
CITY OF NEW BALTIMORE

COMPREHENSIVE MASTER PLAN

SECTION 1.0

INTRODUCTION

The growth and development of a community and its resultant land use pattern depends, in large part, on its position within the region in which it is located. This regional location is important to the understanding of its historical growth pattern and current condition. Further, the understanding of regional influences provides a basis for anticipating future growth patterns and trends.

While control over most land use decisions remains a matter of local choice, development patterns are sometimes strongly influenced by decisions made on a State and regional scale. Frequently, such decisions are not subject to direct local input or control. For this reason, land use policies need to take regional influences into account.

The purpose of this initial chapter of the City of New Baltimore Master Plan is to identify those factors that influence growth in the southeast Michigan region and how they may impact future development patterns. This presentation will provide the background necessary to understand the dynamics of growth and change and provide a practical regional perspective for formulating future land use policies.

The following analysis will consider New Baltimore's location relative to southeast Michigan's principal growth corridors and how these corridors have influenced, and will likely continue to influence, future growth patterns. The report will also examine relevant State, County and regional plans or policies that may have some impact on future planning activities in the City of New Baltimore.

HISTORICAL BACKGROUND

French hunters and fur trappers, in 1796, were the first inhabitants of that portion of Macomb County that later became New Baltimore. The French settlers of this era took residence along the waterfront and rivers and later developed farms that had a narrow frontage of 400 to 900 feet and extended inland from the water. Generally, however, the depth of the parcel was determined by how far a man could plow or cultivate in a day.

The first evidence of a settled community came in the mid-19th Century, when Mt. Clemens' businessman, Alfred Ashley, platted 60 acres of land lying on both sides of Washington Street. Mr. Ashley also opened businesses in lumbering, shipping and real estate. The original Village of Ashley occupied what is now the center part of downtown New Baltimore, extending northwestward along Clay, Base and Maria Streets from Anchor Bay. The land was subdivided in the typical gridiron fashion used in most American communities at that time.

Over the years, irregularities developed in the gridiron subdivision pattern because of the lack of local controls, conflicts with French claims, and changing land uses, particularly along waterfront area. This created problems, in both subdivision patterns in general and waterfront use in particular, that remain today. This original settlement bore Ashley's name until 1867, when the Village name was changed to New Baltimore.

Throughout its history, New Baltimore has been linked to the regional economy by virtue of the City's access to the waterfront and the region's transportation network. In its early years, New Baltimore took advantage of its waterfront location to operate port facilities exporting agricultural and manufacturing products to other communities. Between 1860 and 1880, New Baltimore was the most thriving community in Macomb County. The waterfront, with its beautiful harbor, was a booming shipping center serving 14 factories, many resort activities and well-known commercial establishments. The area was known for the manufacturing of barrels, brooms, bricks, coffins, corsets and creamery products. Lumber products and building materials were shipped by boat from the local mills. Development was heavily oriented to the waterfront, where shipping piers extended a hundred or more feet into the lake.

As the train and automobile increased in importance and travel patterns changed, so did the development of the City. Goods were no longer shipped by water and the waterfront slowly changed. By about 1880, New Baltimore had changed from a strong manufacturing and exporting community to a quality resort community. The community was thriving and boasted an opera house, hotels, salt baths, summer and winter recreational activities, saloons, a brewery and numerous resort and commercial establishments. New Baltimore was the hub of activity well into the Twentieth Century. The City was in the path of a steam locomotive line that ran between Detroit and Port Huron in the late 1800's. As technology changed, the City constructed an electric generating plant to accommodate inter-urban passenger trains, which lasted until the mid-1920's. Today, access to the City is provided via I-94, which is located just outside the City limits.

REGIONAL LOCATION

As noted, the most important physical feature affecting the development of the City of New Baltimore has been its location on the shoreline of Lake St. Clair midway between the Cities of Detroit and Port Huron. The City lies approximately 25 miles north of Downtown Detroit, which is the traditional center of the southeast Michigan region. Access to and from New Baltimore is provided by two state routes: M-29 (23 Mile Road) and I-94.

REGIONAL DEVELOPMENT INFLUENCES

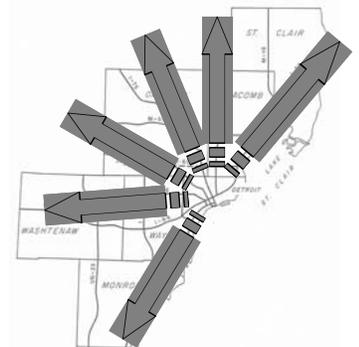
Southeast Michigan Development Corridors

Within the southeast Michigan region, there are several principal corridors along which growth has traditionally occurred. Each of these corridors begins in Downtown Detroit, the historic center of the region, and radiates outward into the surrounding communities along established transportation routes. These corridors originally followed major surface streets, like the spokes of a wheel, from Downtown Detroit. Today, they largely parallel the interstate freeway system. These historic corridors are identified as follows and shown on Illustration 2.

ILLUSTRATION 1
SOUTHEASTERN MICHIGAN REGIONAL LOCATION MAP



ILLUSTRATION 2
SOUTHEAST MICHIGAN REGIONAL GROWTH CORRIDORS



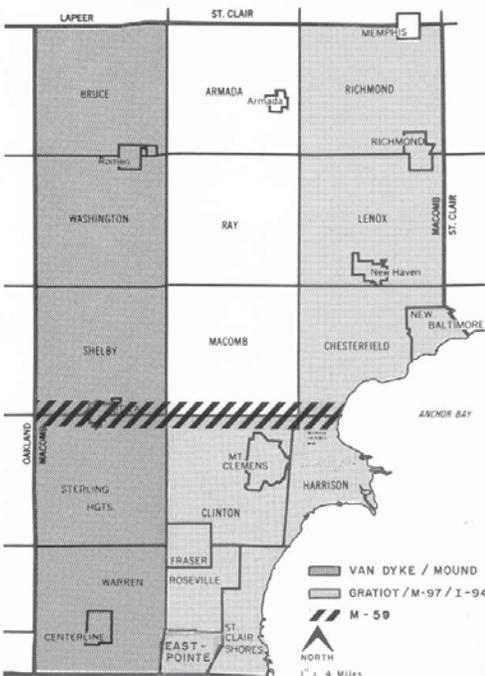
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1. Detroit to Mt. Clemens and Port Huron, along I-94 east and Gratiot Avenue.
2. Detroit to Utica and Romeo, along M-53 north (Van Dyke Avenue) and Mound Road.
3. Detroit to Pontiac and Flint, along I-75 north and Woodward Avenue.
4. Detroit to Brighton and Lansing, along I-96 west, the Lodge Freeway and Grand River Avenue.
5. Detroit to Ann Arbor and Jackson, along I-94 west and U.S.12 (Michigan Avenue).
6. Detroit to Monroe and Toledo, along I-75 south and Fort Street.

Macomb County Development Corridors

Population Growth Trends - Within Macomb County, growth traditionally occurred along the Lake St. Clair shoreline communities. The establishment of Mt. Clemens as the County Seat also contributed to the predominant early development pattern along the eastern portion of the County.

ILLUSTRATION 3
MACOMB COUNTY
GROWTH CORRIDOR
COMMUNITIES



Following the Second World War, most metropolitan areas experienced a sweeping wave of population migration from traditional central cities into emerging suburban communities. In Macomb County, this migration first occurred within those suburban communities located along the perimeter of Detroit. The second wave of suburban growth in the County accelerated north along the Van Dyke/Mound Road Corridor in the western tier of communities.

By 1970, population levels in the western corridor communities (295,851 persons) nearly equaled the population along the eastern or shoreline communities (317,693 persons). See Table 1.

During the 1970's, population growth in the western corridor surpassed increases in the eastern communities. The 1980 Census revealed that the Van Dyke/ Mound Road communities had a slightly greater population (339,616 persons) than the eastern corridor (332,819 persons). The dramatic growth experienced by the City of Warren during the 1960's and Sterling Heights in the 1970's accounts for this shift in population. For example, in the ten-year period between 1970 and 1980, Sterling Heights grew by more than 47,000 persons. This gain more than offset the population loss experienced by the City of Warren during the decade of the 1970's.

North of M-59, Shelby Township and Utica combined to report a population increase of 11,250 persons. Small increases were noted in those communities located north of 26 Mile Road. The increases do, however, provide evidence of a trend of population accelerating in a northerly direction within this corridor.

To the east, the greatest population increases also occurred in those communities located between 14 Mile Road and 26 Mile Road. Clinton Township (23,535 persons) and Chesterfield Township (8,898 persons) made the greatest contribution to the overall growth of this corridor during the decade. North of 26 Mile Road, the amount of growth was less than that of the parallel communities to the west.

TABLE 1
POPULATION CHANGE BY
GROWTH CORRIDORS -
MACOMB COUNTY 1970-
1980

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	1970	1980	Number	%		1970	1980	Number	%
Bruce Twp.	2,213	3,823	1,610	72.8	Richmond City	3,234	3,536	302	9.3
Romeo	4,012	3,509	-503	-12.5	Richmond Twp.	1,719	2,453	734	42.7
32 Mile to 38 Mile	6,225	7,332	1,107	17.8	32 Mile to 38 Mile	4,953	5,989	1,036	20.9
Washington Twp.	5,651	8,637	2,986	52.8	Lenox Twp.	2,869	3,028	159	5.5
					New Haven	1,855	1,871	16	0.9
26 Mile to 32 Mile	5,651	8,637	2,986	52.8	26 Mile to 32 Mile	4,724	4,899	175	3.7
Shelby Twp.	29,467	38,939	9,472	32.1	Chesterfield Twp.	9,378	18,276	8,898	94.9
Utica	3,504	5,282	1,778	50.7	New Baltimore	4,132	5,439	1,307	31.6
M-59 to 26 Mile	32,971	44,221	11,250	34.1	M-59 to 26 Mile	13,510	23,715	10,205	75.5
Sterling Heights	61,365	108,999	47,634	77.6	Fraser	11,868	14,560	2,692	22.7
					Clinton Twp.	48,865	72,400	23,535	48.2
					Mt. Clemens	20,476	18,806	-1,670	-8.2
					Harrison Twp.	18,755	23,649	4,894	26.1
14 Mile to M-59	61,365	108,999	47,634	77.6	14 Mile to M-59	99,964	129,415	29,451	29.5
Center Line	10,379	9,293	-1,086	-10.5	East Detroit	45,920	38,280	-7,640	-16.6
Warren	179,260	161,134	-18,126	-10.1	Roseville	60,529	54,311	-6,218	-10.3
					St. Clair Shores	88,093	76,210	-11,883	-13.5
8 Mile to 14 Mile	189,639	170,427	-19,212	-10.1	8 Mile to 14 Mile	194,542	168,801	-25,741	-13.2
TOTALS	295,851	339,616	43,765	14.8	TOTALS	317,693	332,819	15,126	4.8

Source: U.S. Census (1970, 1980)

Results from the 1990 census indicate a leveling off of the explosive growth that occurred within the western corridor. Eastern corridor communities out-gained their counterparts in the west in this decade. As of 1990, these two portions of the County shared nearly equal population levels (see Table 2).

Between 1980 and 1990, lesser population increases were observed in both corridors. For example, Sterling Heights reported a population increase of 8,811 persons, down from 47,634 the previous decade. Shelby Township, on the other hand, matched the increase that occurred during the 1970's, providing additional evidence of the continued growth of population northward.

Chesterfield and Clinton Townships continued to be the major contributors to growth in the eastern corridor. These two communities experienced population increases of 7,629 and 13,466 persons, respectively, from 1980 to 1990.

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TABLE 2

POPULATION CHANGE BY
GROWTH CORRIDORS -
MACOMB COUNTY 1980-
1990

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	1980	1990	Number	%		1980	1990	Number	%
Bruce Twp.	3,823	4,193	370	9.7	Richmond City	3,536	4,141	605	17.1
Romeo	3,509	3,520	11	0.3	Richmond Twp.	2,453	2,528	75	3.1
32 Mile to 38 Mile	7,332	7,713	381	5.2	32 Mile to 38 Mile	5,989	6,669	680	11.4
Washington Twp.	8,637	11,386	2,749	31.8	Lenox Twp.	3,028	3,069	41	1.4
26 Mile to 32 Mile	8,637	11,386	2,749	31.8	New Haven	1,871	2,331	460	24.6
Shelby Twp.	38,939	48,655	9,716	25.0	26 Mile to 32 Mile	4,899	5,400	501	10.2
Utica	5,282	5,081	-201	-3.8	Chesterfield Twp.	18,276	25,905	7,629	41.7
M-59 to 26 Mile	44,221	53,736	9,515	21.5	New Baltimore	5,439	5,798	359	6.6
Sterling Heights	108,999	117,810	8,811	8.1	M-59 to 26 Mile	23,715	31,703	7,988	33.7
14 Mile to M-59	108,999	117,810	8,811	8.1	Fraser	14,560	13,899	-661	-4.5
Center Line	9,293	9,026	-267	-2.9	Clinton Twp.	72,400	85,866	13,466	18.6
Warren	161,134	144,864	-16,270	-10.1	Mt. Clemens	18,806	18,405	-401	-2.1
8 Mile to 14 Mile	170,427	153,890	-16,537	-9.7	Harrison Twp.	23,649	24,685	1,036	4.4
TOTALS	339,616	344,535	4,919	1.4	14 Mile to M-59	129,415	142,855	13,440	10.4
					East Detroit	38,280	35,283	-2,997	-7.8
					Roseville	54,311	51,412	-2,899	-5.3
					St. Clair Shores	76,210	68,107	-8,103	-10.6
					8 Mile to 14 Mile	168,801	154,802	-13,999	-8.3
					TOTALS	332,819	341,429	8,610	2.6

Source: U.S. Census (1980, 1990)

Results from the 2000 Census reveal that the western corridor communities have surpassed the growth experienced in the eastern corridor, similar to that seen between 1970 and 1980.

Further, this data emphasizes the continued population growth in the northern portion of both the eastern and western corridors between 1990 and 2000. Shelby Township and Chesterfield Township increased by 16,504 and 11,500 persons, respectively, during this ten-year span. Population decreases can be seen in many of the southern communities, such as Warren, St. Clair Shores, and Roseville.

Further examination of the overall population data reveals that nearly all communities located between 8 Mile Road and 14 Mile Road have experienced continued declines in population over the 30 year time span between 1970 and 2000. The City of Mount Clemens is the only other community in the county that has experienced a decline in population each decade since 1970.

TABLE 3
POPULATION CHANGE BY
GROWTH CORRIDORS -
MACOMB COUNTY 1990-
2000

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	POPULATION		CHANGE		COMMUNITY	POPULATION		CHANGE	
	1990	2000	Number	%		1990	2000	Number	%
Bruce Twp.	4,193	6,395	2,202	52.5	Richmond City	4,141	4,896	755	18.2
Romeo	3,520	3,721	201	5.7	Richmond Twp.	2,528	3,416	888	35.1
32 Mile to 38 Mile	7,713	10,116	2,403	31.2	32 Mile to 38 Mile	6,669	8,312	1,643	24.6
Washington Twp.	11,386	17,122	5,736	50.4	Lenox Twp.	3,069	5,362	2,293	74.7
					New Haven	2,331	3,071	740	31.7
26 Mile to 32 Mile	11,386	17,112	5,736	50.4	26 Mile to 32 Mile	5,400	8,433	3,033	56.2
Shelby Twp.	48,655	65,159	16,504	33.9	Chesterfield Twp.	25,905	37,405	11,500	44.4
Utica	5,081	4,577	-504	-9.9	New Baltimore	5,798	7,405	1,607	27.7
M-59 to 26 Mile	53,736	69,736	16,000	29.8	M-59 to 26 Mile	31,703	44,810	13,107	41.3
Sterling Heights	117,810	124,471	6,661	5.7	Fraser	13,899	15,297	1,398	10.1
					Clinton Twp.	85,866	95,648	9,782	11.4
					Mt. Clemens	18,405	17,312	-1,093	-5.9
					Harrison Twp.	24,685	24,461	-224	-0.9
14 Mile to M-59	117,810	124,471	6,661	5.7	14 Mile to M-59	142,855	152,718	9,863	6.9
Center Line	9,026	8,531	-495	-5.5	East Detroit	35,283	34,077	-1,206	-3.4
Warren	144,864	138,247	-6,617	-4.6	Roseville	51,412	48,129	-3,283	-6.4
					St. Clair Shores	68,107	63,096	-5,011	-7.4
8 Mile to 14 Mile	153,890	146,778	-7,112	-4.6	8 Mile to 14 Mile	154,802	145,302	-9,500	-6.1
TOTALS	344,535	368,223	23,688	6.9	TOTALS	341,429	359,575	18,146	5.3

Source: U.S. Census (1990, 2000)

Housing Unit Trends - In recent decades, population change alone has proven not to be the most accurate barometer of community growth and vitality. Much of the population decline experienced by the ring of maturing suburban communities surrounding Detroit is the result of declines in household size, rather than an exodus of residents from the community. Population decline should, therefore, not necessarily be interpreted as an indicator of community decline. Frequently, a community will experience an increase in the number of households concurrently with a decline in population. For this reason, housing unit growth trends are considered to be a more valid measure of growth.

An analysis of housing growth within the two Macomb County growth corridors reveals a surprising balance (see Table 4). Between 1970 and 1980, western corridor communities held a slight edge in the number of new housing units constructed. In spite of this increase in new home construction, the eastern communities totaled nearly 5,000 more housing units.

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TABLE 4

HOUSING CHANGE BY
GROWTH CORRIDORS -
MACOMB COUNTY 1970-
1980

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	HOUSING UNITS		CHANGE		COMMUNITY	HOUSING UNITS		CHANGE	
	1970	1980	Number	%		1970	1980	Number	%
Bruce Twp.	582	1,142	560	96.2	Richmond City	982	1,282	300	30.5
Romeo	1,195	1,370	175	14.6	Richmond Twp.	434	676	242	55.8
32 Mile to 38 Mile	1,777	2,512	735	41.4	32 Mile to 38 Mile	1,416	1,958	542	38.3
Washington Twp.	1,573	2,635	1,062	67.5	Lenox Twp.	770	919	149	19.4
					New Haven	508	613	105	20.7
26 Mile to 32 Mile	2,171	3,322	1,151	53.0	26 Mile to 32 Mile	1,278	1,532	254	19.9
Shelby Twp.	7,571	12,319	4,748	62.7	Chesterfield Twp.	2,789	6,075	3,286	117.8
Utica	1,265	1,952	687	54.3	New Baltimore	1,353	2,118	765	56.5
M-59 to 26 Mile	8,836	14,271	5,435	61.5	M-59 to 26 Mile	4,142	8,193	4,051	97.8
Sterling Heights	17,571	34,517	16,946	96.4	Fraser	3,067	4,832	1,765	57.5
					Clinton Twp.	13,436	24,752	11,316	84.2
					Mt. Clemens	6,823	7,363	540	7.9
					Harrison Twp.	5,797	9,332	3,535	61.0
14 Mile to M-59	17,571	34,517	16,946	96.4	14 Mile to M-59	29,123	46,279	17,156	58.9
Center Line	3,129	3,642	513	16.4	East Detroit	13,214	13,458	244	1.8
Warren	49,609	54,532	4,923	9.9	Roseville	16,751	18,491	1,740	10.4
					St. Clair Shores	24,882	27,154	2,272	9.1
8 Mile to 14 Mile	52,738	58,174	5,436	10.3	8 Mile to 14 Mile	54,847	59,103	4,256	7.8
TOTALS	82,495	112,109	29,614	35.9	TOTALS	90,806	117,065	26,259	28.9

Source: U.S. Census (1970, 1980)

The Cities of Sterling Heights and Warren as well as Shelby Township made the greatest contribution to the housing unit increases that occurred in the western corridor during the 1970's. Nearly 90 percent of the total increase took place in those three communities. The greatest contributors to the housing unit growth in the eastern corridor were Chesterfield, Clinton and Harrison Townships. Collectively, these three communities accounted for nearly 70 percent of the corridor's total housing unit increase for the decade.

During the 1980's, over 18,000 new units were added in the eastern communities, giving them an edge in the total number of dwelling units. The greatest contributors to the housing unit growth in the eastern corridor were Chesterfield and Clinton Townships. Collectively, these three communities accounted for nearly 70 percent of the corridor's total housing unit increase for the decade. Sterling Heights and Shelby Township made the greatest contribution to the housing unit increases that occurred in the western corridor during the 1980's.

TABLE 5

HOUSING CHANGE BY
GROWTH CORRIDORS -
MACOMB COUNTY 1980-
1990

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	HOUSING UNITS		CHANGE		COMMUNITY	HOUSING UNITS		CHANGE	
	1980	1990	Number	%		1980	1990	Number	%
Bruce Twp.	1,142	1,379	236	20.8	Richmond City	1,282	1,662	380	29.6
Romeo	1,370	1,382	12	0.9	Richmond Twp.	676	783	107	15.8
32 Mile to 38 Mile	2,512	2,761	249	9.9	32 Mile to 38 Mile	1,958	2,445	487	24.9
Washington Twp.	2,635	3,969	1,334	50.6	Lenox Twp.	919	1,018	99	10.8
					New Haven	613	824	211	34.4
26 Mile to 32 Mile	3,322	4,668	1,346	40.5	26 Mile to 32 Mile	1,532	1,842	310	20.2
Shelby Twp.	12,319	17,630	5,311	43.1	Chesterfield Twp.	6,075	9,594	3,519	57.9
Utica	1,952	1,962	10	0.5	New Baltimore	2,118	2,459	341	16.1
M-59 to 26 Mile	14,271	19,592	5,321	37.3	M-59 to 26 Mile	8,193	12,053	3,860	47.1
Sterling Heights	34,517	42,317	7,800	22.6	Fraser	4,832	5,342	510	10.6
					Clinton Twp.	24,752	33,938	9,186	37.1
					Mt. Clemens	7,363	7,727	364	4.9
					Harrison Twp.	9,332	10,616	1,284	13.8
14 Mile to M-59	34,517	42,317	7,800	22.6	14 Mile to M-59	46,279	57,623	11,344	24.5
Center Line	3,642	3,986	344	9.4	East Detroit	13,458	13,684	226	1.7
Warren	54,532	56,189	1,657	3.0	Roseville	18,491	20,025	1,534	8.3
					St. Clair Shores	27,154	27,929	775	2.9
8 Mile to 14 Mile	58,174	60,175	2,001	3.4	8 Mile to 14 Mile	59,103	61,638	2,535	4.3
TOTALS	112,109	128,814	16,705	14.9	TOTALS	117,065	135,601	18,536	15.8

Source: U.S. Census (1980, 1990)

Results from the 2000 Census indicate that during the ten-year span between 1990 and 2000, the western corridor communities have again surpassed the growth in housing units experienced in the eastern corridor. The increase in housing unit growth experienced in the eastern corridor was lower than that which was experienced during the 1970's and 1980's.

Shelby Township and Sterling Heights make the greatest contribution to the housing unit increases in the western corridor with approximately 74 percent of the corridor's total housing unit increase. In the eastern corridor, Clinton Township and Chesterfield Township provide the greatest housing unit increases, 7,865 and 4,373 units respectively. These account for approximately 72 percent of the total growth for the corridor.

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TABLE 6

HOUSING CHANGE BY
GROWTH CORRIDORS -
MACOMB COUNTY 1990-
2000

M-53/VAN DYKE/MOUND					I-94/GRATIOT/M-3				
COMMUNITY	HOUSING UNITS		CHANGE		COMMUNITY	HOUSING UNITS		CHANGE	
	1990	2000	Number	%		1990	2000	Number	%
Bruce Twp.	1,379	2,188	809	58.7	Richmond City	1,662	2,062	400	24.1
Romeo	1,382	1,605	223	16.1	Richmond Twp.	783	1,060	277	35.4
32 Mile to 38 Mile	2,761	3,793	1,032	37.4	32 Mile to 38 Mile	2,445	3,122	677	27.7
Washington Twp.	3,969	6,443	2,474	62.3	Lenox Twp.	1,018	1,508	490	48.1
					New Haven	824	1,138	314	38.1
26 Mile to 32 Mile	3,969	6,443	2,474	62.3	26 Mile to 32 Mile	1,842	2,646	804	43.6
Shelby Twp.	17,630	25,265	7,635	43.3	Chesterfield Twp.	9,594	13,967	4,373	45.6
Utica	1,962	2,005	43	2.2	New Baltimore	2,459	3,218	759	30.9
M-59 to 26 Mile	19,592	27,270	7,678	39.2	M-59 to 26 Mile	12,053	17,185	5,132	42.6
Sterling Heights	42,317	47,547	5,230	12.4	Fraser	5,342	6,178	836	15.6
					Clinton Twp.	33,938	41,803	7,865	23.2
					Mt. Clemens	7,727	7,546	-181	-2.3
					Harrison Twp.	10,616	11,486	870	8.2
14 Mile to M-59	42,317	47,547	5,230	12.4	14 Mile to M-59	57,623	67,013	9,390	16.3
Center Line	3,986	3,916	-70	-1.8	Eastpointe	13,684	13,965	281	2.1
Warren	56,189	57,249	1,060	1.9	Roseville	20,025	20,519	494	2.5
					St. Clair Shores	27,929	28,208	279	1.0
8 Mile to 14 Mile	60,175	61,165	990	1.6	8 Mile to 14 Mile	61,638	62,692	1,054	1.7
TOTALS	128,814	146,218	17,404	13.5	TOTALS	135,601	152,658	17,057	12.6

Source: U.S. Census (1990, 2000)

M-59 Growth Corridor

As reflected in the preceding analysis, the rapid rate of population and housing growth experienced by communities in western Macomb County over the past 20 to 30 years has brought both growth corridors into close proximity in the number of residents and total housing units. The pace of population and housing unit change experienced by these two corridors does not, however, fully explain overall County growth patterns, for an east-west corridor has emerged along M-59. This corridor provides a bridge across the County, linking the east and the west. The recent completion of the M-59 expansion reinforces its importance.

The communities most impacted by this corridor include Chesterfield Township, Macomb Township, Clinton Township, Sterling Heights, Utica, and Shelby Township. Collectively, these communities, excluding the City of Utica, experienced a population gain of 46,936 persons between 1980 and 1990. More than 28,000 new housing units were constructed in these communities from 1980 to 1990, accounting for more than 80 percent of the total population and housing unit increase for both corridors. Data from the 2000 Census (shown below) indicates that the growth along the M-59 Corridor has continued. The data reveals that these communities, collectively, experienced a population gain of 71,707 persons during the past decade, with 35,506 new housing units constructed since 1990. Communities located proximate to M-59 are clearly positioned to be further impacted by future County development trends.

TABLE 7
HOUSING AND POPULATION
CHANGE IN THE M-59 GROWTH
CORRIDOR

Community	HOUSING UNITS		CHANGE		POPULATION		CHANGE	
	1990	2000	Number	%	1990	2000	Number	%
Chesterfield Township	9,594	13,967	4,373	45.6	25,905	37,405	11,500	44.4
Macomb Township	7,562	17,922	10,360	137.0	22,714	50,478	27,764	122.2
Clinton Township	33,938	41,803	7,865	23.2	85,866	95,648	9,782	11.4
Sterling Heights	42,317	47,547	5,230	12.4	117,810	124,471	6,661	5.7
Utica	1,962	2,005	43	2.2	5,081	4,577	-504	-9.9
Shelby Township	17,630	25,265	7,635	43.3	48,655	65,159	16,504	33.9
TOTALS	113,003	148,509	35,506	31.4	306,031	377,738	71,707	23.4

Source: U.S. Census (1990, 2000)

Conclusion

New Baltimore made modest contributions to the population and housing growth that occurred within the I-94 - Gratiot Avenue (M-3) growth corridor over the past three decades. However, higher growth rates in those communities located proximate to either M-53 or M-59 have been experienced.

Over the last thirty years, New Baltimore has experienced a total population increase of 3,273 persons. The majority of this growth came in the 1970's and 1990's, (1,307 and 1,607 persons) respectively. This trend of a rapidly increasing population is likely to continue over the next decade as well. This projection can be attributed to the substantial number of undeveloped lots in New Baltimore.

As previously shown, New Baltimore is located within the eastern corridor of Macomb County. The consistent decline in new housing starts over the last thirty years (26,259, 18,536, 17,057), may provide indications that the communities along this corridor are becoming built out or that some other factors are intervening with the housing market. Another planning factor is that if the southern communities in the eastern corridor are becoming built out, the development pressure would shift to New Baltimore, Ira Township and the remainder of the more northern communities. At the end of 2001, the City had a total of approximately 2,200 subdivision lots in the planning or development stages. Of these lots, approximately forty-five percent or nearly 1,000 lots are totally undeveloped. It is likely these lots will be completed within the 2000-2010 decade.

Regional Development Forecasts

Every five years, SEMCOG prepares a series of population, household and employment forecasts on a regional, County and individual community basis. The last regional development forecast was prepared in October 2001. These forecasts are prepared for each five-year interval between 2000 and 2030.

SEMCOG's projections anticipate increases in the City's population, households and employment base through the year 2030. The City's population is expected to increase to 14,910 persons by 2030. The number of households is projected to increase by nearly 2,980 during the next 30 years. Both of the projections in terms of percentage growth (approximately 101%) are among the highest in the County. A similar increase is expected for the number of persons working at businesses in the City. The SEMCOG regional projections reflect a minimal or no-growth position in terms of regional development. These forecasts will be evaluated and compared to other available projections in later stages of the planning process.

Suburban Mobility Authority for Regional Transportation (SMART)

SMART is the agency responsible for providing mass transportation services to the three-County Metropolitan Detroit area. The main component of SMART's service to the region consists of a network of bus routes. Other services provided by SMART include a connector or small bus service, which provides a more specialized type of service. This is particularly useful for meeting the transportation needs of senior citizens and the handicapped.

SMART also operates a Municipal Credit Program which provides funding to local communities to be used for meeting the transportation needs of its residents. Local communities are responsible for determining how this money will be spent. It can be used to subsidize the cost of providing SMART's connector service, providing vans for local service, or underwriting the cost of bus tickets for local residents.

New Baltimore is the easternmost community served by SMART bus service. Service to the City is provided via an extension of a main-line route operating between Mt. Clemens and Detroit. This route offers weekday trips north along Gratiot Avenue and east along 23 Mile Road to Downtown New Baltimore.

Huron-Clinton Metropolitan Authority (HCMA)

The Huron-Clinton Metropolitan Authority operates two regional park facilities in Macomb County: Stony Creek Metropark in Washington and Shelby Townships, and Metro Beach Metropark in Harrison Township. These two parks offer a wide range of recreational opportunities for residents throughout the County and region. While neither park is located in the City, they are easily accessible to City residents via existing transportation routes available in the community. The Wetzel State Park site is located to the west of the City along 26 Mile Road.

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HCMA is also responsible for coordinating the implementation of a regional hike-bike path through central Macomb County. The main purpose of this system is to provide a non-motorized pedestrian and bicycle path connection between existing and planned major recreation facilities in this portion of the County. It will accomplish this by developing new paths that will connect with those that currently exist in the area.

This system will provide a loop beginning at Metro Beach Metropark in Harrison Township and extend along Metropolitan Beach Parkway where an existing path is currently built, to Macomb County Park in Sterling Heights. From there, it will proceed north to the Clinton River Valley where it will connect into the City of Sterling Height's path system in Dodge Park and Clinton River Park. It will continue in a northwesterly direction along the river, through the Rochester Utica Recreation area, to the entrance of Stony Creek Park.

The next leg of this path will extend along 26 Mile Road as far east as Wetzell State Park, with a secondary branch providing access to Wolcott Mill Metropark. The loop system will be completed with a path along Romeo Plank Road, Cass Avenue and Harrington Road through Mt. Clemens, and eventually back to Metropolitan Beach Parkway.

Michigan Department of Transportation and the Road Commission of Macomb County

Future land use patterns are impacted and influenced by improvement to the regional highway system. Within Macomb County, the Michigan Department of Transportation (MDOT) and the Road Commission of Macomb County (RCMC) exercise the greatest amount of control over future transportation routes.

Within the City of New Baltimore, Washington and County Line Road are under the jurisdiction of the Road Commission, while M-29 (Green Street) is under the jurisdiction of MDOT.

SHORELINE INFLUENCES

Because of its location, New Baltimore is influenced by its proximity of Lake St. Clair, which is part of the larger Great Lakes system. Regulation of land use activities along the shoreline of Lake St. Clair and navigable waterways along this system is, in part, the responsibility of the U.S. Army Corps of Engineers and the Michigan Department of Natural Resources, which share permit responsibilities.

The Corps of Engineers has regulated activities along this Nation's waterway system since the latter part of the 19th century. Until 1960, the Corps' principal responsibility was to protect navigation. This responsibility has since been widened to include the long-term protection and utilization of our water resources. The Corps has regulatory responsibility in the following areas: 1) prohibiting the obstruction of navigable waters; and 2) the discharge of dredged materials. The Corps of Engineers' permit process is coordinated with the Michigan Department of Environmental Quality.

The regulatory responsibility of both agencies impacts those property owners who have frontage on the lake or connecting navigable water ways. Any construction altering the shoreline, including filling, seawall, docks or boat houses, requires a permit prior to any construction taking place.

New Baltimore is also influenced by the fluctuation of water levels in Lake St. Clair and periodic flooding levels along the shoreline. Periodic fluctuation in the level of Lake St. Clair, both seasonal and long-term, could have a significant impact on the community. The City, however, has no control over the natural processes influencing lake levels.

MACOMB COUNTY PLANNING COMMISSION

The Macomb County Planning Commission plays an important role in the County planning and development process by assisting local units of governments in establishing their own land use goals and plans. This is accomplished by providing local planning commissions with a range of resources to help facilitate better planning. Among the many services provided by the County are economic development assistance, Community Development Block Grant assistance, coordination of the subdivision review process, aerial photography, and other mapping resources.

Macomb County is in the process of developing a GIS (Geographical Information System), which eventually will provide informational resources to all of the communities within the County. The base map for the GIS system is essentially completed and additional layers will subsequently be added.

LOCAL PLANNING INFLUENCES

In addition to the broader regional planning concerns identified in this report, New Baltimore is also influenced by land use activities occurring in neighboring communities. Frequently, the planning policies of neighboring communities can have a significant influence on the future development of property on the opposite side of the municipal boundary. The master plans of those communities sharing a common boundary with the City of New Baltimore were examined to identify their potential impact on the community.

New Baltimore shares a common boundary with two communities: Ira Township, in St. Clair County, and Chesterfield Township. The planning policies of these communities along this common boundary are described below.

Chesterfield Township

Chesterfield Township abuts the City to the north and west. Much of this common boundary is designated for low density residential development on the Chesterfield Township Master Plan. Areas planned for higher density residential development are shown along New Haven Road, 24 Mile Road and 23 Mile Road, where these roads enter the City. An area designated for comparison commercial development is shown at the southwest corner of 23 Mile Road and Altman Road.

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Ira Township

A large portion of the common boundary between New Baltimore and Ira Township is planned for mobile home park. The remainder of the area is planned for light industrial and rural conservation residential. The addition of industrial land uses along the western boundary was included in a recent (2002) amendment to reflect current land use patterns. These planning designations reflect the current development, which is a manufactured housing community and single family residences on large lots. The area south of M-29 is planned for urban moderate density residential.

CONCLUSION

There is an interaction between adjacent communities and the uses they place on one another's boundaries. Sometimes the influence is subtle; a corner commercial facility in one community may well spawn a similar use in the adjacent community. If there is not agreement on land use policy, neighboring uses may evoke a transitional or buffer response across boundary lines.

The information presented in this chapter shows that the future of New Baltimore will be influenced by its position in the region and also by decisions made at the local level. The City's preparation of a Master Plan is particularly important because it provides an opportunity to formulate policy that can be used to direct the regional influences in a way that serves the City best. In the absence of such planning, a void is created, allowing exterior trends and market forces to shape the development of a community in a random and haphazard way.