



Sub-Area Wilder Road Interchange

SECTION

Planning Sub Area

Wilder Road Interchange Sub-Area

Existing Conditions

1994 Master Plan

The 1994 Master Plan for the Township, called for the I-69 / Wilder Road interchange to be planned for agriculture and large lot residential purposes. The Agricultural / Rural Preservation Designation envisioned the preservation of agricultural operations along with the understanding that some residential housing would occur and that such development would occur on five (5) acre lots to help preserve the integrity of the surrounding agricultural areas.

The Master Plan envisioned the use of open space residential development to help buffer residential uses from agricultural operations and vice versa. The Plan also implied that a density based approach could be developed to allow smaller lot sizes while maintaining the limited number of residences.

Existing Zoning

The entire area surrounding the interchange is currently zoned as AE Agricultural Estate. The AE District requires single family residential lots of five (5) acres. This zoning designation matches the planned densities within the Township's 1994 Master Plan designation noted above.

Existing Land Use Pattern

The existing land use pattern for the area is predominately vacant and/or open farm land with extremely large lot residential. Additional housing (also on large lots) is located on Newark Road to the south and Greenwood Road to the north. Some smaller lot residential (predominately 2-5 acre lots) lies to the east along Sherman Drive and Greenwood Road.



Above: 1994 Master Plan showing the land area around the interchange as Agricultural / Rural Preservation
 Below: Zoning Map showing the interchange being Zoned AE Agricultural Estates



Planning Issues

Location of the exit and on ramps for I-69 – The on and off ramps for the I-69 expressway are located at the intersection of Wilder Road and I-69. These ramps in addition to the traffic on Wilder road carry a large amount of traffic and produce a significant amount of noise.

Location on Wilder Road – As noted previously, Wilder Road is one of the main carries of traffic within the Township. This is a result of Wilder Road being a paved two lane road and having direct access to I-69, one of two roads which have direct access to the expressway within the Township.

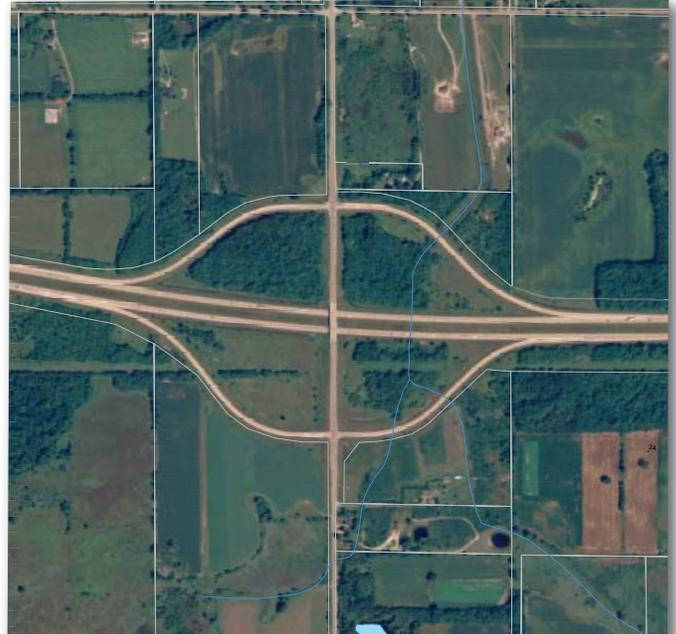
Existing and planned large lot residential – The 1994 Master Plan, the Township's current zoning designation for the property as well as the current existing land use all show this area being utilized for large lot residential housing, with the majority of the area actually still being utilized for farming purposes.,

Proximity of interchange and Greenwood – The properties on the north side of I-69 have frontage on the entrance and exit ramps to the south, Greenwood Road to the north, and Wilder Road to the west, essentially making the properties three (3) road frontage properties. Long term, this may increase the potential for these properties to be converted to commercial purposes, if residential open space developments are not developed.

Industrial Truck Traffic – With the expansion of the Kamax facility to the north in Mayfield Township and the truck route being Wilder Road to access I-69, the amount of additional commercial and industrial traffic attempting to reach I-69 for deliveries and the like may increase over time. Further, with the improvements to Wilder, additional truck traffic could also be anticipated for those uses on Imlay City Road and the City of Lapeer.

Higher Traffic Volumes - Being located at an intersection of an interstate, these properties have access to some of the highest traveled roadways within the Township. If residential land use is to remain at these intersections, buffering will need to be provided between the roadways and the planned residential uses.

Wilder Does Not Extend - Currently Wilder Road does not directly extend to the northern portions of Lapeer County. There are plans to connect Wilder Road through Fish Lake Road but at this time, those remain just plans. Therefore, the use of Wilder Road as a major transportation route other than for the Township, the City of Lapeer, and some of the surrounding Township's is somewhat limited.



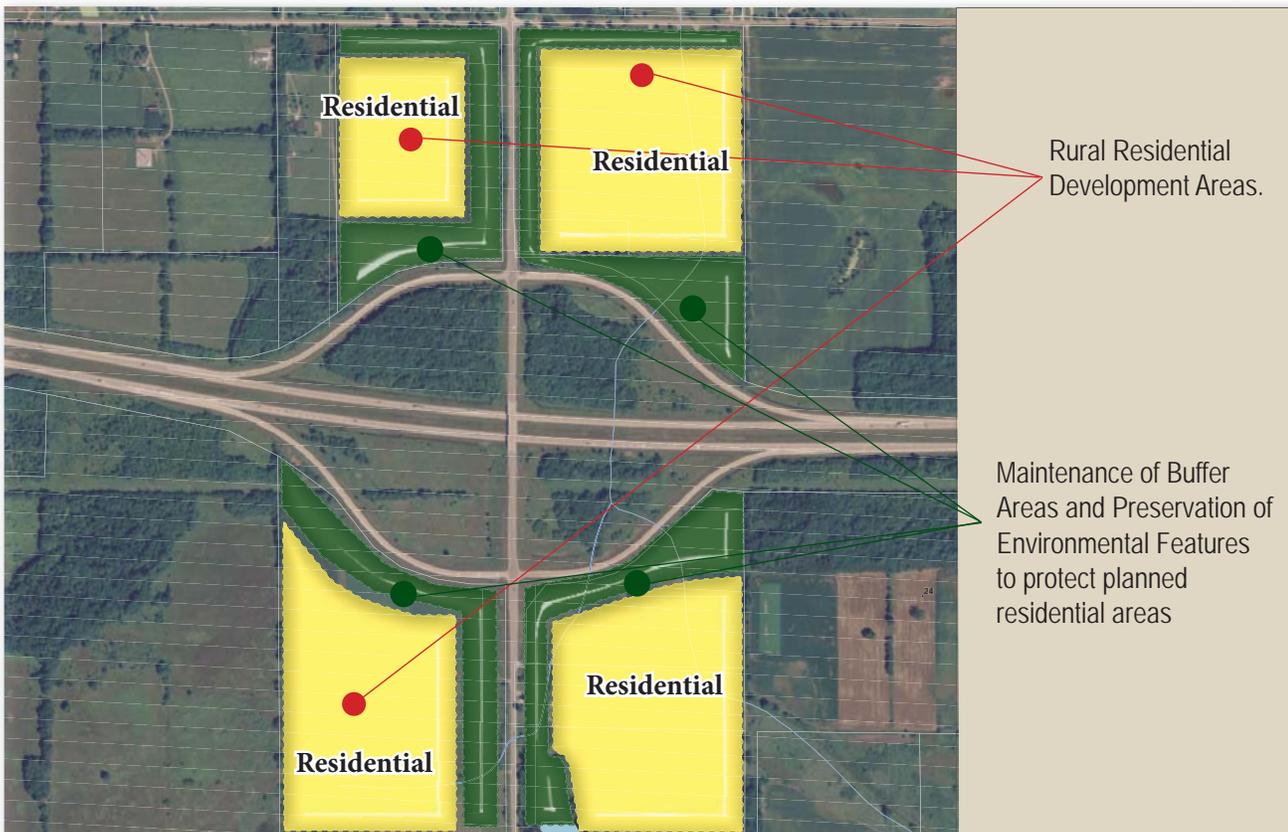
Aerial Photo - Wilder Road / I-69 Interchange

Future Land Use

The Township had traditionally planned the intersection of M-24 and I-69 for large scale commercial use to service the retail needs of its residents. This area (I-69 and M-24) is now technically within the City of Lapeer limits but the Township still collects a portion of the tax revenue on the property based on the City/Township interlocal agreement for annexation. However, the retail, office and other services which are anticipated at this intersection will still service residents within the Township as well as the region as a whole. Therefore, another large commercial intersection, specifically at the intersection of Wilder Road and I-69 may not be necessary; even with the recent upgrading of Wilder Road to a Class A designation.

Therefore, based on the following:

- the existing land use being large lot residential as well as agricultural,
- the fact that Wilder Road is not a Class A Road south of M-21,
- that M-24 and I-69 is already planned as a major commercial intersection servicing the Township,
- that Wilder Road does not extend into the northern sections of the County,
- The intersection of Imlay City Road and Wilder Road has been planned for commercial purposes matching the historical development trend, etc,



TYPICAL OPEN SPACE RESIDENTIAL PLAN

Lot sizes can be reduced to minimum size required for an onsite septic system and well, increasing open space preservation opportunities

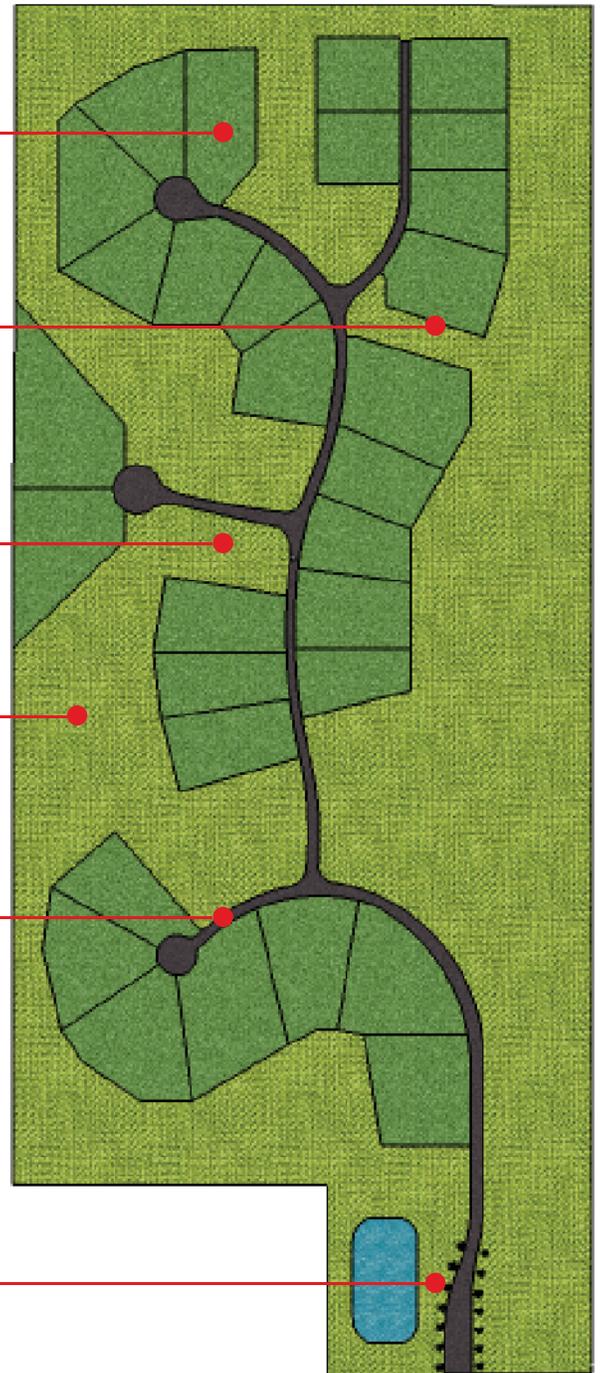
All lots back into or have direct access to open space preservation areas

Open space should be linked throughout the development and between developments to allow for contiguous open space corridors.

Open space areas should be permanently maintained through a conservation easement or irrevocable deed restriction

Roadway widths can be limited to reduce impervious surface runoff and increase open space area

Significant setback from exterior roadways reduces visual impact of housing to passerby as well as reduced roadway impacts such as noise on planned housing units.



SECTION

The planned land uses for the interchange remain unchanged at this time. The planned land use is envisioned to remain as large lot residential, consistent with the planned surrounding land uses and the Township's AE Agricultural Estate Zoning District which requires single family lots on a minimum of five (5) acres.

As a part of the Master Plan, much like the 1994 Master Plan, it is envisioned that the Township's open space residential development option would be utilized on these properties to provide separation between the actual interstate and any future residential housing. This would eliminate individual residential lots backing into the interstate right of way and provide a much more private setting. In addition, noise emanating from the interstate would also be reduced with increased setbacks and preserved and/or enhanced environmental areas blocking noise. A sample open space development is shown on the previous pages.

Future Considerations

As a long range plan, the Township's Master Plan is designed to be flexible in the planned land uses in this area of the Township. If any of the above noted conditions change, the Township may wish to re-evaluate the immediate intersection to determine if some commercial land use may be appropriate. This may include all corners of the intersection or a specific corner. Any decision to deviate from the planned land uses depicted on the future land use map should be substantiated within the minutes of the Planning Commission as well as the Township Board and contained in the future amendment of the Master Plan.

In reviewing potential applications for commercial land use, consideration would need to be given to the size of such commercial application, the intensity, the availability of appropriate sewer and water services, and the availability of commercial property elsewhere within the Township as well as surrounding municipalities, amongst other issues. Finally, if determined that additional commercial land area may be warranted, careful consideration would need to be given to the screening or buffering between any potential commercial area and the surrounding residential land use.

SECTION