtown currently maintains parallel on-street parking. The City may also wish to review the potential for creating a centralized public parking lot within the downtown.



ILLUSTRATION 34

Alleyways should be enhanced and utilized to provide access to rear yard parking areas.

Planning within the historic framework of downtown – The historic structures of downtown New Baltimore have laid the framework from which new development should be based upon. Development should respect the historic character of the late 19th/early 20th century structures. The Historic District Commission retains all aesthetic controls due to the downtown's location within a historic district.

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Creating connections between the downtown and the waterfront - A visual connection must be established between downtown users and the park. This can be done through the creation of a visual corridor using buildings, streetscape improvements and enhancement of the visual enhancement of Walter and Mary Burke Park. In addition, the promotion of functional retail and service businesses along Washington will link buildings together, encouraging pedestrians to travel from the downtown to the waterfront.

ILLUSTRATION 35

Walter and Mary Burke Park provides an important recreational amenity for both the downtown and the waterfront. Connections between the park and the downtown should be made.



Enhance the aesthetics of downtown through a unifying theme - Unifying themes within the downtown can be accomplished in a number of ways. Such design elements as uniform signage, window openings and unified moldings and cornices can be used to bring an identifiable theme to the area. Total unity is not necessary or even desirable. Downtown character is largely created by a variety of brick patterns, colors and ornamental detail. Some standard elements which can help produce an overall continuity to the aesthetic appearance of the downtown are street lighting, sidewalks and street trees.

Downtown Land Use Designations

Moderate Density Residential – The neighborhoods surrounding the downtown are considered under the Moderate Density Residential classification. The housing in this area is among the oldest in the City, with the majority being within the boundaries of the historic district. Lot sizes in this area will most likely be consistent with the R-65 zoning designation, or 8,400 square foot lots, though many of the existing lots in this area fall well below this requirement.

Community-Wide Commercial - The area along Green Street between Blackwell and Ashley has been planned for Community-wide Commercial. This designation provides a transition from the downtown commercial environment to an environment where the businesses are more suited to servicing drive-by traffic. The businesses found in this area will generally not be as intense as the commercial businesses found on M-29 at the western edge of the City. The Business Transition Zoning District is consistent with uses in this area of the Downtown Planning Area.

Central Business – The Central Business land use classification has been reserved for the immediate downtown area. Development within the downtown will maintain little or no front yard setback to respect the existing historic character. All new development should be designed to encourage pedestrian activity, with parking situated at the rear of the property. Businesses oriented towards servicing customers in their automobile should be prohibited. Both commercial and residential uses are expected to coexist harmoniously within the downtown area.

Public/Park – City Hall is the lone public designation within the Downtown area. The City Offices are located on the north side of Green Street, between Bedford and Blackwell.

TABLE 42
DOWNTOWN DISTRICT
LAND USE SUMMARY

Master Plan Designation	Expected Density Allocation	Acres Designated	Consistent Zoning
<i>Moderate Density Residential</i>	3.5 to 4.0 Dwelling Units per Acre	38 Acres	R-65
<i>Downtown</i>	N/A	18 Acres	CBD
<i>Community-Wide Commercial</i>	N/A	2 Acres	BT
<i>Public</i>	N/A	2 Acres	CBD

DOWNTOWN PLAN

The downtown area is in need of significant improvements to reposition itself as a destination location where pedestrian activity plays a prominent role. The existing built environment provides an indication of the fragmented development pattern that has occurred in this area over the past one hundred years. A limited number of buildings exist from the City’s historic past. These structures are intermingled with development that has occurred between 1950 and the present. The promotion of new development on vacant property and the redevelopment of existing structures that do not contribute to the overall vitality of the downtown are important goals of the Master Plan.

SECTION 9.0

The primary commercial area within the downtown centers on Washington between Hathaway and Front Street. A Walgreen's Pharmacy acts as the northern anchor at the corner of Washington and Green Street. The southern end of Washington is host to both the City Police Station and the City Recreation Department. A limited number of commercial businesses exist that generate any amount of pedestrian traffic. Commercial businesses providing local and general convenience services include: an antique store, a bank, barber shop, cleaners, comic book store, bakery, pharmacy and a limited number of restaurants. These uses coexist with several one story offices. Existing convenience commercial and restaurant uses are limited within the downtown area. Over the years this type of use gravitated towards the general commercial corridor on 23 Mile Road. The creation of an environment in the downtown which is desirable for restaurant and commercial uses, thus improving the existing business mix, is a primary objective of this Master Plan.

Recommendations for Commercial Development

Recommendation - Increase density by developing vacant land area

There are several vacant areas in the downtown that could be turned into productive downtown uses, in addition to several one story buildings which could be increased to two or three stories. By increasing the density within the downtown area, additional activity is created. New residents bring additional foot traffic which in turn can generate additional commercial development. All new development should maintain a building height of at least two stories to create a high intensity character typically found within a vital downtown.

ILLUSTRATION 36

A number of opportunities for redevelopment exist between vacant lots and buildings which maintain only one story. The illustration depicts vacant lots.



Land Use Plan



ILLUSTRATION 37

Infill opportunities exist on vacant lots between existing development. Filling in gaps between structures also helps produce the continuous street line necessary for a pedestrian oriented environment.

ILLUSTRATION 38 and 39

Vacant lots on the corner of Washington and Front Street and on the corner of Alfred and Washington provide the potential for new development.



ILLUSTRATION 40

Pictured below - two vacant lots on the east side of Washington, north of Front Street



SECTION 9.0

Recommendation - Allow for the mixing of commercial, office and residential uses

As stated in the downtown planning implications section, a mixture of uses within the downtown is essential to creating a vibrant streetscape. The City should promote the development of high density development with residential, commercial and office uses. All new development should maintain at least two stories to help create a high density, pedestrian oriented environment. Residential units within new development, or the expansion of existing one story structures, provides additional users for first floor commercial businesses.

ILLUSTRATION 41

One story structures do not allow for the density necessary to create a vital downtown area. One story structures should be expanded or redeveloped.



Recommendation - Push commercial buildings close to the street and adjacent to sidewalks

The established built environment within the downtown area provides a framework from which the location of new development should be based. With the buildings pushed forward with a limited front yard setback, it accommodates pedestrian movement by reducing walking lengths and encouraging window browsing and interaction between the pedestrian and the building. Also, with a proposed maximum setback requirements, a uniform facade alignment is created.

Recommendation - Provide multiple entrances to the building - one for the pedestrian and one for the automobile

An important component to a successful site and a successful downtown is to accommodate shoppers coming by vehicle and by foot. Whenever possible, both front and rear entries to a building should be supplied. This will provide ease of access to the building by both pedestrians walking along the sidewalks at the building front, and those who are parking at the rear of the site.

Recommendation - Eliminate automobile oriented uses

Uses oriented towards the automobile do not encourage pedestrian traffic. Automobile service stations are not uses that one would typically visit while shopping downtown. In addition, drive-thrus, which can bring customers into the downtown, are not a productive use because they do not require customers to leave their vehicle for services. Elimination of these types of uses is part of the City's goal to create a pedestrian oriented downtown theme.

ILLUSTRATION 42

Drive-thrus located in a downtown detract from the pedestrian oriented theme.

Recommendation - Create areas where pedestrian congregation can take place

Courtyards and patios can create vitality within a downtown. These types of spaces provide a place for watching, interacting and relaxing for the shoppers within the downtown. Typically, seating areas will provide a mix of shade and sun so as not to create an area that is either excessively hot or cold. These spaces may be provided anywhere on the site adjacent to the building. If provided for in the front yard, accommodations should be made to separate pedestrians from the adjacent roadway.



Recommendation - Bring the building scale down to a pedestrian level

In an effort to make the pedestrian shopper more comfortable within the downtown, overall building size, mass and height should be in direct relation to human scale. This can be accomplished through the use of ornate detailing on the building facade and the use of facade depth variation.

ILLUSTRATION 43

Automobile oriented uses such as service stations are not geared towards servicing shoppers in the downtown and create a building facade break in the street frontage.

Recommendation - Provide uniform signage throughout the downtown

The City can benefit from a uniform signage design that directs visitors to certain areas. Signage should be placed adjacent to the pedestrian walkway at a height which is easily readable.



Recommendation - Businesses should be clustered in an efficient manner

Providing a cluster of businesses enables these businesses to build off one another through the attraction of customers and workers. Creating a compact district with a number of commercial uses stimulates pedestrian use and increases activity in the area. Maintaining this vibrancy is attractive to other prospective business owners and consumers and thus, enables continued growth.

SECTION 9.0

Recommendation - A “downtown” merchant association should be established;
Recommendation - Promotion of the Downtown should be a main priority

The establishment of a strong merchant association coupled with an active promotional campaign is essential to the long-term success of the downtown area. The more aware businesses and potential consumers are of the assets in the downtown, the more likely that business and consumers will locate or shop in the downtown. An association can be active in the development of advertising efforts and downtown events, as well as provide input to the City regarding the future development of the area.

Recommendation - Business should be highly specialized and find a “niche”

The ability for commercial retail businesses locating in the downtown area to offer a specialized product greatly enhances the likelihood that these businesses will prosper for an extended period of time. An excessive amount of “big box” retailers and various other chain store retailers are located within a short distance of the downtown area, particularly along 23 Mile Road. The ability to compete with these types of stores is extremely difficult due to their extended hours of operation and ability to buy products in bulk at a considerably lower price, passing these savings on to their customers. Businesses in the downtown can reach a market that is not currently being fully captured by providing a product that is significantly different than the standard goods offered by chain store retailers.

Recommendation - Pedestrian emphasis, while still recognizing the importance of the automobile

In today’s suburban environment, the automobile plays an important role. Typically, developments are designed solely to accommodate the automobile, with no real provisions for pedestrian traffic. Downtown planning brings the pedestrian accommodations back to the forefront. The basis of any successful downtown in the past has been a strong emphasis on making the pedestrian the “king of the environment.” It is understood that the automobile maintains a permanent place within the built environment. This being established, it becomes necessary to provide for pedestrian amenities and opportunities, while still allowing for automobile access.

Recommendation - Create a clear, physical separation between pedestrian and vehicular traffic

To establish a sense of security and mental ownership for pedestrians, differing materials and designs must be used for pedestrians and vehicles. When sidewalks must cross curb cuts, it is essential that the two areas be distinctly different. This can be established simply by providing the concrete and brick paver sidewalk, which will contrast with the standard asphalt parking lot surface. If concrete is to be used as the primary parking surface, brick paver details should clearly define the pedestrian areas from the vehicle areas. This can be easily accomplished by outlining the sidewalk area with several courses of brick pavers, or making the entire sidewalk across the access drive brick pavers.

Recommendation - Promote the idea that shoppers will make multiple pedestrian trips once the automobile is parked

In an effort to reduce overall parking and impervious surface, a shared parking concept should be embraced. Parking ratios of conventional commercial development are typically between one space per 150 square feet and one space per 200 square feet. In a downtown where multiple pedestrian trips are expected, the total number of parking spaces may be reduced to a ratio of approximately one space for each 400 square feet of commercial area.

The City should pursue the idea of creating a public lot for the downtown. It should be located in an area that provides easy access to all shops within a comfortable walking distance (approximately 500 feet), without taking up valuable street frontage on Washington. With the City developing a public parking lot, this would allow the individual property owner to develop their lot to its fullest potential, which has been the City's intent for a number of years.

Recommendations for Residential Development

The older neighborhoods of New Baltimore which are directly adjacent to the downtown are fully developed. However, the following principles should be considered whenever residential infill development occurs to ensure that new housing is compatible with the historic character of the area.

Recommendation - Provide houses with alleyway access, or rear yard garages, garages shall not be the dominant architectural feature

For residential dwelling units, either single family or multiple family, side or rear yard garage entrances should be used. If rear entry garages are used, alleys or common drives may be the appropriate manner of service. The placement of garage doors on either the side or rear of the building will remove the undesirable curb appeal of garage doors from the streetscape. The utilization of existing alleys also reduces the total number of automobiles on the main streets. This reduction of automobiles on the main street creates a safer environment for the residents of the neighborhood and in turn begins to turn the residential street into a "livable street."

ILLUSTRATION 44

Residential development in the downtown area



SECTION 9.0

Recommendation - Push houses towards the street to increase rear yard privacy areas;

Recommendation - Create higher density but still maintain private space

Within typical downtown development, residential homes are pushed towards the street. One reason for this is to increase interaction between persons living in the residence and the persons passing by along the public sidewalk. The second reason for the home placement is to increase the usable area of the rear yard, which is typically seen as the private space. If the home is not pushed forward, the yard space is split into two less usable yards, one of which is adjacent to a street and sidewalk. With the home pushed forward, the full potential of the overall yard space is realized in a single area away from public interaction. In addition, the rear yards can be partially screened by a decorative fence or a low hedge.

Recommendation - Create environments that promote personal interaction

Wherever possible, porches should be included into the building and site design. These types of design elements provide a sense of entry as well as a “welcoming” area for residents. Porches help to establish a sense of scale that pedestrians can relate too. Porches should reflect the overall architectural character of the building in terms of size, mass, and materials. Porches should also be used to transition the building from the vertical building plane into the horizontal plane.

Implementation Strategies

In an effort to revitalize the existing downtown, the following strategies can be utilized to implement the recommendations stated in the previous section:

1. **Ordinance Development** - The Master Plan encourages the adoption of ordinance standards which focus on maintaining the character of the contributing structures of Downtown New Baltimore. Existing Ordinance regulations should be amended to include maximum permitted setbacks, a strict prohibition of automobile oriented uses, and the allowance of office uses as a permitted use, rather than as a special land use. All Ordinance provisions should be developed with the intent of achieving the principles outlined in this Plan.
2. **Property Purchase** - The City should consider the potential of purchasing property within the downtown. If the City does not wish to maintain responsibility for the development of a parcel that it owns, it can submit a “request for development proposal” to allow an outside party to develop the property. Owning the property allows the City to exercise discretion over the type of structure that will be built and the use that it will maintain.

3. *Grant Applications* – Millions of dollars are available for streetscape improvements, façade improvements, and the provision of downtown support services through the federal government, state government and private foundations. The Planning Commission should work with the City, the DDA, and the Historic District Commission to explore potential avenues for funds that could be captured for downtown improvement.
4. *Cooperation between the Planning Commission and Downtown Development Authority/Historic District Commission* – The City should work closely with the downtown development authority to implement marketing and promotional campaigns to further advertise the available attractions within the downtown area. In addition, the City should work with the DDA to ensure that Tax Increment Financing funds captured within the TIFA District are utilized for the most beneficial purposes possible.

Aesthetic controls are managed by the Historic District Commission since the downtown area is within a historic district. The Planning Commission and the Historic District Commission should communicate to ensure that each body is reviewing site plans in a manner that is consistent with the goals and objectives of both Commissions.

HISTORIC PRESERVATION

Introduction

New Baltimore is a community with a history that dates back almost one hundred and fifty years. This history is prominent in the remaining historic structures that can be found throughout the City. Historic preservation can play an important role in educating residents about their community's past, as well as play an economic role in the redevelopment of commercial structures and the rehabilitation of historic residential homes. In an effort to protect remaining historic structures, the City maintains a local historic district which encompasses the downtown area. This district is bordered by Crapeau Creek on the north, Anchor Bay on the south, Rose Street on the west and Blackwell on the east. In addition to the downtown historic district, the City also maintains four "noncontiguous" historic districts. Each noncontiguous district contains one property. The following text identifies the different types of potential historic designations and what some of the general tax benefits may be for the owner of an historical property.

ILLUSTRATION 45
DOWNTOWN HISTORIC
DISTRICT



SECTION 9.0

Historic Designations

Historic designation can often create confusion for property owners in relation to eligibility requirements, what the benefits of a historic designation are, and what types of controls can, or have been placed on a historic property. Three levels of designations exist, each with different implications. They are as follows:

ILLUSTRATION 46

The City has designated four non-contiguous historic districts



ILLUSTRATION 47

The downtown is part of a local historic district. A local historic designation can prevent alterations which can compromise the historic integrity of a structure - such as this facade treatment on Washington.



National Register of Historic Places - The National Register is the nation's list of cultural resources worthy of preservation. While a National Register designation can often give added validity to the historic value of a property, and in some cases provide tax benefits, it does not prevent a property owner from altering or demolishing a building. National Register nominations are administered through the Michigan State Historic Preservation Office (SHPO), with final approval of a nomination coming from the National Park Service.

State Register of Historic Sites - Designation as a State Historic Site is solely a recognition of the historical status of a property. The State Register plays an important role in assisting citizens in the promotion and protection of historic properties in Michigan by raising awareness for Michigan's history. Listing a property on the State Register provides identification as a site that has been designated as historic. In most instances tax credit benefits are not available. In addition, State Historic status cannot prevent a property owner from altering or demolishing a building. The Michigan State Historic Preservation Office administers the program and the Michigan Historical Commission grants final approval of all designations.

Local Historic Designation - Properties designated as an individual historic site (noncontiguous historic district), or properties located within a contiguous historic district, are subject to aesthetic controls and review by a local Historic District Commission under Public Act 169 of 1970. The State of Michigan offers tax benefits to properties within a local historic district for exterior improvements. Local historic districts typically include contributing properties and noncontributing properties. Noncontributing properties have no historical significance and are not eligible for state tax credits. These properties are still subject to the aesthetic controls of the Historic District Commission (HDC) and cannot be altered or demolished without HDC approval.

Criteria for Historic Designation

When determining whether or not a property may be eligible for historic designation, the State and National Register dictates that the site or district reflect at least one of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of our history; or
2. It is associated with the lives of persons significant in our past; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction; or
4. It has yielded, or may be likely to yield, information important in history or prehistory.

Tax Benefits

The following lists the tax credits available for properties undergoing rehabilitation projects. To qualify for tax credits, properties must comply with the Secretary of the Interior's Standards for Rehabilitation. Properties that are only located on the State Register are not eligible for tax credits unless located within a municipality having a population of less than 5,000 people.

1. Income producing buildings constructed prior to 1939 are eligible for a 10% federal tax credit on rehabilitation work. A historic designation is not necessary, however, the project must comply with the Secretary of the Interior's Standards for Rehabilitation.
2. Income producing properties that are listed on the National Register of Historic Places or are a contributing property within a National Historic District are eligible for a 20% federal tax credit. Properties qualifying for this tax credit may also be eligible for an additional 5% State tax credit. Properties used as a primary residence are not considered income producing and are not eligible for federal tax credits.

ILLUSTRATION 48

The buildings of St. Mary's Church are some of the more recognizable historic structures in the City.



SECTION 9.0

ILLUSTRATION 49

A number of commercial buildings from the late 19th century still exist today



3. Contributing properties located within a Local Historic District are eligible for a 25% state tax credit. The following criteria must be met to qualify for the tax credit;
 - The resource must be a contributing property within a local historic district;
 - All work must conform to the Secretary of the Interior's Standards for Rehabilitation
 - Applicants must apply to the State Historic Preservation Office (SHPO).
 - Rehabilitation expenditures must be equal to 10% of the state equalized value (SEV) of the property.
 - If the resource is sold, or alterations not meeting the Secretary of the Interior's Standards are made within five years after the tax credit is claimed, the tax credit is subject to recapture by the State of Michigan.

Recommendations

The Historic District Commission is responsible for the regulation and review of historic properties within the City. However, all Boards and Commissions should cooperate in ensuring that the remaining historic resources within New Baltimore are protected and enhanced. The following recommendations can be made to increase awareness for historic preservation within the community;

1. Review the potential for creating a historic preservation plan. A plan would give the historic district commission a formal agenda from which to operate.
2. Explore the potential of carrying out reconnaissance level surveys for potentially eligible historic properties that are currently not within the local historic district. Review the need for more intensive level surveys of significant properties within the existing historic district.
3. Consider applying for Certified Local Government (CLG) status at the State level. The State offers grants that typically range between \$3,000 and \$20,000 to CLG communities that are able to apply 50% matching funds for a particular project. These grants can be used for survey projects, historic nominations, planning projects, public education and technical assistance related to historic preservation.

4. Actively promote the historic district and its resources throughout the City. The Historic District Commission should become more involved in public education to help inform residents about the history of New Baltimore and the significance of historic properties within the City. Educating residents about the state tax credit program and the benefits of living within a historic district often can defuse negative feelings towards a historic designation.
5. Actively pursue available federal, state and private foundation grants for historic preservation.

SECTION 9.0

ENVIRONMENTAL PLAN

Anchor Bay Watershed Plan

The City of New Baltimore has a key role in the implementation of the Anchor Bay Watershed Plan (ABWP). The ABWP was a collaborative effort of all of the communities that drain into the Anchor Bay. These communities reach as far north as Richmond Township, as far south as Harrison Township, as far west as Lenox and Macomb Townships, and as far east as Clay Township. Through the funding of a State of Michigan 319 Planning Grant, these communities developed a plan that will act as a guide for future planning, policy implementation, and regulation for current and proposed development within the boundaries of the watershed.

Anchor Bay Watershed Plan Goals

The Plan itself defines four overriding goals for the watershed. These goals include:

- Restore and Enhance Recreational Uses
- Restore and Protect Aquatic Life, Wildlife and Habitat
- Protect Public Health
- Reduce Impacts from Peak Flows

General objectives have been established to help achieve each of the overarching goals. These objectives are then further achieved through the development of Best Management Practices, as described herein. The goals themselves were developed by the ABWP Committee based on the designated and beneficial uses within the watershed, as defined by the Michigan Department of Environmental Quality and the ABWP Committee, and also by the desired uses and the concerns identified by the public officials and stakeholder groups.

Best Management Practices (BMPs)

As noted, the Anchor Bay Watershed Plan contains four overarching goals, with each of these being achieved through the implementation of the objectives associated with that goal. Further, the plan develops a total of 46 different Best Management Practices (BMPs) that help further water and environmental quality. The City, as a part of their storm water phase II permits, will define which of these BMPs will be utilized to help improve water quality within the City. Several of the BMPs included in the ABWP plan that deal directly with the Master Plan include the following:

- *Natural Resource Inventory and Assessment*
- *Conservation of Riparian Land for Future Parks and Public Access*
- *Identify Areas for Recreation Enhancement*
- *Integrate Natural Resource Protection into the Planning Process*
- *Preserve and Enhance Existing Wetlands/Woodlands*
- *Utilize Comprehensive Planning for Wastewater Treatment System*

The remainder of the BMPs contained within the ABWP deal with policies, ordinances, programs, and the like. The City has already accomplished several of the recommended BMPs in terms of Ordinances with the adoption of the City's Woodland Ordinance and the process of reviewing onsite retention or detention for all new developments. Further, the City currently integrates natural resource protection into the planning process by requiring the private assessment of wetland areas and MDEQ verification of those private findings.

Recommendation - Conduct an existing tree assessment

The City, as an extension to the adopted Tree Preservation Ordinance, should conduct a tree assessment of the City. The Ordinance, which was adopted in 1999, indicates that the Ordinance regulations apply to those parts of the City identified on the official woodlands map. In the absence of an official map, the Ordinance provides default regulations for tree stands. However, at this time with the City nearing build-out, a tree assessment may be more cost feasible than in previous years. A tree assessment will allow the City a better understanding of the tree species, size and location as each tree permit application comes forward. The tree regulations will become especially relevant since the majority of the vacant parcels in the City are wooded to some degree. The tree assessment could also be tied to the review of wetlands and other environmental features as development proposals are brought in front of the City.

Recommendation - Conduct a thorough review of existing wetlands

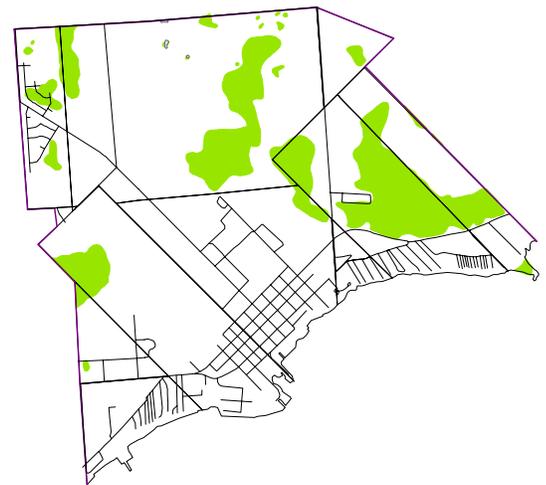
In connection with the review of wooded areas, which are often times associated with wetlands, the City should closely review the location of wetlands on the remaining vacant sites. Final verification of wetland sites should be required by the Michigan Department of Environmental Quality as a part of the site plan review process. The City will also benefit with the newly produced wetlands indicator map produced by the Macomb County Planning Commission. This map can be used to provide an insight to those sights that may require closer attention to wetlands review.

Recommendation - Creation of new parks and recreation facilities

The City's adopted Recreation Plan promotes the creation of a passive park or nature preserve to the rear of the homesites which make up the Homestead Subdivision. In addition the plan also calls for the creation of a Green Street Woods Park. This park would encompass a large portion of woodlands and wetlands that are present on the north side of M-29 along the City's eastern boundary. These two sites would provide natural preservation areas that provide both recreational and environmental benefits.

ILLUSTRATION 50

An in-depth survey of existing wetlands will allow the City to build off of generalized wetland maps such as this one provided by the National Wetlands Inventory



SECTION 9.0

Recommendation - Create conservation corridors along the crappau and marsac creeks

The City has two major drains traversing its south-southeastern quadrant. The Crappau Creek extends from the Northeast corner of the City down to the Bay near Main and Green Street. The Crappau Creek has a TMDL established for the amount and quality of runoff that can be discharged into its waters. The establishment of a conservation corridor adjacent to the Creek would help minimize the rate of runoff as well as the sediment runoff from adjacent properties. Similar measures can be taken with the Marsac Creek due to its proximity to the Bay, as well as the large suspected wetlands in this area.

Recommendation - Conservation of riparian land for public access

The City Planning Commission throughout the Master Planning process noted the need to establish additional public access points along the Anchor Bay shoreline. The securing of additional lands along the shoreline would allow the City to regulate the activities that are occurring directly adjacent to the shore, and hopefully minimize the impacts. Further, the Commission also recognized the desire to have public access or conservation easements along the shoreline. This desire could be accomplished through the use of open space or cluster developments.

Recommendation - Integrate natural resource conservation into the planning process

The City currently regulates tree removal and requires wetland determinations for the majority of site plans which come before the Planning Commission and City Council. To this point, the City has balanced the task of allowing some degree of development, while still managing to preserve the environmental systems found onsite. This process will continue to be necessary, as environmental amenities such as wetlands and woodlands generally maintain a significant presence on the remaining developable sites in the City.

MAJOR PATHWAYS

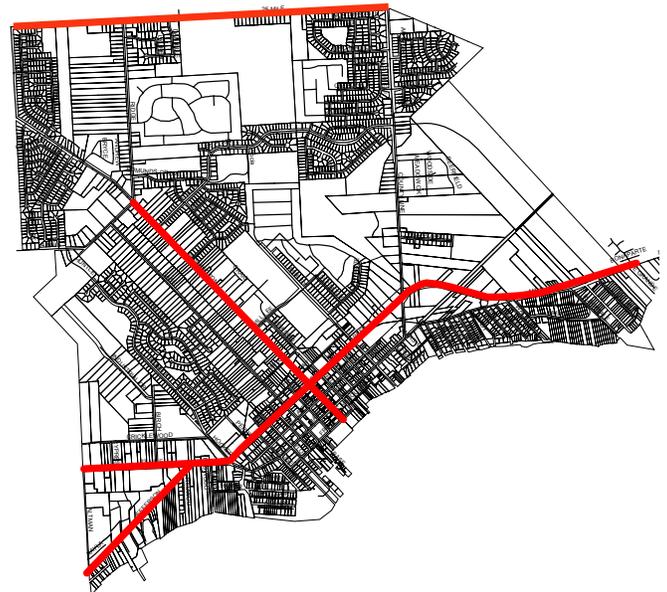
The City could benefit from the development of several main pathway developments that would connect major portions of the City. These pathway segments include:

- 25 Mile Road
- Washington Street, from the Waterfront to 24 Mile Road
- 23 Mile Road, Green Street, M-29
- Jefferson

The development of these pathways can provide alternative pedestrian access routes through the City. These pathways should be constructed at a width of 8-10 feet to accommodate walkers, joggers, and low speed biking. These major paths would then tie into the City's existing sidewalk system, essentially serving as a collector system. The paths would also be supplemented by the trail ways noted below.

ILLUSTRATION 51
Major Pathways

The development of these major pathways will also allow for pedestrian traffic to reach the downtown. As noted within the Land Use Section of the Plan, one of the key goals for the Master Plan is the revitalization of the downtown area. One of the keys to downtown revitalization is pedestrian traffic. The creation of a pathway system that allows for residents and/or tourists to travel downtown by foot or by bicycle would provide additional traffic and consumers to the downtown area.



Trailway Improvements

In addition to the major pathways identified above, the City's Parks and Recreation Master Plan calls for the development of five (5) trailway improvements within the City to help with the overall connectivity of the pathway system and the improvement of pedestrian circulation. These improvements consist of:

A. Anchor Bay School Trail Network

This trailway extends along Ashley from the Crapeau Creek to the terminus of Ashley at the northeast corner of the school property and along Will Lee to Washington. This path connects the entire school campus, the aquatic center and the adjacent neighborhoods.

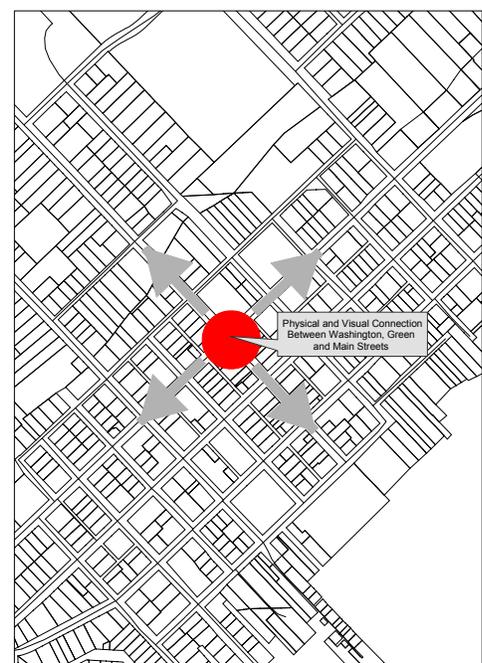
B. County Line Multi-purpose Trail

This multi-purpose trail calls for the extension of a trail-way from the City's northern boundary at 25 Mile Road to M-29. This trail provides connection between a number of different subdivisions along County Line Road.

C. Crapeau Creek Trail

This is a proposed pathway along the length of the Crapeau Creek from County Line Road to the Hooker and Green Street intersection.

ILLUSTRATION 52
The development of pedestrian connections will play an important role in the revitalization of the



SECTION 9.0

D. Northwest Trail

This alternative trail noted in the Recreation Plan would provide connections to 24 Mile Road, Washington, and Baker.

E. Pedestrian Bridge Over Green Street

This proposal would create a pedestrian bridge crossing over Green Street at the location of City Hall.

ILLUSTRATION 53
TRAILWAYS

