

Section **1.0**

REGIONAL ANALYSIS

INTRODUCTION

A Master Plan is a long range policy document that is intended to guide future decision making related to land use and community goals and objectives – a vision of the future – and plans to achieve the vision.

Riley Township initiated the Master Plan update process with the Planning Commission reviewing the existing Master Plan. The Planning Commission encouraged the public to be involved during this process. The Planning Commission reviewed its regional setting, existing land use, population, and roadway conditions to identify problems, opportunities, and the existing conditions. After conducting the existing conditions review, the Township Planning Commission reached out to the public for input through the Visioning process. Representatives from a variety of interests within the community came together to discuss the future of Riley Township and assist in preparing a Vision Statement.

The next step in the process was for the Planning Commission to develop its goals and objectives statements. Using the valuable input from the Visioning process, a series of goals and objectives were formulated to guide the “Plan” elements of the Master Plan

The final task was to prepare a Land Use Plan and Thoroughfare Plan to guide future development and to hold a public hearing on the Plan. The final “Plan” chapters were prepared and based on review of the goals and objectives. In addition, action items for plan implementation were incorporated into the final document to chart a path to make the plan a reality.

This plan for Riley Township will not materialize overnight. Rather, the vision contained in this document will require a commitment by the Township to follow the policy recommendations and make them a reality through systematic and consistent implementation of action items listed in the plan. Some of the steps toward the vision will be easily accomplished; others require further study, input from the affected individuals, and development of detailed strategies. The people of Riley Township have worked to develop the vision; it is the talents and perseverance of the people that will make the plan a reality.

REGIONAL ANALYSIS

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.

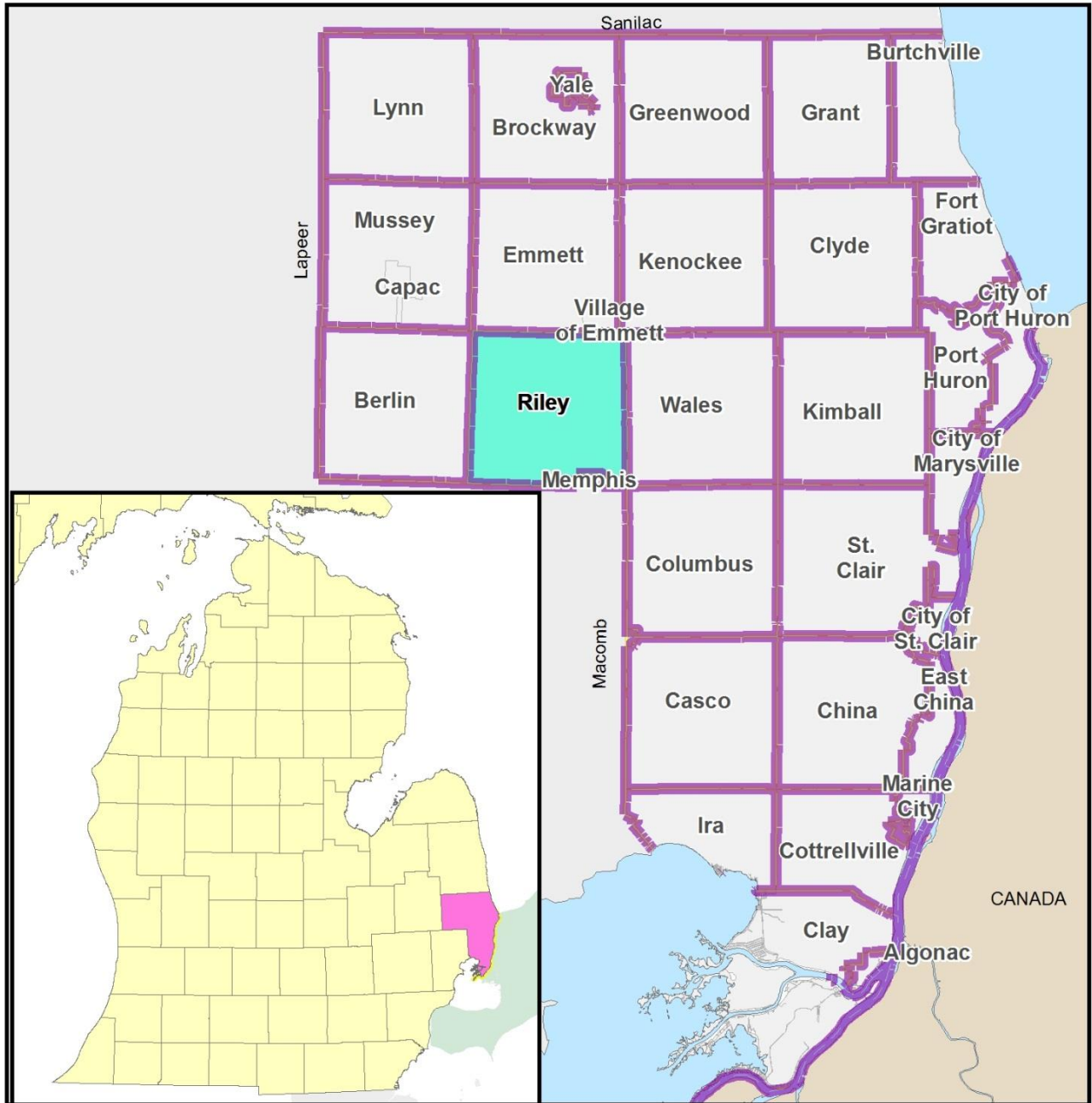
The purpose of this initial chapter of the Riley Township Master Plan is to identify those factors that influence growth in the southeast Michigan region and how they may impact future development patterns. This presentation will provide the background necessary to understand the dynamics of growth and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

The following analysis will consider Riley Township'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 Riley Township.

REGIONAL LOCATION

Riley Township is located in the western portion of St. Clair County, with Macomb County to the immediate south. The Township is bordered by Berlin Township on the west, Emmett Township and the Village of Emmett to the north, Wales Township to the east, and Richmond Township (Macomb County) and the City of Memphis to the south. Riley Township is approximately 55 miles northeast of downtown Detroit, 20 miles west of Port Huron, and 60 miles east of Flint. In addition to the Village of Emmett and the City of Memphis, there are a number of smaller towns and villages within a 15 mile radius of Riley Township. Yale is approximately 13 miles north. Capac is approximately eight miles northwest. Berville and Allenton are approximately three and five miles to the west respectively. Armada is approximately six miles southwest. The City of Richmond is approximately nine miles south. Goodells is approximately five miles east, and Avoca is approximately 11 miles northeast.

MAP 1



St. Clair County and Riley Township

-  Community Boundary
-  Riley Township
-  St. Clair County



Historically, the growth of St. Clair County has predominantly been scattered areas along the I-94 corridor and along the Lake St. Clair shoreline. However, as time goes on, the Township's access to I-69 has increased growth in Riley Township.

Interstate 69, which runs near the northern border of the Township, provides a west-east route to Lansing and Port Huron. Access points for the Township are at the Riley Center Road and M-19 (Kinney Road) Interchange. Bordman Road is the major west-east surface road in the Township. It forms the boundary between Riley Township to the north and Richmond Township (Macomb County) to the south. Bordman continues west beyond Riley Township into Berlin Township. Near the east side of the Township, Bordman bisects the City of Memphis and Richmond Township before forming the boundary once again between Riley and Richmond Townships.

The major north-south access to the Township is M-19 (Kinney Road). It connects Riley Township to the City of Memphis to the south and the Village of Emmett to the north. Belle River Road follows the Belle River from the western border of the Township to the southeast border at the City of Memphis.

REGIONAL INFLUENCES

St. Clair County is part of the Southeast Michigan Council of Governments (SEMCOG) 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.

At the county level, the St. Clair County Planning Commission also carries out planning functions. The Commission is responsible for transportation planning, applications for federal funding for housing, rehabilitation, and the County's Solid Waste Management Plan. The Solid Waste Management Plan does not recommend the opening of any new landfills, but rather encourages recycling, reuse, waste reduction and composting.

In addition to the above County activities, the County Planning Commission provides a complete Geographic Information System. This computer-based mapping system has been and will continue to be an invaluable tool for planning and development within St. Clair County. The County also maintains a countywide Master Plan which will be examined in detail later in this document.

Within the southeast Michigan region, there are several principle 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.

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.

ST. CLAIR COUNTY DEVELOPMENT CORRIDORS

TABLE 1: POPULATION CHANGE BY GROWTH CORRIDORS – ST. CLAIR COUNTY 1990-2000

I-94 Corridor				
Community	Population		Change	
	1990	2000	Number	Percent
Casco Township	4,552	4,748	196	4%
Columbus Township	3,235	4,615	1,380	43%
St. Clair Township	4,614	6,423	1,809	39%
Kimball Township	7,247	8,628	1,381	19%
Port Huron Township	7,621	8,615	994	13%
County Line Road to I-69	27,269	33,029	5,760	21%
I-69 Corridor				
Wales Township	2,294	2,986	692	30%
Riley Township	2,154	3,046	892	41%
Clyde Township	5,052	5,523	471	9%
Kenockee Township	1,854	2,423	569	31%
Emmett Township	1,519	2,506	987	65%
Mussey Township	1,530	1,965	435	28%
Berlin Township	2,407	3,162	755	31%
I-94/I-69 to Lapeer County Line	16,810	21,611	4,801	29%
M-19 Corridor				
Richmond Township	2,528	3,416	888	35%
City of Richmond	4,141	4,896	755	18%
City of Memphis (St. Clair County)	325	322	-3	-1%
City of Memphis (Macomb County)	896	807	-89	-10%
Village of Emmett	297	251	-46	-15%
Richmond to Emmett	8,187	9,692	1,505	18%

Within St. Clair County, growth traditionally occurred along the Lake St. Clair shoreline communities, which is consistent with historical urban settlement patterns. The establishment of Port Huron as the County Seat also contributed to the predominant early development pattern along the eastern portion of the County.

Much of the growth that St. Clair County has incurred over the past years evolved along the major transportation systems. For the purposes of this analysis, we will examine the

rates of population and housing growth along the I-94 corridor, I-69 corridor, and the M-19 corridor. These major transportation routes become the primary growth centers because they provide a rural lifestyle opportunity, with quick access to major employment centers.

From 1990 through 2000, the communities along the three corridors experienced some growth. While the growth rates are relatively high, the actual population change along the entire corridors ranged from a slight decrease in population in the City of Memphis and the Village of Emmett, to an increase of nearly 5,800 along the I-94 corridor from County Line Road to I-69. Between 2000 and 2010, smaller population increases were observed in all three corridors. Population changes ranged from a loss of nearly 700 people along the I-94 corridor in Casco Township to an increase of 2,039 people along I-94 in Port Huron Township (See Table 2, below). No individual communities sustained a significant growth boom along the I-69 corridor, which seems to indicate that normal migration patterns have shifted some population to the communities; however, growth pressures from the south, east and west have had little significance on this region.

TABLE 2: POPULATION CHANGE BY GROWTH CORRIDORS – ST. CLAIR COUNTY 2000-2010

I-94 Corridor				
	Population		Change	
Community	2000	2010	Number	Percent
Casco Township	4,748	4,107	-641	-14%
Columbus Township	4,615	4,070	-545	-12%
St. Clair Township	6,423	6,817	394	6%
Kimball Township	8,628	9,358	730	8%
Port Huron Township	8,615	10,654	2,039	24%
County Line Road to I-69	33,029	35,006	1,977	6%
I-69 Corridor				
Wales Township	2,986	3,248	262	9%
Riley Township	3,046	3,353	307	10%
Clyde Township	5,523	5,579	56	1%
Kenockee Township	2,423	2,470	47	2%
Emmett Township	2,506	2,654	148	6%
Mussey Township	1,965	2,316	351	18%
Berlin Township	3,162	3,285	123	4%
I-94/I-69 to Lapeer County Line	21,611	22,905	1,294	6%
M-19 Corridor				
Richmond Township	3,416	3,665	249	7%
City of Richmond	4,898	5,733	835	17%
City of Memphis (St. Clair County)	322	360	38	.10%
City of Memphis (Macomb County)	807	823	16	2%
Village of Emmett	251	269	18	7%
Richmond to Emmett	9,694	10,850	1156	12%

MAP 2

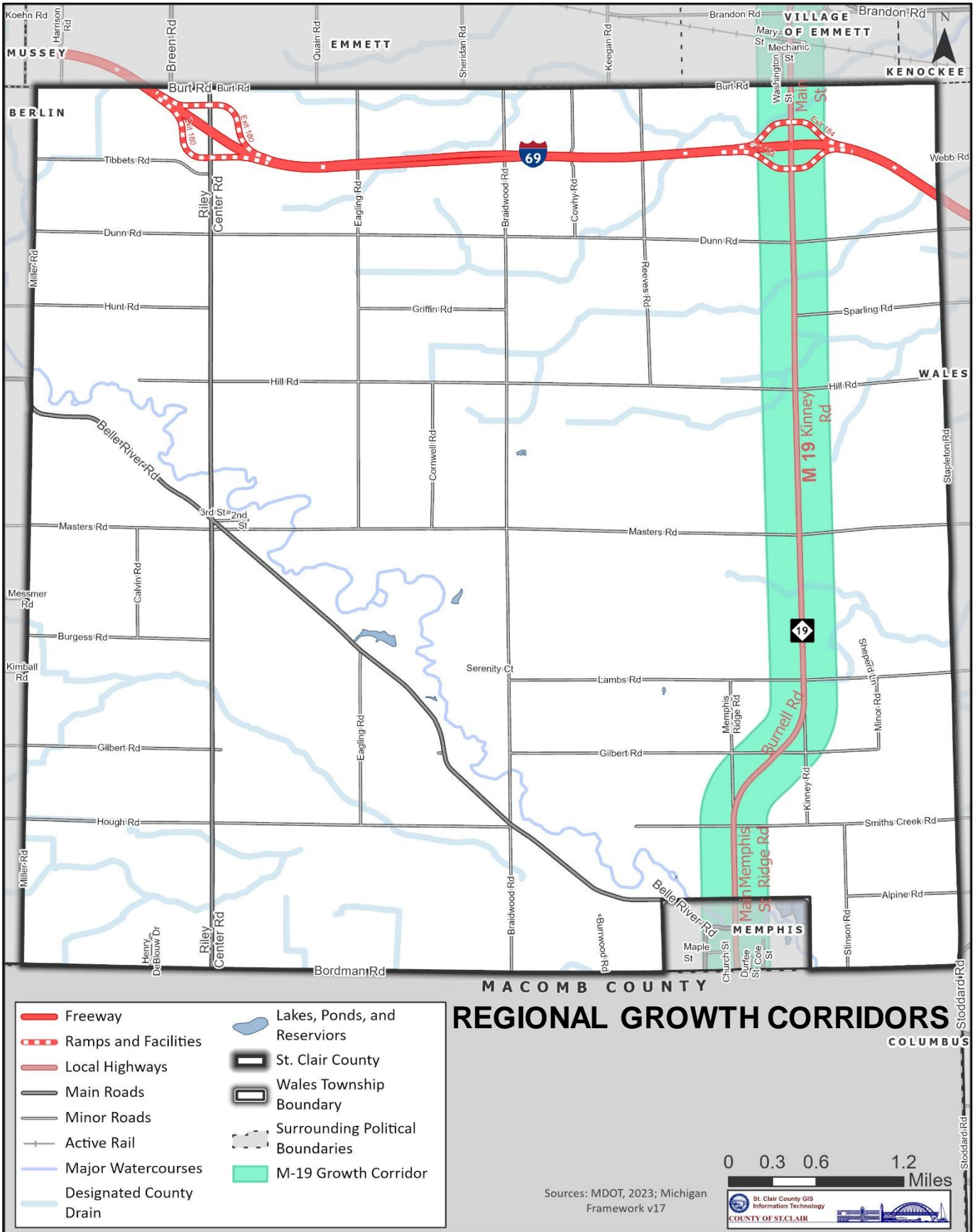


TABLE 3: POPULATION CHANGE BY GROWTH CORRIDORS – ST. CLAIR COUNTY 2010-2020

I-94 Corridor				
	Population		Change	
Community	2010	2020	Number	Percent
Casco Township	4,107	3,990	-117	-2.85%
Columbus Township	4,070	4,112	+42	+1.03%
St. Clair Township	6,817	7,085	+268	+3.93%
Kimball Township	9,358	9,609	+251	+2.68%
Port Huron Township	10,654	10,792	+138	+1.30%
County Line Road to I-69	35,006	35,588	+582	+1.66%
I-69 Corridor				
Wales Township	3,248	3,180	-68	-2.09%
Riley Township	3,353	3,199	-154	-4.59%
Clyde Township	5,579	5,523	-56	-1.00%
Kenockee Township	2,470	2,405	-65	-2.63%
Emmett Township	2,654	2,257	-397	-14.96%
Mussey Township	2,316	2,251	-65	-2.81%
Berlin Township	3,285	3,115	-170	-5.18%
I-94/I-69 to Lapeer County Line	22,905	21,930	-975	-4.26%
M-19 Corridor				
Richmond Township	3,665	3,544	-121	-3.30%
City of Richmond	5,733	5,875	+142	+2.48%
City of Memphis (St. Clair County)	360	315	-45	-12.5%
City of Memphis (Macomb County)	825	769	-56	-6.79%
Village of Emmett	269	258	-11	-4.09%
Richmond to Emmett	10,852	10,761	-91	-0.84%

HOUSING 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.

Applying this measure of growth to the corridors shows much of the same trends identified in the population analysis.

TABLE 4: HOUSING CHANGE BY GROWTH CORRIDORS - ST. CLAIR COUNTY 1990-2000

I-94 Corridor				
	Housing Units		Change	
Community	1990	2000	Number	Percent
Casco Township	1,502	1,718	216	14.0%
Columbus Township	1,066	1,595	529	50.0%
St. Clair Township	1,707	2,394	687	40.0%
Kimball Township	2,538	3,302	764	30.0%
Port Huron Township	2,836	3,478	642	23.0%
County Line Road to I-69	9,649	12,487	2,838	29.0%
I-69 Corridor				
Wales Township	758	1,059	301	40.0%
Riley Township	678	1,044	366	54.0%
Clyde Township	1,641	1,989	348	21.0%
Kenockee Township	635	866	231	36.0%
Emmett Township	512	772	260	51.0%
Mussey Township	499	694	195	39.0%
Berlin Township	807	1,076	269	33.0%
I-94/I-69 to Lapeer County Line	5,530	7,500	1,970	36.0%
M-19 Corridor				
Richmond Township	783	1,060	277	35.4%
City of Richmond	1,662	2,061	399	24.0%
City of Memphis (St. Clair County)	132	149	17	12.9%
City of Memphis (Macomb County)	327	327	0	0.0%
Village of Emmett	99	93	-6	-6.0%
Richmond to Emmett	3,003	3,690	687	23.0%

TABLE 5: HOUSING CHANGE BY GROWTH CORRIDORS - ST. CLAIR COUNTY 2000-2010

I-94 Corridor				
	Housing Units		Change	
Community	2000	2010	Number	Percent
Casco Township	1,718	1,595	-123	-7.2%
Columbus Township	1,595	1,541	-54	-3.4%
St. Clair Township	2,394	2,740	346	14.5%
Kimball Township	3,302	3,841	539	16.3%
Port Huron Township	3,478	4,352	874	25.1%
County Line Road to I-69	12,487	14,069	1,582	12.7%
I-69 Corridor				
Wales Township	1,059	1,248	189	17.8%
Riley Township	1,044	1,263	219	21.0%
Clyde Township	1,989	2,183	194	9.8%
Kenockee Township	866	987	121	14.0%
Emmett Township	772	980	208	26.9%
Mussey Township	694	877	183	26.4%
Berlin Township	1,076	1,225	149	13.8%
I-94/I-69 to Lapeer County Line	7,500	8,763	1,263	16.8%

M-19 Corridor				
Richmond Township	1,060	1,269	209	19.7%
City of Richmond	2,061	2,478	417	20.2%
City of Memphis (St. Clair County)	149	154	5	3.4%
City of Memphis (Macomb County)	327	360	33	10.1%
Village of Emmett	93	96	3	3.2%
Richmond to Emmett	3,690	4,357	667	18.1%

TABLE 5: HOUSING CHANGE BY GROWTH CORRIDORS - ST. CLAIR COUNTY 2010-2020

I-94 Corridor				
Community	Housing Units		Change	
	2010	2020	Number	Percent
Casco Township	1,595	1,540	-55	-3.45%
Columbus Township	1,541	1,561	20	+1.30%
St. Clair Township	2,740	2,749	9	+0.33%
Kimball Township	3,841	3,726	-115	-2.99%
Port Huron Township	4,352	4,269	-83	-1.91%
County Line Road to I-69	14,069	13,845	-224	-1.59%
I-69 Corridor				
Wales Township	1,248	1,191	-57	-4.57%
Riley Township	1,263	1,194	-69	-5.46%
Clyde Township	2,183	2,120	-63	-2.89%
Kenockee Township	987	926	-61	-6.18%
Emmett Township	980	847	-133	-13.57%
Mussey Township	877	828	-49	-5.59%
Berlin Township	1,225	1,174	-51	-4.16%
I-94/I-69 to Lapeer County Line	8,763	8,280	-483	-5.51%
M-19 Corridor				
Richmond Township	1,269	1,240	-29	-2.29%
City of Richmond	2,478	2,422	-56	-2.26%
City of Memphis (St. Clair County)	154	140	-14	-9.09%
City of Memphis (Macomb County)	360	334	-26	-7.22%
Village of Emmett	96	87	-9	-9.38%
Richmond to Emmett	4,357	4,223	-134	-3.08%

LOCAL INFLUENCES

In addition to regional plans that may affect the future development of Riley Township, local plans by neighboring communities may also influence land use along the Township's boundaries. As noted above, Riley Township has common borders with four Townships, one Village and one City. It is important to know what plans the adjacent city, village and townships have and if they will have any impact on Riley Township.

Berlin Township adopted a new master plan in 2001. The master plan map shows residential and agricultural development along the entire Berlin Township border with Riley Township.

The Emmett Township Master Plan was adopted in February 1999. The Emmett Township Land Use Plan map indicates rural residential development along Burt Road, the border, between Miller Road on the West and Riley Center Road on the East. Industrial development in Emmett Township is from Sheridan Road (West of Braidwood) to Keegan Road (West of Reeves Road). Agricultural preservation land provides the remaining frontage to Riley Township.

The Village of Emmett adopted a master plan in 2002. The Master Plan map indicates residential development abutting Riley Township.

Wales Township instituted their plan in 2011. Their future land use plan map indicates agricultural and lower density residential along the Riley Township border.

Richmond Township, to the south of Riley, implemented their master plan in 2002. The master plan map indicates low density residential along the Riley Township border.

The City of Memphis updated their master plan in 2013. The land along Bordman Road abutting Riley Township indicates low and medium density residential.

FUTURE INFLUENCES

Riley will most likely be influenced by the growth of its neighbors. Development from the Detroit suburbs in Oakland, St. Clair and Macomb counties keep extending northward. With the convenient access to I-69 and the ability of M-19 to take one conveniently to I-94, the Riley area is within an hour's drive to the many opportunities available in a large urban area. Based on growth trends outlined in this section and elsewhere in the plan, we do not foresee a growth boom over the next twenty years.

In August 2007, I-69 was selected by the USDOT as one of six Corridors of the Future. With the formation of the I-69 International Trade Corridor whose overall mission to market the area's airport, highway, railroad, and water port resources to businesses that are engaged in international commerce, particularly through Canada will have a definite impact on Riley Township

Since Riley Township does have relatively large amounts of vacant land within its borders, the Township itself is seeing major changes in its land use. With three new roads (Serenity Court, Shepherds Lane, and Henry DeBlouw Drive) being built within Riley Township, the effects on Riley could include increases in traffic, especially on the major roads such as M-19; a straining of such resources as water and waste management capabilities, and a demand for more services, such as schools, police and fire protection. However, without public water and sewer service, the level of growth could be lower than fully serviced communities to the South.

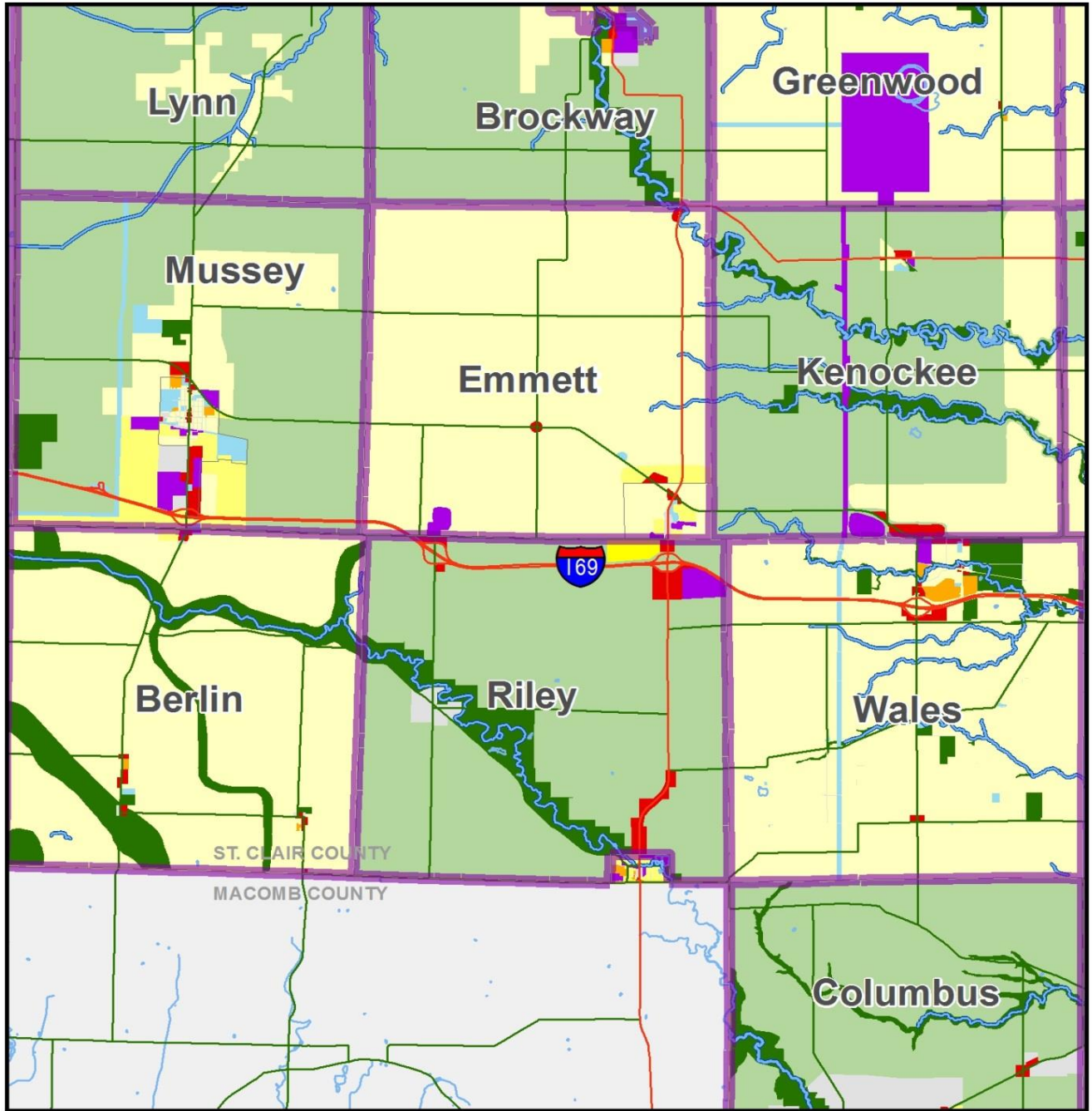
CONCLUSION

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 Riley Township will be influenced by its position in the region and also by decisions made at the local level. The Township'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 Township 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.

MAP 3

Riley Township Master Plan



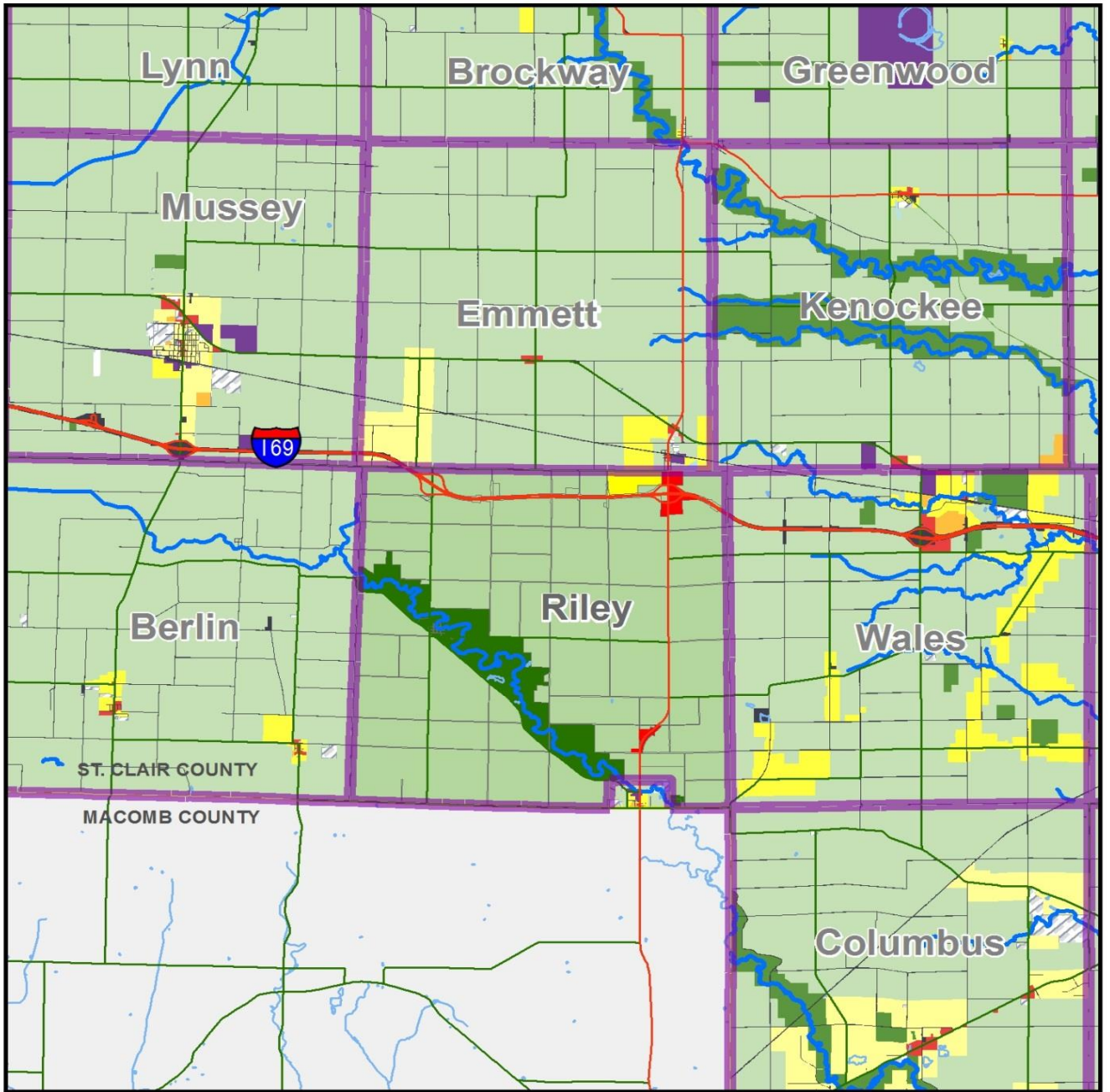
Local Area Master Plans

- | | |
|---------------------------|--|
| Community Boundary | Agriculture Preservation / Rural |
| Composite Plans | Business & Commercial |
| Urban Area | Industrial, Warehouse, & Light Manufacturing |
| Multi-Family | Public Facilities, Quasi Public |
| High Density Residential | Recreation, Open and Public Spaces |
| Residential (No Services) | Open Water |



MAP 4

Riley Township Master Plan



- Community Boundary
- Agriculture and Rural Residential
- Single Family
- Multi Family
- Business Commercial
- Industrial, Warehouse
- Open Space and Natural Areas

Local Area Zoning



