

Land Use Plan

SECTION

Planning Districts

For ease in planning and description, the Township has been divided into eight (8) different planning areas. These planning areas were devised based on similar existing land use densities and patterns as well as physical attributes such as major natural features and soil conditions. The boundaries of the areas are largely defined by roadways, section lines, and major developments.

The boundaries of the Planning Areas are generally described to the right while a more detailed description of each Planning Area is described on the following pages.

Planning Areas

Southeast Planning Area

- North: I-69
- South: Sutton Road
- East: Five Lakes Road
- West: Morris Road.

Clark Metamora Road Planning Area

- North: Newark Road
- South: Sutton Road
- East: Morris Road (extended)
- West: M-24

West M-24 Planning Area

- North: City of Lapeer / Baldwin Road
- South: Sutton Road
- East: M-24
- West: Baldwin Road

Clark Road Planning Area

- South: Newark Road
- West: M-24
- East: Morris Road
- North: I-69

Northwest Baldwin Planning Area

- North: City of Lapeer
- South: I-69 / Baldwin Road
- East: City of Lapeer
- West: Township Boundary

Higley - Morris Road Planning Area

- North: Imlay City Road
- South: I-69
- East: Morris Road
- West: City of Lapeer

Peppermill - Greenwood Planning Area

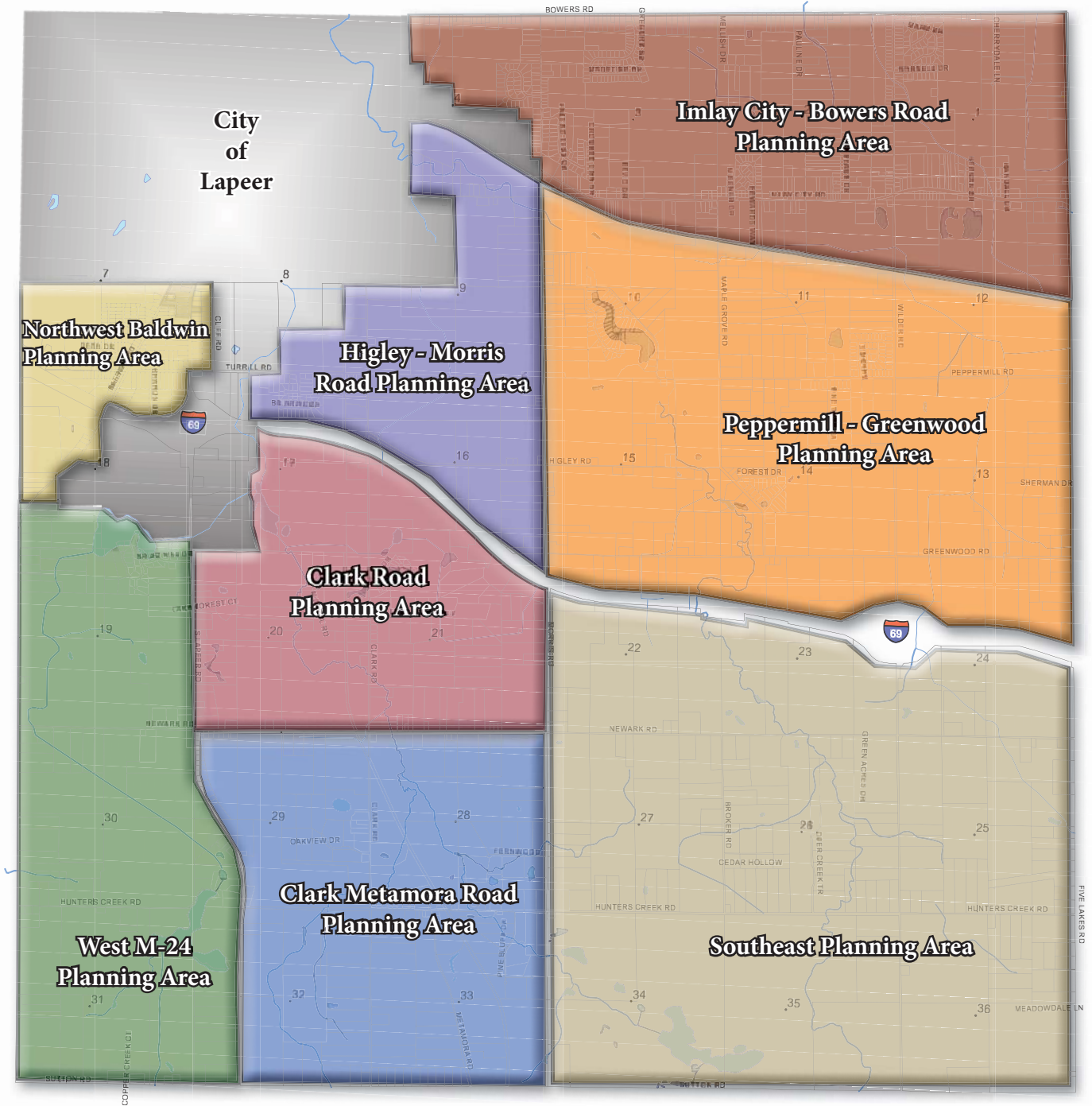
- North: Railroad tracks
- South: I-69
- East: Five Lakes Road
- West: Morris Road.

Imlay City - Bowers Road Planning Area

- North: Bowers Road
- South: Railroad track
- East: Five Lakes Road
- West: City of Lapeer



Planning Areas



Lapeer Township Lapeer County

Legend



Map Prepared By:
Lapeer Township Planning Commission

With Assistance From:
Community Planning & Management, P.C.

Southeast Planning Area (Sections 25, 26, 27, 34, 35, and 36 along with portions of Sections 22, 23, and 24)

This planning area is abutted by I-69 on the north and Sutton Road on the south which is the Township's southern boundary. The eastern boundary is Five Lakes Road which is the Township's mutual boundary with Attica Township while the western boundary is essentially Morris Road.

The majority of roads servicing this area of the Township are largely unpaved. The unpaved roads in this planning area include Morris Road (south of Newark), Broker Road, Wilder Road (south of Newark Road), Hunters Creek (east of Morris Road) and Sutton Road. Paved roads include Wilder (north of Newark), and Newark Roads.

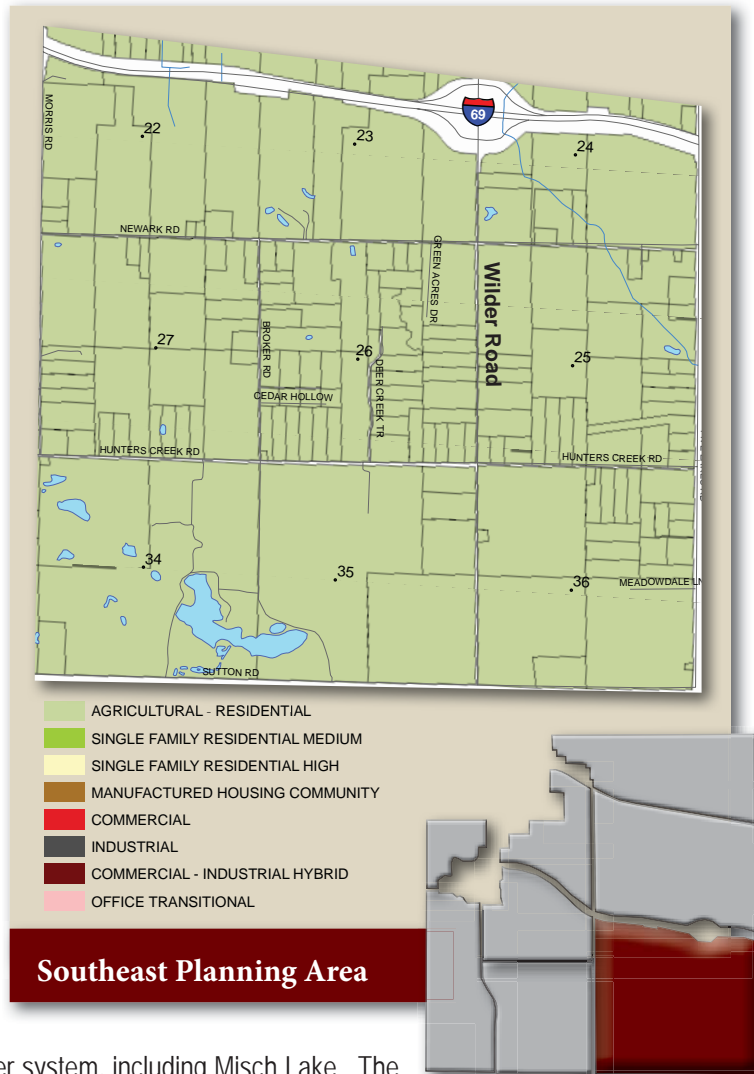
Both Sutton Road and Hunters Creek Road carry approximately 200 vehicles per day (VPD), while Newark Road carries approximately 2,700-3,400 vehicles per day (VPD). The north – south arterials carry limited traffic as well. Broker Road carries slightly more than 200 VPD, while Wilder Road carries between 380-480 (that portion north of Newark carries substantially more at nearly 2,300).

Substantial natural feature assets are located within Sections 34 and 35 which is primarily the Hunters Creek Club. These natural features appear to be largely still intact and linked as a larger system, including Misch Lake. The majority of the rest of the natural features are located along the watercourses which traverse these nine (9) sections of the Township which make up this planning area.

Section 36, contains a large number of farmed parcels which likely related to the limited number of natural features noted within that section.

Deer Creek Trail, Rooster Trail, and Cedar Hollow Drive are several of the large lot residential developments which have been approved in this planning area. Rooster Trail and Cedar Hollow Drive access Broker Road while Deer Creek Trail is constructed on the north side of Hunters Creek in Section 26. Just north of the Hunters Creek Road lies a large utility corridor for power transmission lines along with its associated easement. Finally, a significant amount of land area is occupied by the Hunters Creek Club, a large hunting preserve.

This area has been planned solely for Agricultural Residential. The lot pattern in this area represents very large lot sizes for the most part, with some smaller lot sizes split off along the road in typical rural split fashion. However, most of these lots are still 5-10 acres in size.



Clark Metamora Road Planning Area (Section 28, 29, 32 and 33)

This planning area is generally bounded by Sutton Road to the south, Morris Road (or the extension of) to the east, Newark Road to the north and Lapeer Road to the west.

This planning area has access to M-24, Clark Road Metamora Road and a portion of Morris Road all of which run north/south. Sutton, Hunters Creek and Newark Road all run in an east/west direction. Sutton, Clark and Morris Road within this planning area are not paved, however, the remainder of the noted roads are.

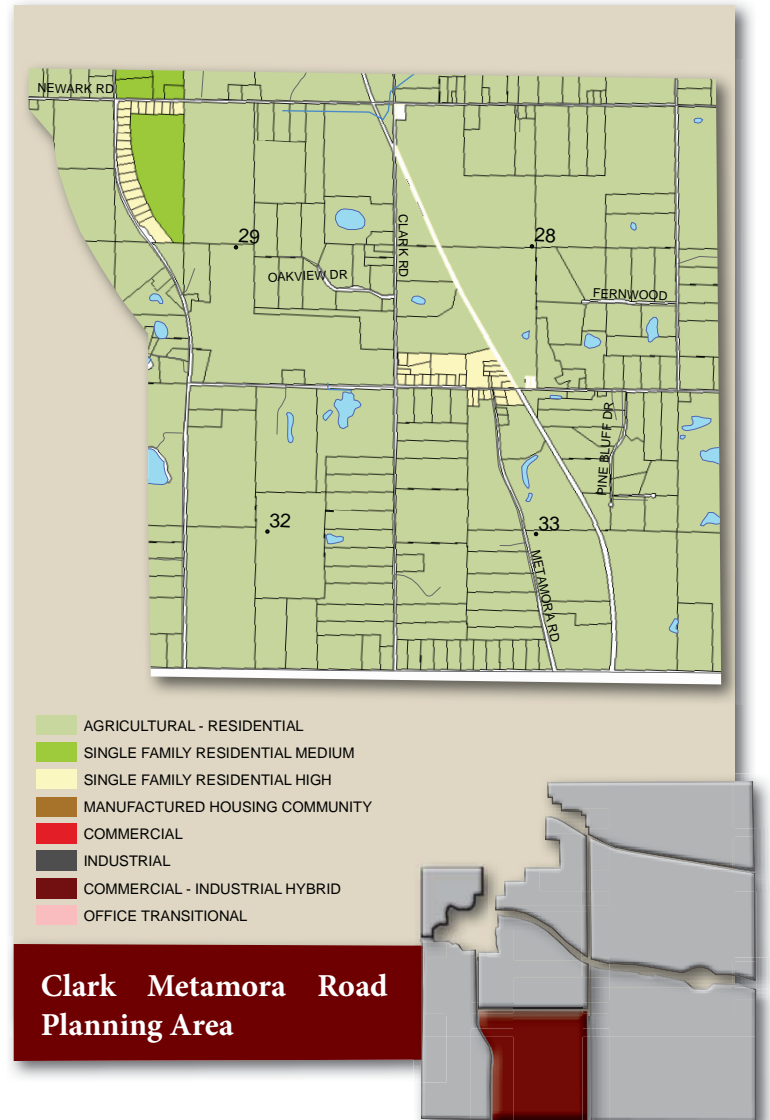
This planning area does contain a number of mapped potential natural feature assets. This area of the Township still contains a large amount of wooded area which exist in all 4 sections of this planning area. The planning area does not contain nearly as many potential wetland areas as woodland areas.

However these natural features do provide a substantial contiguous natural feature linkage throughout the planning area as well as connecting into the Clark Road Planning Area to the north as well as the Southeast Planning area to the east.

A significant number of farmed properties are located within this planning area, mostly in the northern one half. This planning area still contains primarily large acreage properties which are either tilled for farming or used for large acreage residential purposes. A significant utility corridor runs across the planning area to the north of Hunters Creek Road and a substation is located north of Hunters Creek, east of Clark Road. Hunters Creek Church is also located along the north side of the Hunters Creek east of Clark Road, at the North end of Metamora Rd.

The vast majority of this planning area has been planned for Agricultural Residential due to the existing large lot split patterns. Again, this designation is consistent with the Township's current five (5) acre zoning classification. However, several small areas do not conform to the predominate large lot character in this area. This includes that area along Hunters Creek Road between Metamora Road and Clark Road. This area is characterized by much smaller lots and has been shown under the Township's Single Family Residential High (SFR High) master plan designation. This would be consistent with the Township's R-1-B zoning classification.

In addition, that area along M-24, south of Newark Road has been planned for SFR High immediately along M-24, reflecting the existing small lot sizes which stretch along both Newark Road and to the south along M-24 to the half section line. No expansion of this area at this density is foreseen since lots of this nature on well and septic are not desirable. The property immediately to the east of this area however is planned for SFR Medium, which is equivalent to essentially one acre lot size is planned as a transition between the SFR High designation and the much lower density of the Agricultural Residential designation throughout the remainder of the planning area.



West M-24 Planning Area (Sections 19, 30, and 31)

This planning area is abutted by M-24 on the east side and Baldwin Road on the west side. Both Hunters Creek and Newark Roads cut through the planning area as a part of the overall section line road grid. All of the roads in this section are paved with the exception of Hunters Creek Road. Based on 2009 County traffic counts, M-24 carries approximately 16,000 vehicles per day, while Baldwin Road carries just over 3,300. Newark Road and Hunters Creek carry significantly less traffic at 745 and 105 vehicles per day respectively.

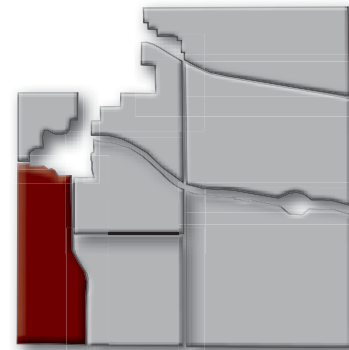
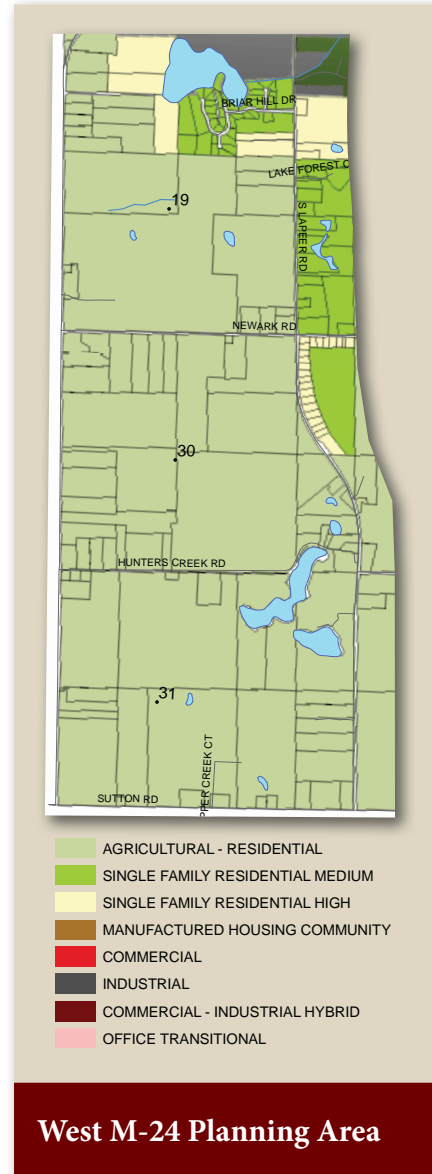
All three sections of this planning area contain a number of natural feature assets. Many of these identified natural features are associated with the water bodies as well as the existing woodlots found in these sections. To date, the natural features located in these sections have been preserved through selective clearing during home construction. Historic farming practices in some areas appear to have removed or modified some of the natural feature assets.

A substantial amount of farming activity can be found within these three (3) sections, especially along the north side of Newark Road and throughout Section 31. Most of the land uses found in this area of the Township are large (acreage) single family residential lots.

Sections 30 and 31 are planned entirely for Agricultural Residential recognizing the existing large lots, existing farmland and environmental assets of the area.

Large portions of Section 19 are also planned for Agricultural Residential, while the very northern portion of the section is planned for Single Family Residential (SFR) Medium and Single Family Residential (SFR) High designations. The area south of Poss Lake is planned for SFR Medium, reflecting the current densities of the subdivision development. Those undeveloped areas immediately abutting the properties annexed into the City through the 2006 interlocal agreement area are planned for Single Family Residential (SFR) High. This designation supports the densities calculated (Township's R-1-B Zoning Designation) as a part of the sewer tap allocation within the interlocal agreement with the City.

The specific recommendations for those properties immediately adjacent to M-24 are described in the special planning areas section.



Clark Road Planning Area (Sections 20, 21 and portion of Section 17)

This planning area is bounded by Newark Road to the south, M-24 to the west, Morris Road to the east and I-69 to the north. Clark Road runs through the center of the planning area. All of the roads servicing this planning area are paved.

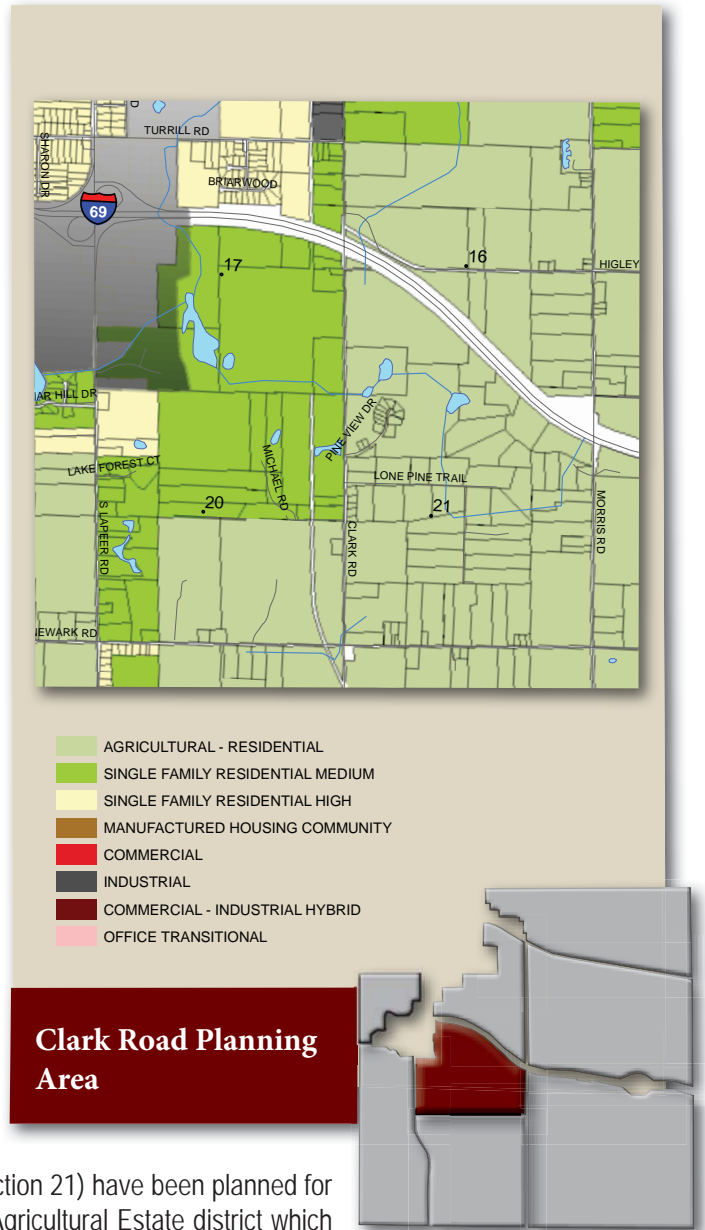
Roadways servicing this planning area carry between 1,600 and 15,700 vehicles per day. This planning area does not have direct access to I-69. Morris Road carries the lightest volume for the area with approximately 1,600 vehicles, Clark Road daily traffic ranges between 2,040 and 3,805, while Newark Road ranges from 2,090 and 3,465 vehicles. M-24, the western boundary of the planning area carries the heaviest traffic with 15,700 vehicles per day.

Between wooded and wetland areas, this area is one of the most natural feature rich planning areas within the Township. The majority of this planning area is either designated as a potential wetland, a woodland or both. Therefore, the connectivity of the natural features in this area are still very intact and should be maintained and preserved. These identified natural feature areas also link very well with the natural features identified to the south within the Clark / Metamora Road Planning Area.

This area of the Township does not contain a significant amount of farming activity based on current aerial photography.

The Master Plan envisions this area for both Agricultural Residential (AR) as well as Single Family Residential (SFR) Medium. The land areas along Newark Road and all of the land area between Clark and Morris Roads (Section 21) have been planned for Agricultural Residential which is consistent with the AE Agricultural Estate district which requires five (5) acre lots.

The property immediately to the east of M-24 has been planned for SFR Medium, largely consistent with planning to the south in Section 29. Again this designation is intended to be consistent with the R-1-A Zoning Designation of the Township Zoning Ordinance. This designation extends eastward from M-24 approximately 1,250 feet or a quarter mile. The northern one half of Section 20 has also been planned for SFR Medium as a transition from the higher densities of the City, the 2006 annexation area, and the interlocal agreement area to the lower density AR areas further to the east.



Northwest Baldwin Planning Area

The Northwest Baldwin planning area is serviced by two main roadways. These include Baldwin Road and M-24 along the eastern boundary. Other smaller local roadways provide access to either Baldwin or M-24. Interstate 69 forms the southern boundary of the planning area.

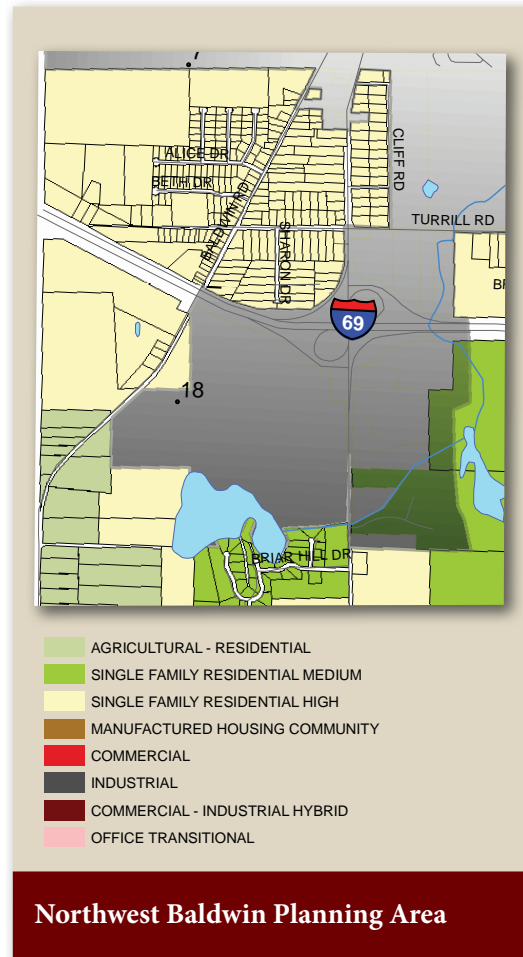
Baldwin Road carries a daily vehicle load of 4,888 and 5,715 vehicles per day, while M-24 in this area carries over 34,000 vehicles per day in and out of the City. The smaller local roads/streets in this area carry an average daily traffic of less than 1,000 vehicles per day.

As may be expected for an area as developed as this and with lot sizes of this size and nature, this area of the Township has very limited natural resources. Only several small natural features have been identified on the mapping. These are located immediately west of the those areas already developed.

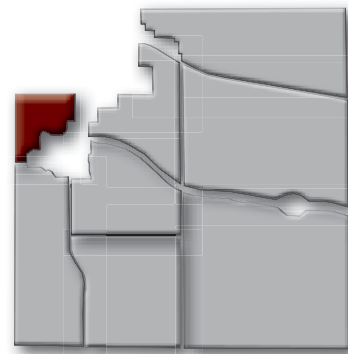
This area essentially does not contain any current farmland areas with the exception of the northwestern side of Baldwin Road, south of I-69.

This entire planning area is eligible for sanitary sewer service from the City of Lapeer without annexation as a part of the 2006 interlocal agreement with the City. Each existing lot was counted as one tap and then build out analysis's were conducted for larger, developable properties utilizing the Township's R-1-B Zoning District.

The Master Plan designates this area for Single Family Residential High, which is equivalent to the Township's R-1-B Zoning District. The majority of this area is already subdivided and built out, extensive new development is not foreseen. Some developable property which can be developed independently or through property assembly is available along the Township's western boundary.



Northwest Baldwin Planning Area



Higley – Morris Road Planning Area

This planning area is bounded by I-69 on the south side, Morris Road on the east side, Imlay City Road on the north side and the City of Lapeer on the west side.

Higley Road carries a total of approximately 565 vehicles as of 2009 County traffic counts, while Morris Road carries a total number of vehicles between 1,520 and 2,515 vehicles. Clark Road carries the most traffic in this planning area, carrying a total of approximately 4,800 to 5,800 vehicles per day. All of the roads that service this area of the Township are paved.

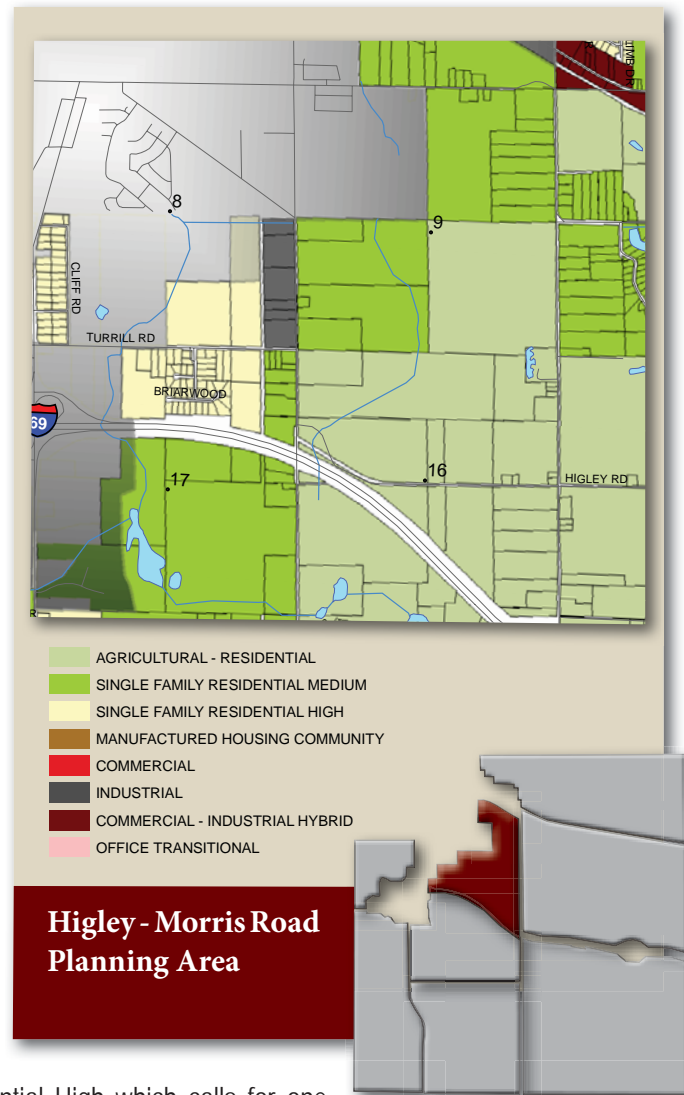
This planning area contains a very limited number of wetlands as compared to the remainder of the Township. The main wetland areas are located at the extreme northern and southern ends of the planning area. The large wetland located at the southern end of the planning area is proximate to the Township Hall property and the properties which the Township may acquire over time. The other main wetland is located along the drain running parallel to Imlay City Road. One significant woodland exists in Sections 9 and 16. Several other small wooded areas or wetlands are also shown throughout the planning area.

This area of the Township does contain a large amount of farmed or farmable property within the interior acreage of the planning area interspersed between the numerous wooded areas.

The land area immediately southeast of the City in the northern portion of Section 17 as well as the southern section of section 8 is planned for Single Family Residential High which calls for one half acre lot sizes. This area is eligible for sanitary sewer taps from the 2006 interlocal agreement area with the City. The remaining area west of Clark Road, south of Peppermill Road is planned for single family residential medium providing a transition from the sewered area to the nonsewered areas to the east.

The land area north of I-69 in Section 16 is planned for Agricultural Residential as is the southeast quarter section of section 9.

The southwest and northeast quarter sections of Section 9 are planned for single family residential medium, as is the area in section 4 which is south of Imlay City Road. This designation recognizes the existing development pattern and lots sizes of each area.



Peppermill – Greenwood Planning Area (Southern portions of Sections 10, 11, and 12 and All of Sections 13, 14, and 15)

This planning area extends from I-69 on the south, to Five Lakes Road which is the Township boundary on the east side, the railroad tracks on the north side and Morris Road to the west.

Wilder Road between I-69 and Imlay City Road carries the heaviest traffic in this area of the Township, between 3,040 and 3,662 vehicles per day. Morris Road carries between 1,520 and 2,515 vehicles per day and the remainder of the roads carry less than 1,000 vehicles per day. The only unpaved roadway in this planning area is Greenwood Road.

This area of the Township does contain extensive woodland areas. In particular Section 14 contains an extensive woodland area, while Sections 10, 11, and 12 also contain large wooded areas just south of the railroad tracks.

Wetlands are also prevalent in this area, however not as prevalent as wooded areas. Most of the identified potential wetland areas are located along drains or other more prominent linear water bodies. However, the linkages between wetland and wooded areas does provide significant greenway corridors. These greenways should be maintained as the current large lot and farming activities exist and preserved as the planning area is developed.

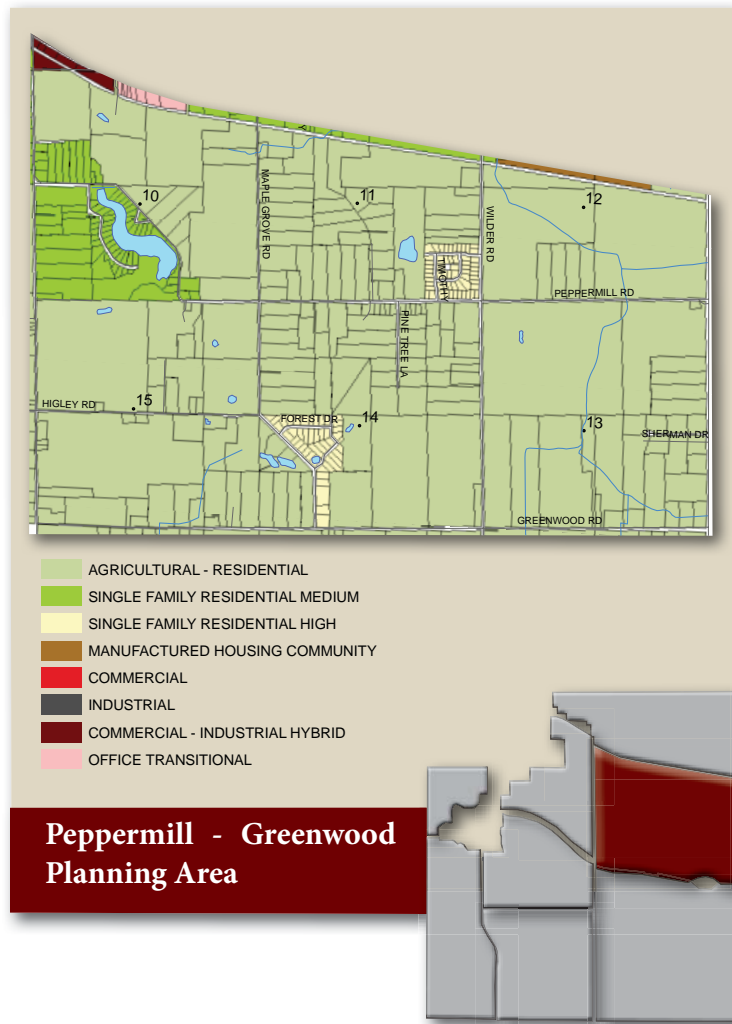
This planning area does contain some farmland, mostly within the eastern section of the planning area, along Wilder Road.

The vast majority of this planning area is planned for Agricultural Residential. However, there are several existing exceptions, which include the following: the development of Forest Dr. and Sugarbush Dr., as well as the area around Sweet Clover and Timothy and finally the area around Winn Lake.

The area around Winn Lake and to the west to Morris Road is planned for Single Family Medium, consistent with the lots around the lake as well as already developed lots to the west along Morris Road. In addition, the lots along the north side of Peppermill Road, immediately adjacent to Morris Road are also planned for Single Family Residential Medium.

The development around Sweet Clover and Timothy Lanes is planned for Single Family Residential High, consistent with the Township's R-1-B Zoning Designation. This area already being developed for single family purposes is not envisioned to be expanded to the west or the north from the intersection.

The Forest Drive and Bloomingfield Drive development is also planned for Single Family Residential High. Again, the existing development density for this particular development is consistent with the planning designation, however, the expansion of this planning designation in this area is not foreseen.



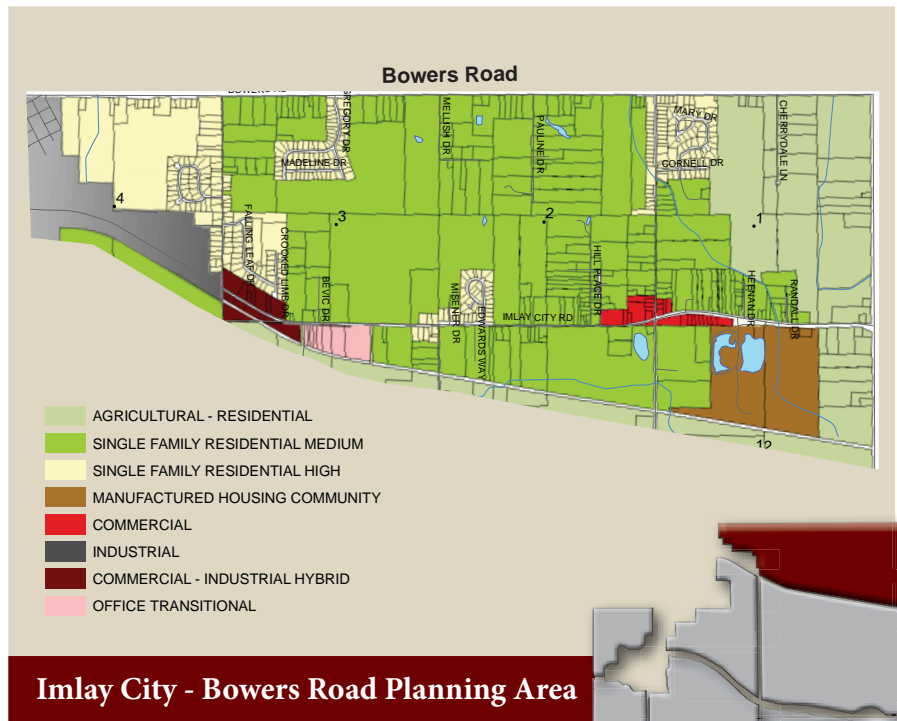
Peppermill - Greenwood Planning Area

Imlay City – Bowers Road Planning Area (Sections 1, 2, 3, 4, north sections of 10, 11, and 12)

The planning area's boundaries are the railroad track to the south, the Township's eastern boundary to the east, the Township's northern boundary to the north and essentially the City boundaries to the west.

This planning area is serviced entirely by paved roadways with the exception of some of the local subdivision roadways.

Imlay City Road carries between 5,600 and 8,800 vehicles per day, while Myers Road carries slightly over 7,000 vehicles per day. Wilder Road, north of Imlay City Road carries approximately 2,100 vehicles per day while traffic on Bowers Road ranges from 3,175 to 7,457 vehicles per day. Five Lakes Road is the least traveled road in this planning area carrying only 270-418 vehicles per day.



Several substantial wetlands are located within the planning area in addition to a number of woodlands. Most of these natural features are located near the center of sections 1, 2 and 3, along the south side of the half section line. Most of these features do not have good connectivity to one another but still provide natural habitat to this area of the Township.

Larger natural feature areas are located to the south of Imlay City Road in the northern extents of Section 11. This also extends into the northern section of Section 12. The natural features along the southern side of Imlay City Road appear to have a greater amount of connectivity, than those on the north side.

A small amount of farmland is currently in production in this area of the Township. This farmland is interspersed between the existing developments within this same area.

This area of the Township has traditionally been planned as one of the highest density areas of the Township. This area was previously planned for single family moderate and single family low densities, but is now planned for SFR Medium, consistent with one (1) acre lots. The existing developments in this area are recognized as being more dense and planned for SFR High. However, no real expansion of that planning density is foreseen based on soil conditions and the need for well and septic systems.

The specific recommendations for those properties immediately adjacent to Imlay City Road are described in the special planning areas section.