

Sub-Area Imlay City Road

SECTION

Planning Area

Imlay City Road Sub-Area

Existing Conditions

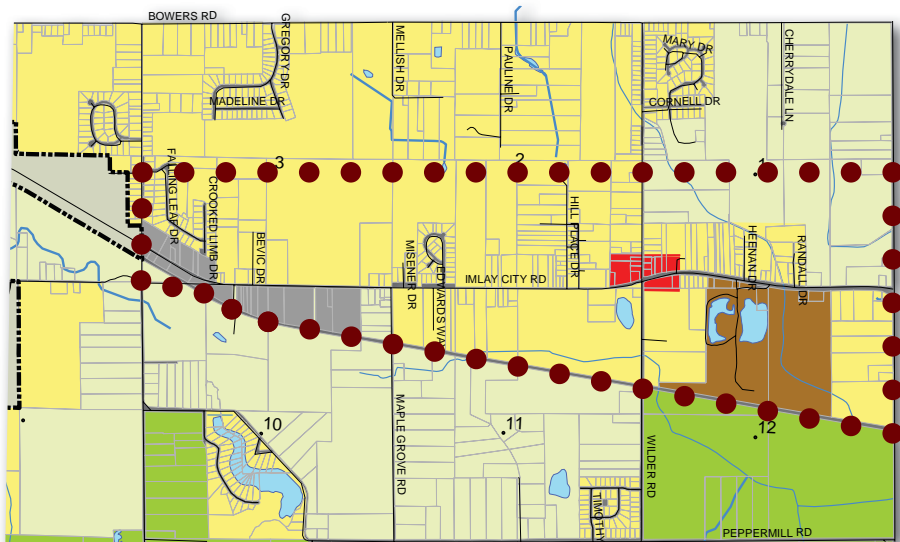
1994 Master Plan

The 1994 Master Plan for the Township, called for the land area along Imlay City Road to be a mixture of uses. This included industrial, single family moderate density residential, commercial, and mobile home park.

The planned industrial land use was on both the north and south sides of Imlay City Road, immediately adjacent to the City. The industrial use on the north side only extended a total of approximately one half (1/2) mile, while the industrial land use on the south side extended nearly to Maple Grove Road, or nearly a full mile.

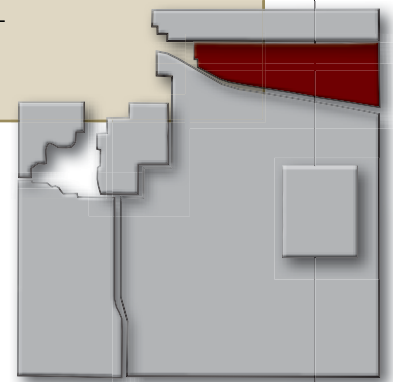
Existing Zoning

Those areas immediately adjacent to the City of Lapeer along Imlay City Road are zoned C-3 General Business and M-1 Light Industrial. This corresponds with the majority of the uses in this area being contractors and auto related business. On the south side of Imlay City Road, from essentially Maple Grove Road to Wilder Road, the zoning is for R-1-A which calls for single family lots of 30,000 square feet. On the north side, the zoning calls for 20,000 square foot lots within the Township's R-1-B Zoning District. At the intersection of Wilder Road, the Township has zoned for C-1 Local Commercial. This intersection has historically been known as Slaterville and the Township has continued the idea of having this as a local commercial node. Further to the east of the intersection of Wilder Road, Imlay City Road frontage is zoned for single family lots of various sizes as well as manufactured housing.



Above: 1994 Master Plan

- AGRICULTURAL / RURAL PRESERVATION
- SINGLE FAMILY - LOW DENSITY
- SINGLE FAMILY - MODERATE DENSITY
- MULTIPLE FAMILY
- MOBILE HOME PARK
- TRANSITIONAL
- PLANNED UNIT DEVELOPMENT
- COMMERCIAL
- INDUSTRIAL
- SEMI-PUBLIC





Existing Land Use Pattern

The Imlay City Road corridor's existing land use pattern is very diverse, containing an array of existing land uses as shown on the aerial photography. Uses range from construction contractor yards, automobile service facilities, Maple Grove Elementary School, to large lot single family as well as manufactured housing. The corridor is truly a cross section of a mixed land use pattern which needs to be recognized and planned for accordingly. The railroad line to the south of the Imlay City Road also plays into potential uses along the Corridor.

Planning Issues

Recognize the City of Lapeer's Master Plan for Auto Orientated Commercial - The range of uses proposed for this area includes those allowed in the General Retail area, along with the auto oriented uses such as car washes, commercial garages, minor auto repair, auto parts stores, and used car lots. The General Business commercial land use classification allows for a wide range of commercial uses, but excluding big box retailers, malls and other regional commercial uses. The focus of this area is in the conversion of this former industrial corridor into the center of auto oriented commercial activity in the City.

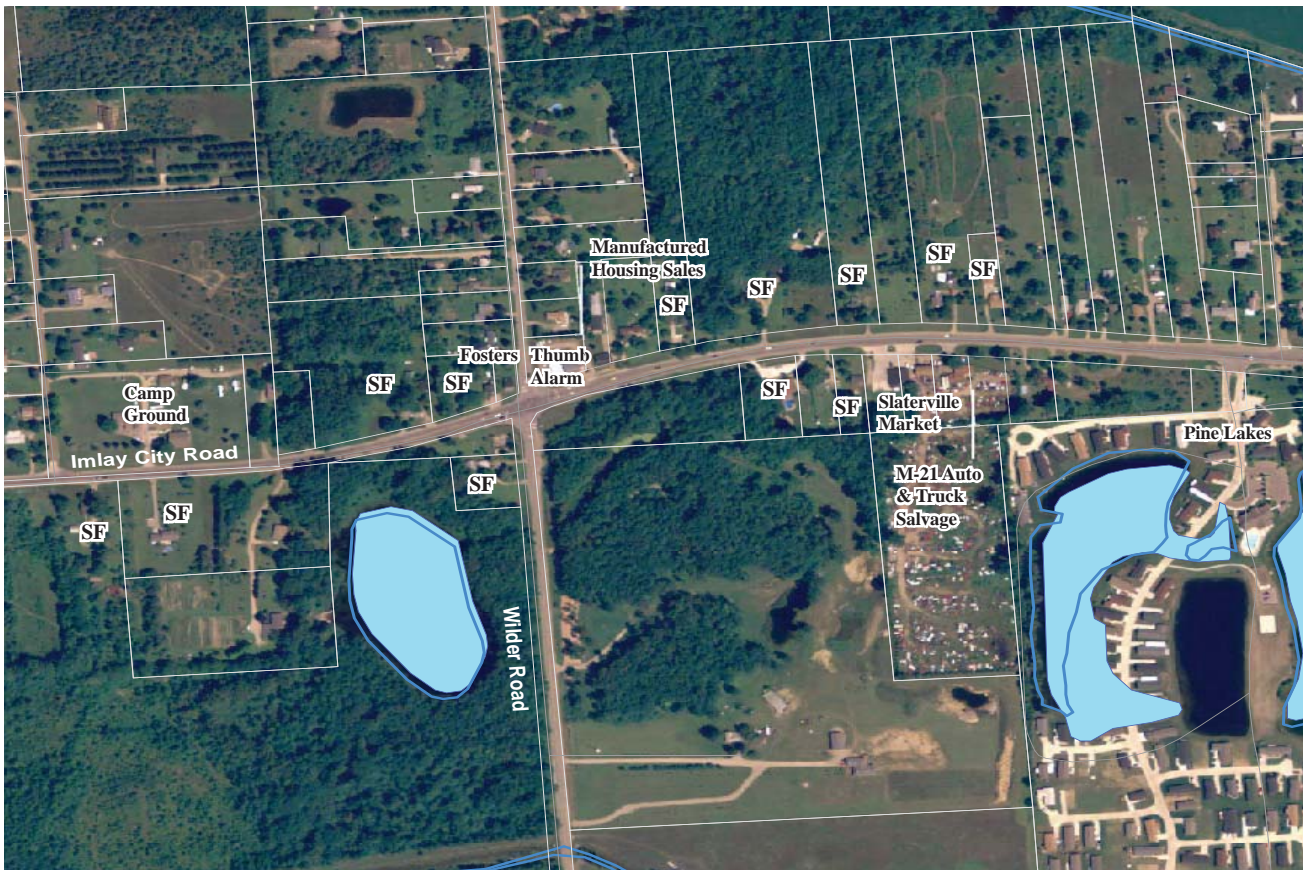
Plan for a mixture of Uses within the Corridor - As noted in the existing land use pattern description, the Imlay City Road Corridor contains a number of different uses. The transitions between these uses will be key.

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Wilder Road as a Regional Road - If Wilder Road is extended to the north via the Fish Lake Road extension to provide direct access to the northern sections of the County, the intersections along Wilder Road will become more viable for commercial activity. This is especially true of the intersection of Wilder Road and Imlay City Road. Further, with the improvements to a Class A road between I-69 and Imlay City Road, the amount of traffic both vehicular and truck which can be accommodated on a year round basis will only increase the importance of Wilder Road.

Imlay City Road as a Regional Road - Imlay City Road obviously provides access to the City of Lapeer and M-24, but also provides access to the eastern side of the County directly into Imlay City and M-53, another large commercial center of the County. A major transportation corridor of this nature is conducive to nonresidential development, again especially at major intersections



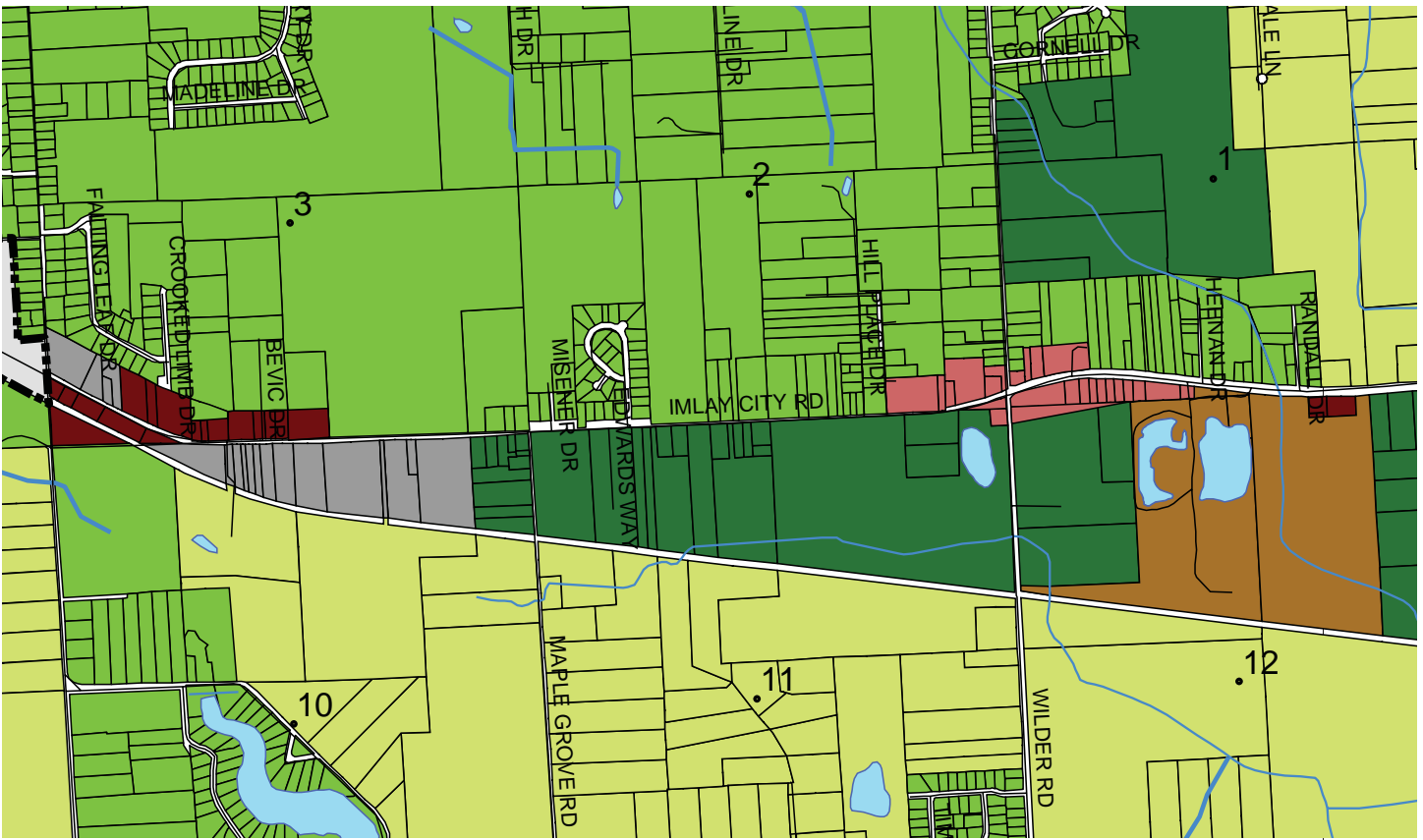
Future Land Use

The future land use plan for Imlay City Road will need to recognize not only the existing land use pattern but also the Township's Zoning patterns and recognize the City's policies as well. Therefore, the area immediately adjacent to the City of Lapeer is being planned as a commercial corridor that also would allow some heavier, more intense uses which would recognize some of the existing and planned uses in the area that have outdoor storage. It is imperative that the outdoor storage areas be appropriately screened and setback from Imlay City Road to ensure that the aesthetics of the area are being maintained.

Both the current commercial and industrial zoning designations in this area would likely be replaced with a commercial high-bred zoning designation, allowing a mixture of the two different use groups and recognizing the existing development and use pattern of the area. A comprehensive rezoning of the area to the new designation may be appropriate to provide consistency of uses which are consistent with uses suggested by the Plan.

This land use designation extends on the south side of Imlay City Road from the City's boundary to essentially Maple Grove Road. On the north side of the road, the designation is much more limited. The designation extends for approximately 1/3 of a mile.

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Along the frontage of Imlay City Road in Sections 2 and 11, the Master Plan still calls for single family residential. This area has traditionally been planned for such and is largely developed as such and the need for an extension of commercial or industrial land uses beyond those areas to the east or west is not present at this time. Future plans may wish to further review the need for nonresidential land uses in this area over the long term.

At the intersection of Wilder Road and Imlay City Road, the Township has planned for commercial land use. Traditionally this area, known as Slaterville, has been planned for local commercial land use. However, this Master Plan recognizes that some more intense commercial uses may be appropriate in this area to service the residents of the Township as well as the travelers on both intersecting roads. The issue being that properties in this area are small and public sewer and water infrastructure are not available. Therefore well and septic limitations may impact the size and intensity of land uses here.

The limits of the commercial extend essentially to the entrance of the manufactured housing community located to the southeast of the intersection, about one half of that distance on the northeast corner, the immediate southwest corner of the intersection, and to approximately Shadside to the northwest of the intersection.

ZONING DESIGNATIONS

	PUD PLANNED UNIT DEVELOPMENT
	AE AGRICULTURAL-ESTATE
	R-1A RURAL NON-FARM RESIDENTIAL
	R-1B SINGLE FAMILY RESIDENTIAL
	R-1C SINGLE FAMILY RESIDENTIAL
	RMH MOBILE HOME PARK
	RM MULTIPLE FAMILY RESIDENTIAL
	O-1 GENERAL OFFICE
	C-1 LOCAL COMMERCIAL
	C-2 PLANNED SHOPPING CENTER
	C-3 GENERAL COMMERCIAL
	M-1 LIGHT INDUSTRIAL DISTRICT
	M-2 HEAVY INDUSTRIAL

It is the intention of the Plan to provide commercial land use at this intersection rather than at the immediate intersection of Wilder Road and I-69. As noted this area has traditionally been commercial and the intersection of Wilder Road and I-69 has not. Therefore, it is anticipated that some of those convenience commercial land uses typically found at an intersection along the interstate will actually be located at the Imlay City Road intersection with Wilder Road. For those traveling along I-69 needing commercial needs proximate to the freeway, the I-69, M-24 intersection can provide those services.

However, in an effort to maximize the potential of these small properties the Township recognizes the potential need to minimize the setbacks in this area through the development of a new zoning district which recognizes the existing property sizes and minimal setbacks of existing developments. Currently, a number of the existing buildings are constructed between 20-60 feet from the actual edge of the roadway near the intersection, falling well short of current Township standards. The Township may wish to push the requirements for front yard setbacks for new buildings closer to the road by developing a maximum front yard setback and limiting front yard parking.

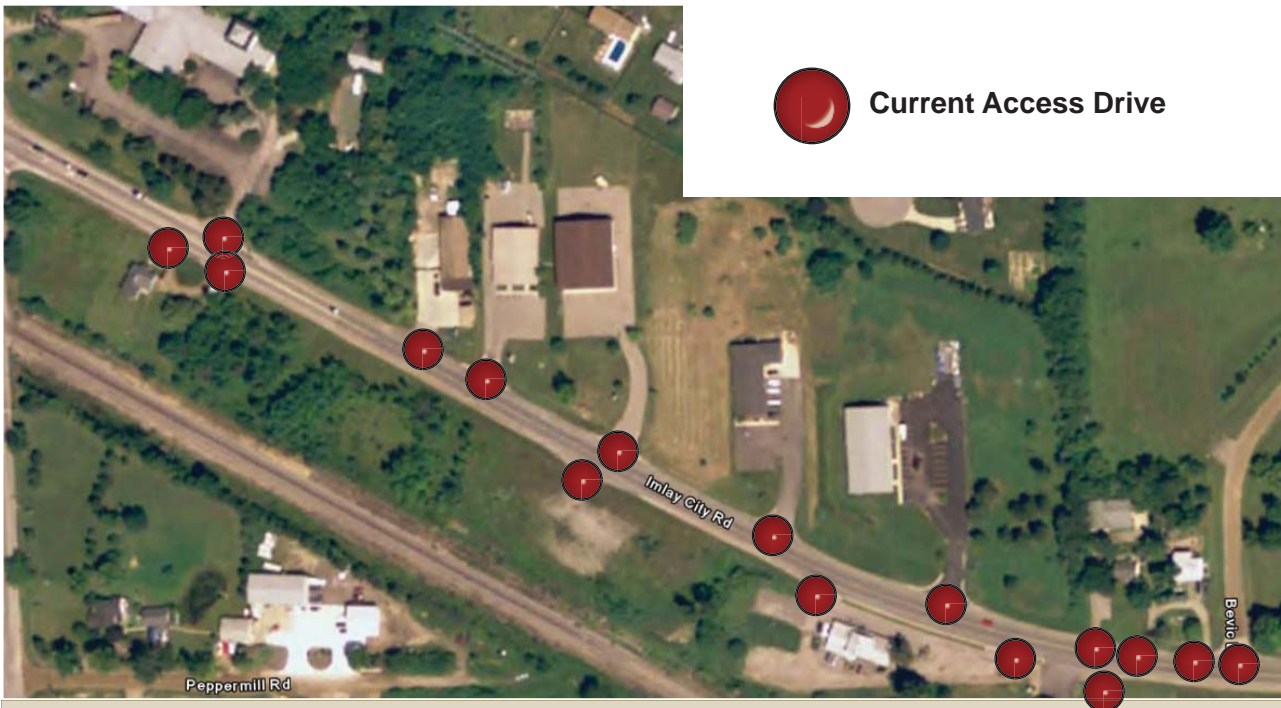


The southeast corner of the intersection will likely be difficult to develop, especially right at the intersection due to the presence of potential wetland areas. If found to be regulated wetlands, the Plan supports the preservation of this area, while the remaining corners are redeveloped to provide additional commercial services. In addition, the southwest corner will also be limited by the presence of a pond immediately behind the existing residence located at the intersection.

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Again, the Township wishes to reestablish the area as a commercial node or hub servicing the community much like the previous settlement of Slaterville did in its time. While not a true village center, the Township does envision a compact development style, with a unique, high quality architectural character. The development of a new zoning district on an overlay district will need to establish appropriate design recommendations as well as appropriate screening mechanisms for where the nonresidential uses abut existing and planned land uses.

As with most corridors, another important aspect to implementing good planning principals is to ensure that proper access management is maintained. With this, the Township will need to review individual access points for all developments which come before the Planning Commission to ensure that access points are minimized to the greatest extent possible (while maintaining efficiency and safety), that driveway spacing is appropriate, that offsets are maintained, etc. This will be of particular importance to the Slaterville area. The development of shared parking lots in this area may allow the most significant ability of reducing the number of drives, particularly proximate to the actual intersection. The thoroughfare section of the Master Plan addresses access management more thoroughly.



This segment of Imlay City Road contains a number of nonresidential uses, particularly along the north side of the roadway. In several locations, driveway spacing is minimal. Future plans for development of these properties should consider consolidating drives into joint access drives where possible. In addition, particular attention will need to be given in the development of property on the south side to ensure proper access drive alignment.

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