



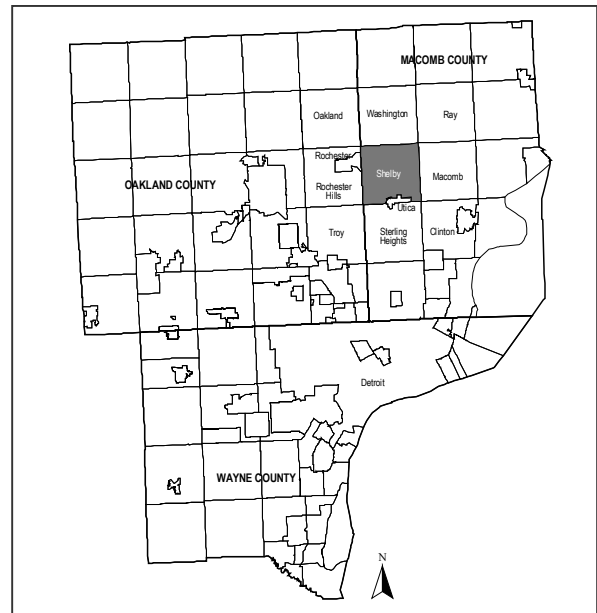
1 REGIONAL SETTING

A community's future is determined by many factors. Some are the result of local decisions, while others result from action taken outside the community. Very few communities are self-sufficient. Rather, the interaction between communities within the region gives each one the opportunity to grow and develop. Two regional factors can help an individual community chart its possible paths: regional location and regional influences.

REGIONAL LOCATION

Shelby Township is located in west-central Macomb County, just east of the Oakland County border. The M 59 freeway (Hall Road) forms the southern boundary of Shelby and connects the Township to I 94 to the east and I 75 to the west. The Township is nearly bisected into east and west by the M 53 freeway (Van Dyke), which links Shelby to I 69 to the north and I 696 to the south.

Map RS1
Regional Location



The Township is bordered by the Cities of Rochester and Rochester Hills to the west, Sterling Heights and Utica to the south, Washington Township to the north, and Macomb Township to the east. As illustrated on the Regional Location Map (Map RS1), located directly to the southeast of Shelby is Clinton Township, to the northeast is Ray Township, to the northwest is Oakland Township, and to the southwest is the City of Troy. Shelby Township is located approximately 20 miles north of downtown Detroit, 10 miles east of Pontiac, and 40 miles southwest of Port Huron. Mt. Clemens, which is located within Clinton Township, lies to the southeast of Shelby.

REGIONAL INFLUENCES

Southeast Michigan Council of Governments

Macomb County falls within the Southeast Michigan Council of Governments (SEMCOG) seven-county region. SEMCOG provides regional planning services, such as planning for land use, transportation, recreation, and public utility extensions. SEMCOG is also active in transportation modeling, organizing data resources, and review of local applications for federal funding.

SEMCOG developed a Regional Transportation Plan (revised June 2001) that includes proposed road projects through the year 2025. The Plan is divided into two sections: 2000 through 2005 and 2006 through 2025. The projects designated for 2000 through 2005 will most likely be completed during that six-year time frame. The projects listed for 2006 through 2025 are priorities based on current and anticipated need, so therefore they are more likely to be modified over time. The following tables list the projects planned through 2005 (Table RS1) and the projects anticipated to be completed during 2006 through 2025.

Table RS-1
SEMCOG 2025 Regional Transportation Plan
2000 – 2005 Improvements within Shelby Township

TYPE OF IMPROVEMENT	ROAD	SEGMENT OF ROAD
Capacity – Widen to 5 lanes	23 Mile	Mound to Hayes
Capacity	Hayes	M-59 to 21½ Mile
Safety	Ryan	M-59 to 23 Mile
Preservation	M-53	Various upgrades and maintenance along entire length of road and adjacent bridges
Safety –Interconnect and modernize signals	Ryan	M-59 to 23 Mile
Capacity – Widen to 5 lanes	Schoenherr	M-59 to 23½ Mile

Table RS-2
SEMCOG 2025 Regional Transportation Plan
2006 – 2025 Improvements within Shelby Township

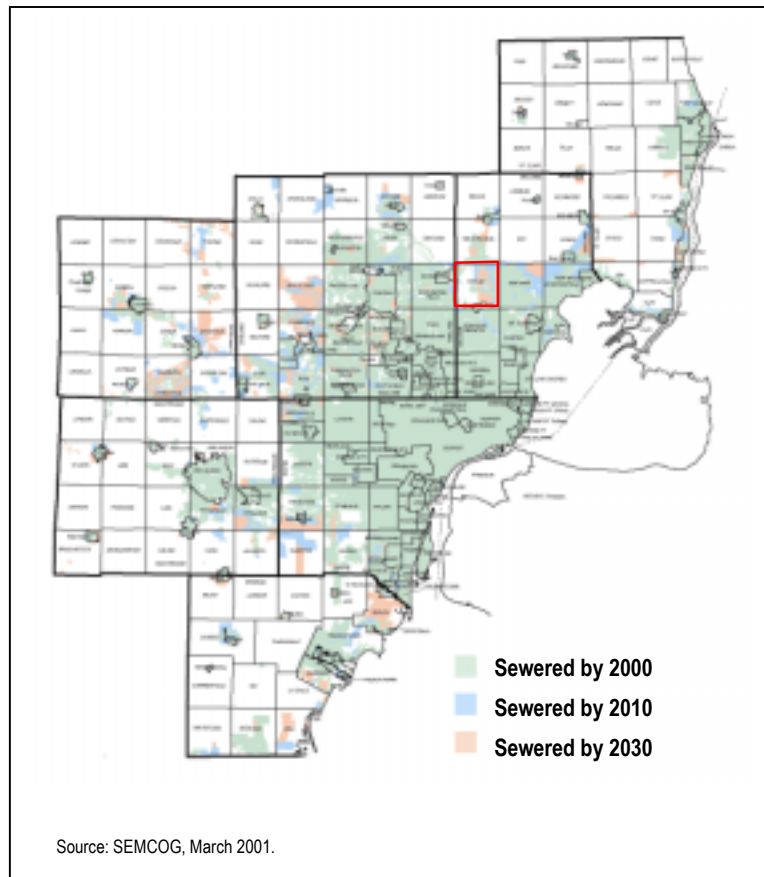
TYPE OF IMPROVEMENT	ROAD	SEGMENT OF ROAD
Capacity – Widen to 5 lanes	23 Mile	Ryan to Mound
Capacity – Widen to 5 lanes	Mound	Shelby to 26 Mile
Capacity and Preservation	Dequindre	M-59 to 23 Mile

Public transportation within Shelby Township is very limited. The only route operated by the SMART bus system is along Van Dyke from the City of Utica to 23 Mile.

In April 2001, SEMCOG published a report entitled *Investing in Southeast Michigan’s Quality of Life: Sewer Infrastructure Needs*. In general, the report indicates a significant portion of the eastern half of the Township was sewered by the year 2000. Scattered areas in the eastern portion of the Township, and larger areas in north-central and northeastern Shelby Township are planned to be sewered by 2010. The remaining eastern half of the Township is

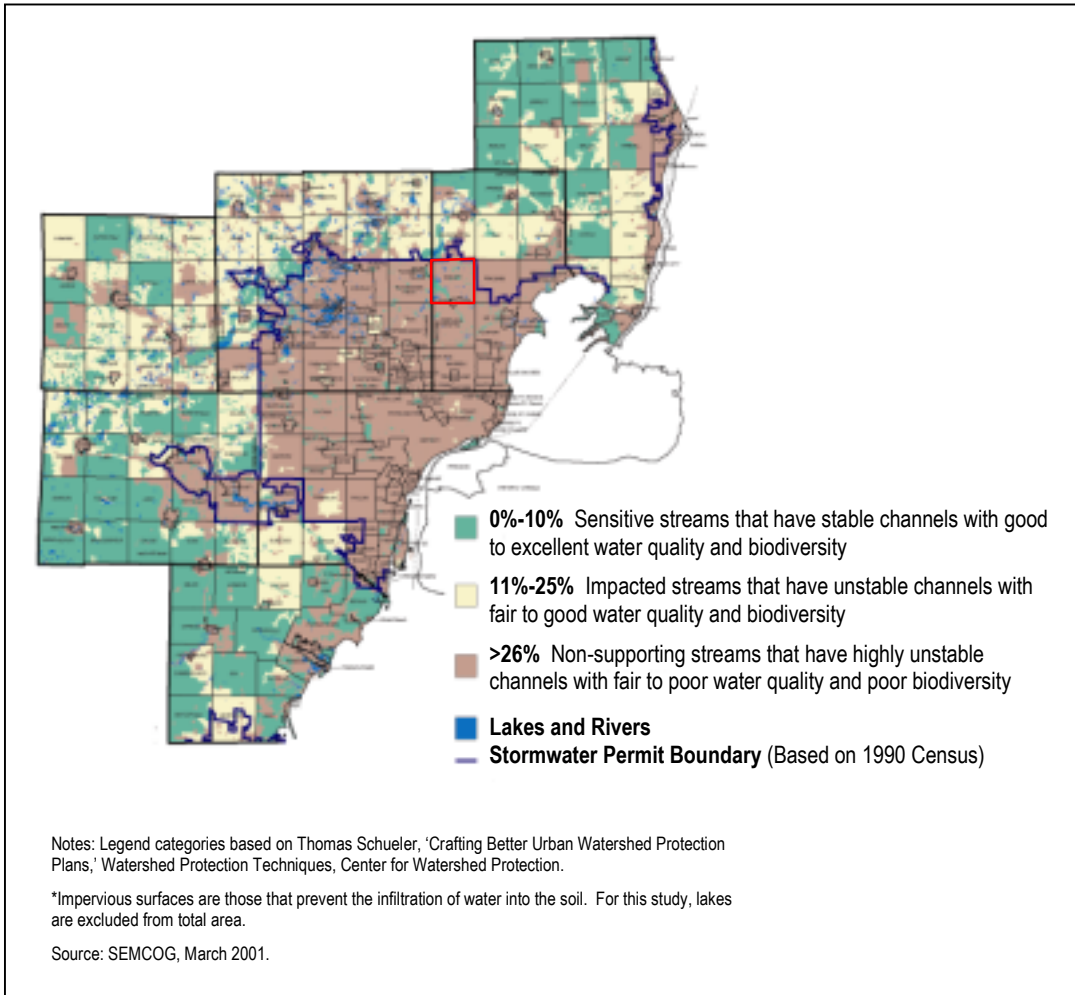
anticipated to be sewered by 2030. Except for very small areas in the northwest portion of the Township and in the very southern portion of the township near Utica and Sterling Heights, the western half of the Township is not included within the sanitary sewer service needs before 2030. (River Bends Park is included within this unsewered area). Therefore, lower residential densities and less intensive development should be planned for this area. The Future Impervious Surface and Water Quality map indicates that with the exception of River Bends Park, and a few small scattered areas in the Township, greater than 26% of the Township is anticipated to be covered with impervious surface. The forecast for

Map RS2
Sewer Service Needs
in Southeast Michigan, 2000, 2010, and 2030



water quality and biodiversity is poor. As development continues in Shelby Township, care must be taken to protect the surface water supply from excessive run-off and pollutants, and consequently reduce the environmental impacts.

Map RS3
Future Impervious Surface*
And Water Quality, Southeast Michigan
 (Based on Local Plans)



Macomb County Planning Commission

The Macomb County Planning Commission assists Shelby Township's planning efforts in a variety of ways. Services the County provides include economic development assistance, community development block grant (CDBG) program administration, subdivision review process coordination, aerial photography, and maintenance of a County-wide geographic information system (GIS) database.

LOCAL INFLUENCES

In addition, to regional planning activities, Shelby Township is influenced by the planning activities of adjacent communities. As noted above, the Township shares common boundaries with two townships and four cities. It is important to consider the long-range plans of these six communities, especially in the areas that immediately border Shelby Township.

Washington Township

Washington Township's Master Plan 2010 was adopted in April of 1993. The Plan primarily recommends residential land uses ranging in densities from one to four units per acre along Shelby Township's northern boundary. A relatively small area, just east and west of Jewell Road, is planned for multiple family use with a density range of eight to twelve units per acre. Nonresidential uses along Shelby's border include a small office-research area west of Mound Road, and a couple pockets of convenience commercial and shopping center east and west of the M 53 freeway. In addition, a significant portion of the area between Mound and Dequindre Roads is designated for public recreation use due to the Stony Creek Metropark.

City of Rochester Hills

The City of Rochester Hills adopted its Master Land Use Plan in June of 1999. The Plan recommends several pockets of retail commercial along Dequindre Road adjacent to Shelby Township just north of the M 59 freeway, along Auburn Road, and along the south side of 23 Mile Road. The area just north of Hamlin Road (22 Mile) is planned for light industrial use. The remainder of Shelby's common border with Rochester Hills is planned for single family residential land uses, with the exception of a small area planned for multiple family that wraps around the commercial node north of Hall Road.

City of Rochester

The City of Rochester adopted its Master Plan in June of 2000. The Plan calls for a mix of single family, two family, and recreation open space for most of the City's common boundary with Shelby. Exceptions include two areas planned for public and quasi public uses, and an area planned for research office technology uses south of Parkdale. In addition, the Plan designates the area just north of Parkdale as a special project area that is well-suited for residential or low-intensity office uses.

City of Sterling Heights

The City of Sterling Heights Master Land Use Plan was adopted in July of 1987. This Plan recommends more intense land uses along its border with Shelby than any of the other neighboring communities. The area between Mound and Dequindre Roads is planned for comparison commercial and mixed use commercial. Mixed use commercial areas are intended to encompass a broad range of uses including recreation, public, office, research, commercial, and high density residential. An industrial corridor surrounded by transitional uses and medium density residential extends south between Van Dyke and Mound Road.

The area between Schoenherr and Hayes Roads is planned for regional commercial and medium high residential uses.

City of Utica

The City of Utica General Development Plan was adopted in December of 1989. The Plan recommends a mix of land uses along Shelby's border. A small industrial area is located south of the Clinton River, while the area immediately surrounding the River is designated as public and semi-public. The area between Cass (Shelby Road) and the railroad is planned for transitional uses which meet specific development criteria as defined in the Plan. General commercial areas are located along Van Dyke, and multiple family residential is located just west of M 53. The remaining areas west of the freeway are planned for single family residential uses. East of the freeway, however, is entirely planned for mixed use development and community business. Utica's plan provides a concept plan for the mixed use development area that includes office, research and technology, corporate headquarters, hotel, and restaurant uses.

Macomb Township

Macomb Township last updated its Master Plan in 1999. This Plan recommends low density residential uses with three or fewer units per acre for much of the area adjacent to Shelby Township. A large industrial area extends from 22 Mile Road to approximately a half mile north of 23 Mile Road. This industrial area includes both light and heavy industrial uses. Several small concentrations of commercial uses are located along Hayes Road at the Hall Road, 21 Mile, 22 Mile, and 24 Mile Road intersections. Medium density residential uses are located adjacent to all of these commercial areas except that which is located at Hayes and 21 Mile Road.