



Lapeer Township Master Land Use Plan

Planning Today for a Better Tomorrow

Approved by:  
The Lapeer Township Board  
12-15-2020



LAPEER TOWNSHIP BOARD, LAPEER COUNTY, MICHIGAN  
LAPEER TOWNSHIP MASTER PLAN  
Resolution of Adoption

WHERE AS the Lapeer Township Board established a Planning Commission to prepare plans for the development of the township, and

WHERE AS the Lapeer Township Planning Commission has prepared a draft update to the Lapeer Township Master Plan, and

WHERE AS that draft has been reviewed at a public hearing to gather public comments of the residents of Lapeer Township and surrounding jurisdictions following notice as required by Michigan Planning Enabling Act PA 33 of 2008, and

WHERE AS the Lapeer Township Planning Commission has determined that the plan is appropriate for the future development of the township, and

WHERE AS the Lapeer Township Board reserved for itself final approval of the plan as authorized by Michigan Planning Enabling Act PA 33 of 2008, and

WHERE AS the Lapeer Township Planning Commission adopted the updated Lapeer Township Master Plan including all maps and documents included and submitted the plan to Lapeer Township Board for final approval, and

WHERE AS the Lapeer Township Board agrees that the plan is appropriate the future development of the township,

NOW THEREFORE BE IT RESOLVED that Lapeer Township Board does hereby approve the Lapeer Township Master Plan including all maps and documents and hereby authorizes the submission of copies of the plan as adopted to the surrounding municipalities as required by the Michigan Planning Enabling Act.

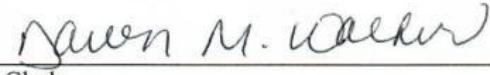
Moved by Clerk Dawn M. Walker, seconded by Supervisor Scott Jarvis

Yeas: Clerk Dawn Walker, Supervisor Scott Jarvis, Treasurer Nancy Bradford, Trustees Phil Thick and William Marshall

Nays: None

The Supervisor declared the resolution adopted.

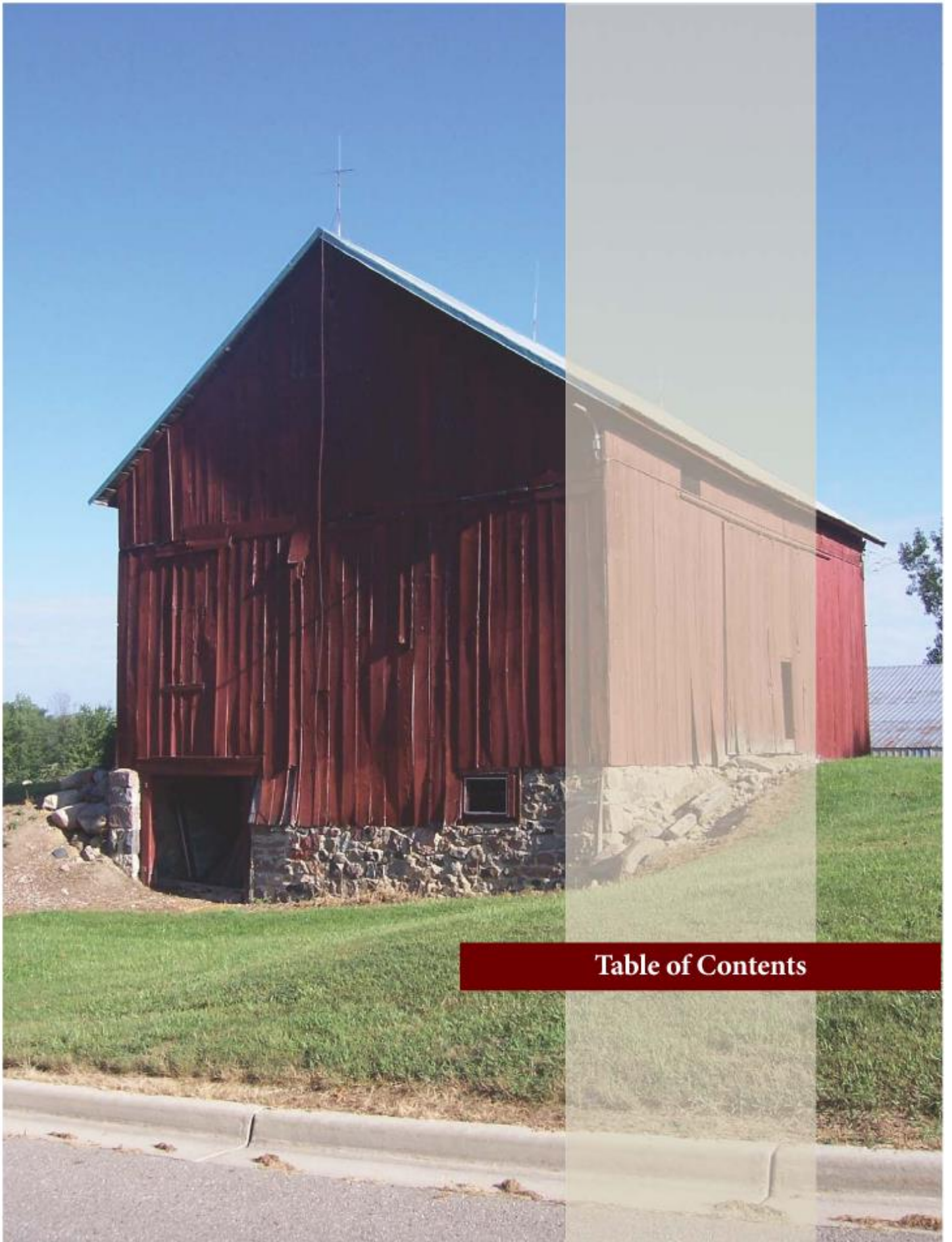
  
\_\_\_\_\_  
Supervisor

  
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Clerk

12-15-2020  
Date







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**Introduction**





## Section 1. Introduction

### Introduction

This report presents the Master Plan for Lapeer Township, Michigan. It establishes long-range recommendations for the maintenance and enhancement of the Township's existing rural atmosphere as well as future planning concepts which will help maintain the Township's character as development continues in the surrounding area. This report summarizes the results of a thorough planning process and incorporates feedback received from elected and appointed officials, information and projections obtained from Lapeer County as well as the communities surrounding the Township.

### Purpose of the Master Plan

The Master Plan is a comprehensive document that provides direction for the community over a protracted period of time; it is intended to guide the future decision-making process as related to land use and development within the community. The State of Michigan passed enabling legislation which gave local municipalities, through the designated planning commissions, the authority and responsibility to create a long-range plan for development. This ensures that incremental improvements are in line with the long-range vision for the community. This has great value to the community in that it provides a plumb line for considering development proposals and prevents elected and appointed officials from making decisions based on political pressure that may not be the best for the community in the long run. The Master Plan is Lapeer Township's official policy guide for physical improvement and development. It is comprised of both short term strategies as well as projections for development 10 to 15 years in the future. Since many factors influence land use development patterns, the plan is comprehensive in scope and coverage. It covers the use of land and buildings, the protection of environmental assets, the movement of vehicles and pedestrians through public rights-of-way, and the provision of public facilities such as parks, schools and utilities.

The Master Plan establishes the "ground rules" for private and public investment. It provides guidelines by which the Planning Commission and Township Board can review and evaluate private development proposals. It ensures that individual developments are moving toward the common vision and ensures that public dollars are spent wisely. The Master Plan also provides a basis for refining the zoning ordinance, subdivision regulations and other development codes, all of which are used to implement planning policies adopted as part of this plan. Finally, the Master Plan can serve as a marketing tool to promote Lapeer Township as a unique place to live and establish a business. By promoting the community vision, officials can use the plan to attract new families and desirable investment to the community for years to come.

### The Planning Process

The Township's current Plan was adopted in 2011 and has continued to serve as a blueprint for development in Lapeer Township until this plan was adopted. A Master Plan is generally a 20-year plan however in a County such as Lapeer which has been emerging as a developing county, plans are often updated more often in order to consider changing conditions within the community and its relationship, economically, socially and environmentally, within the larger regional setting.

It is essential that the Master Planning process be conducted within a public forum. Opportunities must be provided for public participation and input if the Plan is to be truly representative of the community as a whole. The support of the community can also help facilitate implementation. An approach that has been used successfully when planning



### P.A. 33 of 2008:

The State of Michigan has passed enabling legislation which gives local municipalities, through the designated planning commissions, the authority and responsibility to create a long-range plan for development. This ensures that incremental improvements are in line with the long-range vision for the community.

for the future of a community involves preceding the planning process with an exercise designed to develop "a vision of the future" for the Township.

The planning process entailed a multi-phase program consisting of: analyzing existing conditions and community growth projections, identifying issues and concerns, establishing an overall "vision" for the community, formulating goals and objectives, preparing a comprehensive plan which includes a land use plan, community facilities plan, and thoroughfare plan, and preparing implementation strategies. The basic components include the following:

## **Organization of the Document**

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### **Introduction**

The Introduction section will provide a review of the surrounding growth patterns, the Lapeer County General Development Plan, as well as the surrounding Communities Master Plans. This section will also highlight pertinent demographic data within the Township (*a full demographic profile will be provided as a part of the Plan's appendix*)

### **Demographics**

The demographic section of the Master Plan provides a snapshot of and reviews the pertinent population and housing data for the Township and the County.

### **Physical Features**

The physical features section of the Master Plan provides an overview of the physical features of the Township, including the soil conditions, potential wetlands, woodlands, watersheds, amongst others.

### **Existing Land Use**

The existing land use section provides a general review of the Township's current makeup of the types of uses found within the Township. Uses such as agriculture, residential, manufactured housing, commercial and industrial land uses are identified.

### **Goals and Objectives**

The goals and objectives section of the Master Plan provides those guiding principles from which the Master Plan is derived. Each section of the Master Plan then builds from these principals and provides recommendations to implement the future land use plan.

### **Land Use and Sub Areas Plan**

The land use and sub area plan sections provide an overall view of the proposed future land use recommendations for the Township. The sub area plan further refines the land use recommendations for specific, prominent areas of the Township.

### **Thoroughfare Plan**

The Thoroughfare Plan will provide an overview of the existing transportation network within the Township, including; the condition, classification and level of service of thoroughfares; and an overview of planned improvements and thoroughfare designations.

### **Community Facilities Plan**

The Community Facilities Plan will provide an overview of the schools, utilities and Township services (provided either locally or at a regional or County level) such as police, fire, library and administrative buildings.

### **Zoning Implementation Plan**

The Implementation Plan will outline the recommendations of the Master Plan, provide a brief outline of the recommendation, the responsible party for undertaking the recommendation, its priority, etc.

# SECTION

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## **Relationship Between Lapeer Township Planning Efforts and Lapeer County**

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In 2007, Lapeer County adopted a comprehensive Master Plan for the entire county. Being a County Plan, the Plan is more generalized and provides overarching goals for land use patterns and development throughout the County on a larger scale; while the Township's Plan focuses on a much smaller scale, being that of just the Township itself, and can address the issues specific to the Township. Further, since the Township has adopted its own planning and zoning documents and authority, the County plan is advisory for the Township. The Township Master Plan provides its legal basis for zoning, not the County Plan.

In conducting its planning efforts, the Township does however need to review what the county plan envisions for the Township as well as the surrounding region. Where feasible and/ or desirable, the Township should try to coordinate its planning efforts with the County Plan (*as the County Plan should try to coordinate with the Township's when the County Plan is reviewed*). Again, all though, when making local planning and zoning decisions, the Township will rely on its own Master Land Use Plan, policies and regulations.

The County has also developed a Parks and Recreation Plan adopted in 2016. Though the Township does not have any County facilities, there are some goals, objectives, and public information that could be helpful to the Township. The plan does call for the identify and development of new facilities and programs to attract new visitors. Additionally, the plan called for the preservation of natural features, open space, and farmland. The Township currently has these resources and does not have any County parks or facilities nearby.

## **Future Land Use – Lapeer County Comprehensive Development Plan**

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### **OS-2 Reserved Open Sector**

This land use category is the largest within the County. This land use category is designed to protect the County's existing agricultural land uses and character. Agricultural land uses include farming (the production of crops, livestock, and related goods), orchards, nurseries, farmsteads, and other activities directly associated with agriculture.

The desired densities within the agricultural land uses is planned for one dwelling unit per every 40 acres, or 0.025 dwelling units per acre. The plan suggests that densities of these nature are necessary to ensure that parcels are large enough to contain agricultural uses which are economically viable.

This designation also notes the lack of public infrastructure in a large portion of the County and does not promote the extension of such infrastructure. The extension of such infrastructure would allow for smaller, more suburban natured lots which are not conducive to the agricultural character of the area. Further, most of the roadways within the OS-2 area are currently gravel and the Plan suggests that these remain gravel to reduce speeds and overall traffic volumes, thereby maintaining character.

Finally, these areas are intended to be the primary sending zones should the County, or a consortium of local municipalities implement a transfer of development rights program.

The vast majority of the Township is planned for the OS-2 Reserved Open Sector.

### **G-1 Restricted Growth Sector**

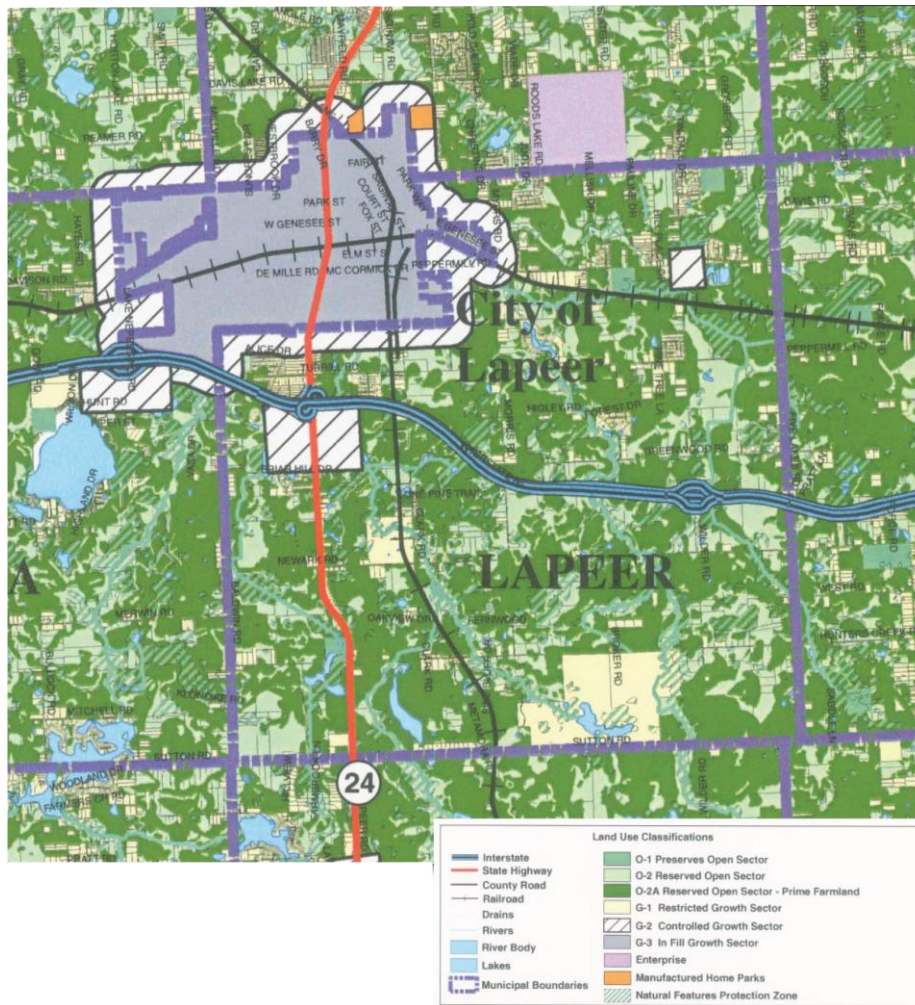
This designation is designed to accommodate the already existing development of commercial and industrial nodes along major roadways or intersections. The extension or expansion of these areas is strongly discouraged.

The land area near the southern boundary of the Township which basically consists of the existing hunt club is planned for G-1. Several other small properties throughout the Township are also planned for G-1 Restricted Growth.

### G-2 Controlled Growth Sector

This designation is intended to be the main development zones within the County. These areas are located around existing cities and villages as well as major intersections where existing infrastructure and facilities are already present. Further, the designation promotes the mixture of uses such as residential and commercial. The residential density is envisioned to be approximately 0.5 to 2.0 dwelling units per acre.

ILLUSTRATION #1  
 FUTURE LAND USE  
 LAPEER COUNTY COMPREHENSIVE DEVELOPMENT PLAN 2006



The designation also states that planned unit developments or clustered housing which preserves open space would be an appropriate form of development. These development types could include commercial development as a part of a neo-traditional development.

Intended commercial uses would include automobile related uses, general retail, grocery stores, professional offices, banks and restaurants. These additional commercial uses are intended to complement those which already exist in the commercial centers and downtowns.

# SECTION

Those areas immediately surrounding the City of Lapeer are planned for G-2 Controlled Growth Sector. This boundary is approximately one quarter mile wide adjacent to the City. The Plan also calls for the south side of the M-24 and I-69 interchange to be regulated under the G-2 designation. This property is currently a part of the 108 agreement between the Township and the City. These plan designation area extends approximately one half mile south of I-69, one half mile to the east and west of M-24.

### **Natural Features Protection Zone**

This designation is intended to preserve the natural features found throughout the County in an attempt to help preserve its overall rural character. The preservation of these areas not only preserve the character of the area but also help maintain the water quality within the County.

This designation anticipates a one hundred (100) foot setback (buffer) along all creeks, rivers and drains within the County. The removal of trees, shrubs, brush, etc. should be limited and all other types of development should only be permitted in a manner in which the natural feature will not be adversely impacted.

These designations are found throughout the Township wherever existing wetlands or other similar natural features are located.

### **Cooperative and Coordinated Land Use Planning**

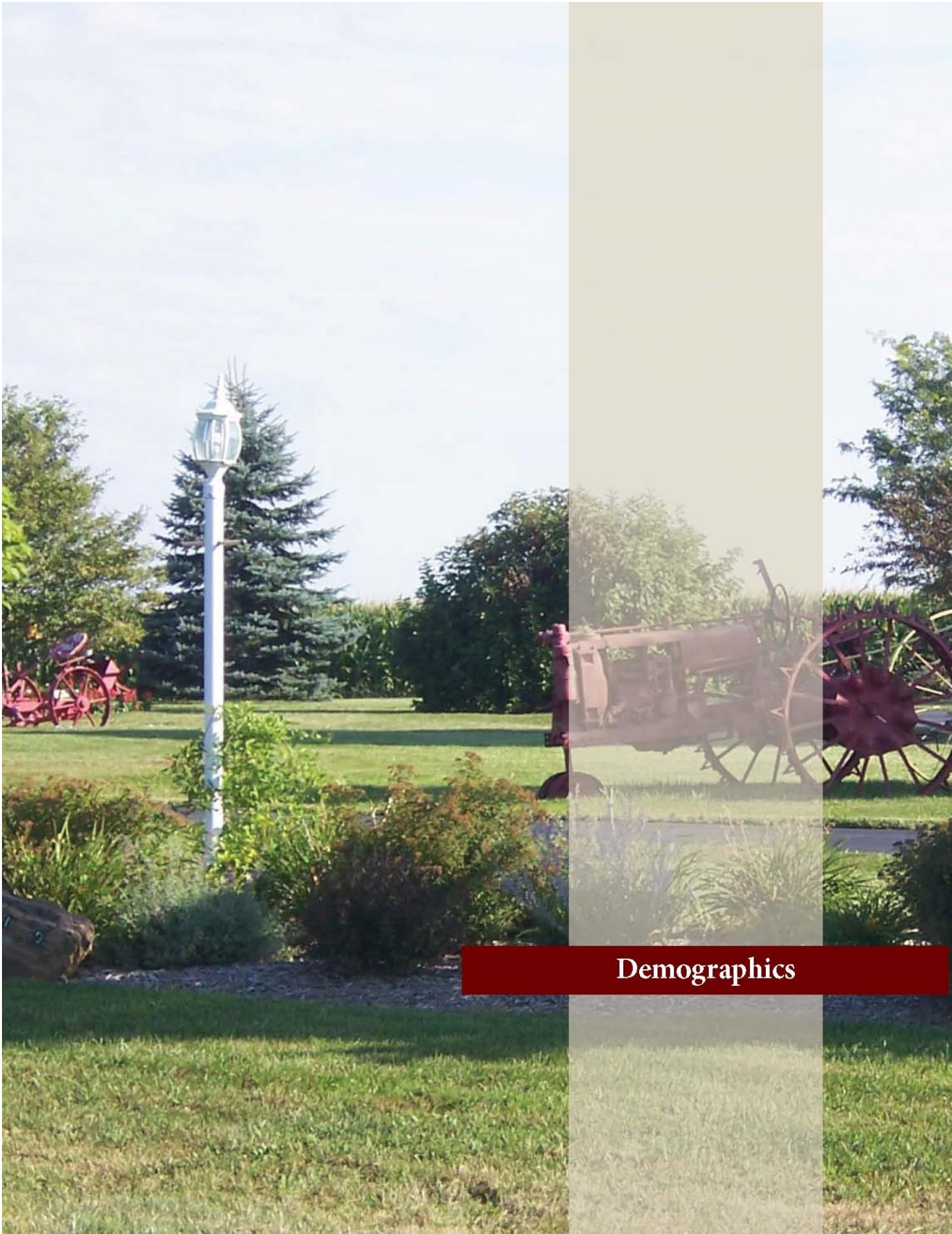
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While the Township is autonomous in terms of its planning and zoning schemes, the Township should carefully consider the planning and zoning schemes of those communities which surround it (Mayfield, Attica, Metamora, and Elba Township) as well as those utilized in the City of Lapeer. This ideal is reiterated within the State's planning policies for Master Planning which requires Master Plans and planning policies be reviewed by the surrounding communities. Land use decisions for those properties which abut adjoining communities should take into account adjoining communities planning policies while protecting the Township's right to plan and zone as it sees appropriate.

Generally speaking, the communities which surround Lapeer Township have similar planning policies as the Township; preserving agricultural land uses wherever possible, maintaining larger, more rural single family lots and allowing nonresidential land uses in those areas where such are most desirable and most viable such as along M-24. The City of Lapeer obviously has a much more intense land use planning philosophy to support the traditional downtown intensities. The City has a number of nonresidential land uses which extend from downtown Lapeer along M-24 in that area which was recently annexed from the Township into the City. These planning policies are generally similar to that of the Township's previous policies when the land was still within the Township.







**Demographics**





## Section 2. Demographics

### Population Analysis

The characteristics of a community's population are among the key ingredients considered in the long-range planning process. Historical and current population trends have several useful applications. They are especially relevant in identifying the need for various types of community facilities. Future land use and public utility demands are also related to population growth trends and demographic characteristics.

The following items are important to a fuller understanding of the characteristics of Lapeer Township's total population. These individual topics include:

- Population change over time
- Age characteristics
- Household characteristics
- Household Type
- Population projections

The most current available population data for Lapeer Township is employed in the examination of each of the topics. Wherever possible, comparable data for Lapeer County is also included. Information for the County is provided for the purpose of understanding the relationship of the Township to the larger geographical areas of which it is a part within southeast Michigan.

### Population Change

Population change for Lapeer Township and its neighboring communities over the seventy (70) year period from 1940 to 2010 is shown in the following tables. During this period, the Township's population increased by 4,188 persons, from 868 in 1940 to 5,056 in 2010. Of Lapeer Township's five neighboring communities, Mayfield Township experienced the greatest increase over the same 70 year period (6,753 persons). Elba Township had the smallest increase over the same period (1,232 persons).

Lapeer Township experienced increased population for each ten-year period between 1940 and 2010. Each of these decades saw percentage increases in double digits with the exception of 1980-1990, where the Township only saw a population increase of approximately six (6) percent. These population increases reached a peak of 1,687 persons or sixty five and one half (65.5 percent) during the 1970s. The Township's increase of 559 persons between 1990 and 2000 reestablished the pattern of double digit percentage increases after the slow noted between 1980 and 1990. The

**Table 1 POPULATION CHANGE**

COMMUNITY	1940	1950	1960	1970	1980	1990	2000	2010
Lapeer Township	868	1,313	1,875	2,574	4,261	4,519	5,078	5,056
City of Lapeer	5,365	6,143	6,160	6,314	6,198	7,759	9,072	8,841
Attica Township	--	--	1,880	2,695	3,642	3,873	4,678	4,755
Mayfield Township	1,202	1,275	2,125	3,645	7,098	7,133	7,659	7,955
Elba Township	4,230	5,140	5,410	5,651	4,604	4,536	5,462	5,250
Metamora Township	915	1,127	1,445	1,988	3,220	3,544	4,184	4,249
Lapeer County	32,116	35,794	41,926	52,317	70,038	74,768	87,904	88,319

Source: U.S. Census Bureau

Township’s population decreased slightly from 2000 to 2010 by 13 persons. This minor decrease compares with small increases in the surrounding townships, with the exception of Elba Township, and a small drop in the City of Lapeer. The drop occurred despite the fact that the township gained almost 100 households over the period.

Lapeer Township’s share of the County’s population rose steadily between 1940 and 1980. In 1940, for example, the Township’s 868 residents comprised 2.7 percent of the County’s population. By 1980 and 1990 this proportion stood at approximately six (6) percent. According to 2010 population data, Lapeer Township still accounts for approximately six (6) percent of the County’s population, at 5.72 percent.

**Age**

Age characteristics are among the more important demographic variables. They are useful as an indicator of anticipated demand for various types of municipal services and programs, including parks, employment needs, job training, day-care, schools, and services to various other age groups, including the elderly. The Township’s future land use needs are also related to its age configuration.

**Median Age**

The steady aging of this nation’s population is among the more important trends dimensioned by each Census. After reaching a high of 30.2 years in 1950, the median age for the nation declined the following two decades to 29.5 years in 1960, and 28.3 years in 1970. The median age began increasing and has continued to increase. In 1980, the median age was reported as 30.0, and the 1990 Census indicated the median age had again risen to 32.9 years of age. The last Census in 2010 shows a continued increase of the nation’s median age to 37.2 years.

Table 2 MEDIAN AGE							
Geographic Area	1950	1960	1970	1980	1990	2000	2010
Lapeer Township			23.1	27.3	33.5	37.7	44.3
Lapeer County	28.4	26.7	24.8	26.8	31.8	35.9	41.6
Michigan	31.5	28.3	26.3	28.8	32.6	35.5	38.9
United States	30.2	29.5	28.3	30	32.9	35.3	37.2

Source: U.S. Census Bureau

Much like the nation as a whole, Lapeer Township has seen a continual increase in the median age. In 1970 the median age was 23.1 years of age. The median age since has risen to 41.3 years of age, surpassing the median age for the nation by over seven (7) years. Part of this increase can be attributed to the aging of the baby boomer population. However, more specifically to Lapeer Township, the median age may be more closely tied to the median housing prices. With higher median housing prices, the majority of persons who can afford to build or buy residences within the Township are those which are living in their second or third residence and are therefore older.

**Population by Age**

By reviewing the various age categories that comprise the Township’s population, it is possible to determine how various segments of the population have changed over time and which groups have made the largest contributions to the Township’s population increase over the past decade. The distribution of Lapeer’s population into designated age categories is shown below.

Between 2000 and 2010, the Township’s population decreased by 22 persons. The five (5) out of nine (9) categories including 45-54 and 60 year and older age categories experienced a population increase between 2000 and 2010.

The four (4) of nine (9) categories, under 44 year of age, that lost population are primarily at the middle to bottom of the age spectrum within the younger age categories. Between the five (5) categories, the total decline was 585 persons from 2000 to 2010. During this same period the less than five age group (0-5) declined by fifty-four (54) persons, the five to seventeen (5-17) age group by 189 persons, the eighteen to twenty four (18-24) age group by one (1) persons, and the twenty five to forty four (25-44) age group by 341 persons.

The largest increase was seen in the 65-74 age group. This group saw an increase of approximately 180 persons now making up a total of approximately sixty-six (66) percent of the total. The remainder of the age groups saw only modest increases between 77 to 167.

Table 3 POPULATION BY AGE								
Lapeer Twp.	1980		1990		2000		2010	
Age	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Under 5	358	8.4%	326	7.2%	284	5.6%	230	4.5%
5-17	1,203	28.2%	1,036	22.9%	1,093	21.5%	904	17.9%
18-24	427	10.0%	399	8.8%	373	7.3%	372	7.4%
25-44	1,390	32.6%	1,468	32.5%	1,428	28.1%	1,087	21.5%
45-54	394	9.2%	598	13.2%	893	17.6%	897	17.7%
55-59	142	3.3%	189	4.2%	309	6.1%	444	8.8%
60-64	124	2.9%	170	3.8%	212	4.2%	379	7.5%
65-74	152	3.6%	212	4.7%	274	5.4%	454	9%
75 and above	71	1.7%	121	2.7%	212	4.2%	289	5.7%
<b>Total</b>	<b>4,261</b>	<b>100.0%</b>	<b>4,519</b>	<b>100.0%</b>	<b>5,078</b>	<b>100.0%</b>	<b>5,056</b>	<b>100.0%</b>

Source: U.S. Census Bureau

### Age by Life Cycle Category

A more meaningful picture of Lapeer Township's population age distribution is possible when the individual age categories shown on the previous table are combined into a smaller number of groups, which more closely resemble identifiable stages of a normal human life cycle. Selected categories and the age intervals that they represent include: preschool (0-4), school (5-17), family formation (18-44), middle-age (45-64), and seniors (65+). The percent of the Township's population that falls into each of these categories is shown below.

The preschool and school-age categories, for example, offer useful indicators of future school enrollment trends and the adequacy of existing facilities to meet these needs. In 1980, children under the age of five (5) accounted for 8.4 percent of the Township's total population. By 1990, this declined to 7.2 percent. This number has continued to decline with the number of children under the age of five (5) only accounting for approximately 5.5 percent, nearly a two (2) percent drop in 2000. In 2010, there continues to be a decrease in population by fifty-four. School-aged residents between the ages of 5 and 17 declined from 28.2 percent in 1980 to 22.9 percent in 1990, again to 21.5 percent in 2000, and in 2010 to 17.9 percent.

Collectively, the family formation and middle-age categories comprise the foundation of the community. They are the largest segment of property owners and taxpayers. They are also among the largest consumers of goods and services and, therefore, provide a catalyst for economic growth. However, since 1990 major changes have occurred in these

two main categories. These two categories comprised 58.1 percent of the Township's total population in 1980 and 62.5 percent in 1990, in 2000 it had risen to 63.3 percent, and decreased slightly to 62.9 percent.

However, the family formation category has decreased approximately six (6) percent since 1980, from 32.6 percent of the population in 1980, to 32.5 percent in 1990, to 28.1 percent in 2000, and 2010 increased to 28.9 percent. Conversely, the percentage of middle-aged residents has risen by over six (6) percent in the last ten (10) years from 15.4 percent of total residents in 1980, to 23.1 percent in 1990, to 27.9 percent in 2000, and to 34 percent in 2010.

The remaining category includes all residents over the age of 65. Improved medical care and longer life expectancy are responsible for the increasing number of seniors nationwide. Continued increases will generate demands for a variety of services targeted to this population category, including health care, transportation, housing and recreation, among others. The Township's proportion of seniors increased from 5.3 percent of the total population in 1980 to 7.4 percent in 1990, has increased again to 9.6 percent in 2000 and increased again to 14.7 percent.

### Household Growth Trends

The U.S. Census Bureau has two categories that it uses to describe living arrangements: households and families. A household is one person or a group of persons occupying a housing unit. The number of households and occupied housing units are, therefore, identical. Families, on the other hand, consist of two or more persons, related to each other, living in a household and therefore are a subset of total households.

Household characteristics, in general, and the rate of new household growth have become increasingly important indicators of demographic change within a community. Changes in the number of households and their composition are recognized as a more valid measure of community growth and vitality than absolute changes in the number of persons. Several reasons account for this view.

At the local level, households generate property tax revenues regardless of how many people are living within the household. Households also generate a demand for durable goods, including cars and appliances, as well as energy (electricity, gas and telephone services) which serve to stimulate local and regional economic growth. Local governmental services are impacted by household growth trends, especially the need for public utilities (water and sewage disposal), police and fire services, and solid waste disposal, among others. The number of households also influence traffic levels and the need for future transportation system improvements.

Table 4 HOUSEHOLD GROWTH TRENDS										
	1980	1990	Change 1980-90	Percentage Change	2000	Change 1990-00	Percentage Change	2010	Change 2000-10	Percentage Change
Lapeer Township	1,271	1,451	180	14.2%	1,765	314	21.6%	1,864	99	5.6%
Lapeer County	21,202	24,659	3,457	16.3%	30,729	6,070	24.6%	32,776	2,047	6.7%

Source: U.S, Census Bureau

As of the 2010 Census, Lapeer Township had a total of 1,864 households. This is nearly five (5) percent increase over the total number of households reported in 2000. The percentage growth of households within the Township was slightly less than that of the County's growth. Between the same timeframe, the County saw in an increase of nearly seven (7) percent or approximately 2,050 households. Since 1980, the percentage increase of households has been less in the Township as compared to the overall county.

## SECTION



## Household Size

Accompanying these increases in household growth was a decline in the size of the average household. At the State level, household size has declined steadily since 1960, when it stood at a level of 3.49 persons per household. As of the year 2010, the total number of persons per household had declined to 2.49.

	1960	1970	1980	1990	2000	2010
Lapeer Township		3.66	3.34	3.11	2.85	2.69
Lapeer County	3.52	3.54	3.23	2.97	2.80	2.64
Michigan	3.49	3.27	2.84	2.63	2.56	2.49

Source: U.S. Census Bureau

Consistent with broader state trends, average household size has declined in Lapeer Township since 1970. In 1970, the size of the average household in the Township was 3.66 persons. By 2010, this declined to 2.69 persons. The average person per household number is similar to that of the overall County. The 2010 Census revealed that as a whole, the County had an average person per household total of 2.64. This was also down from 1970 where the County had an average of 3.54.

## Household and Family Characteristics

In Lapeer Township, family households account for seventy-nine (79) percent of all households. This is slightly higher than the Lapeer County total of seventy-four (74) percent. Married-couple families represent sixty-six (66) percent of all households, compared to the Lapeer County total of sixty (60) percent. In the Township the number of male-headed households with no wife present is eighty-five (85) or four (4) percent. This is slightly lower than the County-wide figure of five (5) percent. Lapeer Township reports 145 female-headed households, or

	Lapeer Township		Lapeer County	
	Number	Percentage	Number	Percentage
Family Households	<b>1,472</b>	<b>79%</b>	<b>24,486</b>	<b>74.7%</b>
Married Couples	1,242	66.6%	19,786	60.4%
Male Heads of Household (No wife present)	85	4.6%	1,625	5%
Female Heads of Households (No husband present)	145	7.8%	3,075	9.4%
Nonfamily Households	<b>392</b>	<b>21%</b>	<b>8,290</b>	<b>25.3%</b>
Living Alone	337	18.1%	6,971	21.3%
65 & Older & Living Alone	131	7%	2,646	7.1%
Total Households	1,864	100.0%	32,776	100.0%

Source: U.S. Census Bureau 2010.

about eight (8) percent of all Township households. This is lower than the County-wide figure of nine (9) percent. The nonfamily households in the Township is 392 or twenty-one (21) percent, which is slightly lower than the County's total of twenty-five (25) percent. Of the nonfamily households in the Township, eighteen (18) percent are living alone. Of the eighteen (18) percent living alone, about seven (7) percent are 65 year or older.

### Number of Units/Housing Type

Lapeer Township's inventory of housing units has increased by nearly 1,264 units since 1970. In 1970, the Township contained a total of 753 units. By 2000, this figure increased to 1,831 units. The Township's greatest period of housing growth occurred between 1970 and 1980, when the Township's housing supply increased by 565 units, for an increase of 75 percent. During the 1980's, the Township's total number of housing units increase by 192 units or nearly fifteen (15) percent. The 1990's saw slightly higher increases in the number of new housing units as compared to the 1980s. The Township realized an increase of 321 housing units or twenty-two (22) percent from 1990 to 2000. Between 2000- 2010, the Township saw an increase of 164 or eighty-two (8.2) percent.

Single-family homes or 1 unit detached account for ninety (90) percent of the Township's total housing supply. This is followed by mobile homes (5.2 percent), and 5-9 units (2.5 percent). Compared to the County there is less diversity of housing types. While single family detached homes also make up the vast majority of residences in the County as a whole, it also includes multiple family dwelling and a higher percentage of mobile homes.

### Housing Tenure

Home ownership is generally a good indicator of community stability. Home purchases often represent the single largest investment that a family will make and, therefore usually signifies a long-term commitment to the community.

Approximately 89 percent of Lapeer Township's total housing units are owner-occupied, according to the 2010 Census. This is an decrease of 2 percent of that reported for 2000. The Township's proportion of home ownership had risen steadily over the previous three decades, before this past decade. For example, in 1970, 75.7 percent of the Township's occupied dwelling units were owned by the inhabitants, by 1980, this increased to 83.5 percent, by 1990 eighty-seven 87 percent, by 2000, it increased to 91 percent.

**Table 7 NUMBER OF HOUSING UNITS**

Year	Number of Housing Units
1970	753
1980	1,318
1990	1,510
2000	1,831
2010	1,995

Source: U.S. Census Bureau.

**Table 8 HOUSING TYPE (2011-2015)**

Unit Types	Lapeer Township		Lapeer County	
	Number of Units	Percentage	Number of Units	Percentage
1-unit Detached	1,940	90%	30,170	83.3%
1-unit Attached	0	0.0%	488	1.3%
2 units	0	0.0%	456	1.3%
3 -4 units	35	1.6%	628	1.7%
5-9 units	54	2.5%	810	2.2%
10-19 units	15	0.7%	355	1%
20 or more units	0	0.0%	519	1.4%
Mobile Home	112	5.2%	2,806	7.7%
Boat, RV, van, etc.	0	0.0%	6	0.0%
<b>Total</b>	<b>2,156</b>	<b>100.0%</b>	<b>36,238</b>	<b>100.0%</b>

Source: American Community Survey 2011-2015

**Table 9 HOUSING TENURE**

Lapeer Twp	Number of Housing Units	Percentage
Owner Occupied	1,659	89%
Renter Occupied	205	11%
<b>Total Occupied Units</b>	<b>1,864</b>	<b>100.0%</b>
Vacant Housing	131	6.6%

Source: U.S. Census Bureau 2010.

### Vacancy Rates

Vacancy rates are a significant indicator of conditions within a local housing market. They are particularly useful for evaluating the dynamics of the housing market. Vacancy rates between three and five (5) percent are generally considered to offer evidence of a stable housing market. When vacancy rates drop below three percent, housing choice becomes restricted. High vacancy rates, on the other hand, are indicators of incipient housing problems.

Lapeer Township reported a total of 131 vacant housing units in 2010, for a total vacancy rate of only 6.6 percent. This is twice as much as seen in recent history in the Township's 2000 rate of 3.6 percent, 1990 rate of 3.9 percent and the 1980 rate of 3.5 percent. On a County-wide basis, 9.8 percent of all housing units are vacant. This is dramatically higher from the 6.1 percent reported in 2000. The Township has a homeowner vacancy rate of 2.2 percent and a rental vacancy rate of 6.8 percent. Both figures are lower than the County totals of 2.9 and 11.1 percent.

### Housing Value

The value of housing units is another useful measure of the quality of a community's housing supply. Lapeer Township's 2010 median owner-occupied housing value is \$148,400, which is higher than the County figure of \$132,300. Nearly twenty-seven (27) percent of the houses within Lapeer Township were reported as having a value of \$150,000 to \$199,999. The Township has far lower amount of the total housing stock in the County having a value of less than \$100,000 than the County. The County reports a total of 33.3 percent of its housing stock being below \$100,000, while the Township only reports a total of 25.8 percent.

### Age of Housing

The age of housing is a helpful tool for determining the quality of housing through the age of the structures. The general rule of thumb is that every 30 years a home will need to have a major renovation.

Table 10 HOUSING VALUE				
	Lapeer Township		Lapeer County	
	Number	Percentage	Number	Percentage
Less than \$50,000	62	3.6%	3,095	11.4%
\$50,000 to \$99,999	383	22.2%	5,960	21.9%
\$100,000 to \$149,999	425	24.6%	6,342	23.4%
\$150,000 to \$199,999	471	27.3%	5,583	20.6%
\$200,000 to \$299,999	253	14.7%	4,009	14.8%
\$300,000 and Over	132	7.6%	2,167	7.9%
Total Occupied Housing	1,726	100.0%	27,156	100.0%

Source: American Community Survey 2011-2015

Table 11 YEAR STRUCTURE BUILT				
	Lapeer Township		Lapeer County	
	Number	Percentage	Number	Percentage
Built 2014 or Later	0	0.0%	0	0.0%
Built 2010 to 2013	11	0.5%	107	0.3%
Built 2000 to 2009	302	14%	4,771	13.2%
Built 1990 to 1999	306	14.2%	7,229	19.9%
Built 1980 to 1989	241	11.2%	4,011	11.1%
Built 1970 to 1979	586	27.2%	7,879	21.7%
Built 1960 to 1969	243	11.3%	2,868	7.9%
Built 1950 to 1959	213	9.9%	2,560	7.1%
Built 1940 to 1949	104	4.8%	1,508	4.2%
Built 1939 or earlier	150	7%	5,305	14.6%
Total Housing Units	2,156	100.0%	36,238	100.0%

Source: American Community Survey 2011-2015







**Natural Features**





## Section 3. Natural Features

### Introduction

Physical features exert important influences in shaping the development and character of a specific area. They are nature's contribution to the Township's environment. Collectively, these features can determine the overall physical character of the community.

When integrated thoughtfully into development proposals, physical features serve to enhance the character and appearance of the constructed environment. Conversely, ignoring physical features, or misusing them, can have significant, long-term negative consequences. Some well-defined physical features serve as a barrier to development and may be difficult to overcome, except at considerable expense. It is usually better to design with nature than to attempt to substantially change an area's physical environment.

Due to the nature of the existing development pattern in the Township, it is important to ensure that the remaining available natural features are preserved and protected to the greatest extent possible. This section provides a detailed analysis of these features and offers solutions to assist in their long-term protection/preservation. The areas covered are as follows:

- Soils
- Wetlands
- Woodlands
- Watersheds



## Soils

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Soils play a major role in the long-term development of a community. With Lapeer Township being primarily an unsewered, rural community, the soil patterns have a major influence on directing the type, intensity and location of development, the prominence of long term farming, as well as having an impact on watershed issues, construction issues relating to infrastructure and siting of buildings, and addressing drainage problems in specific areas. A generalized soils map is provided on the following page. Some of the beneficial uses of knowing the general soil characteristics in an area are identified below:

- *Siting Houses and Commercial Buildings* - Locate soils with the fewest limitations for construction;
- *Streets, Driveways and Sidewalks* - Identify soils that have a high water table or high clay content, which can cause cracking;
- *Underground Utility Lines* - Identify soils that have properties that can cause breakage or corrosion of lines buried within them;
- *Control of Runoff and Soil Erosion* - Construction work compacts the soils and increases the amount of paved surfaces, thus increasing runoff;
- *Planting of Gardens and Landscaping* - Knowledge of the soils allows a homeowner/business owner to select plantings that have the best chance of survival;
- *Providing Suitable Recreation* - Identifying soils for the location of trails, play areas and picnic areas require a review of the drainage characteristics of the soil, the slope, the soil texture, the flood hazard and the stoniness.

## Soil Descriptions

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**Fabius – Wasepi- Mussey –Gilford Association:** Level to gently sloping, somewhat poorly drained and poorly drained soils that have a sandy loam to gravelly clay loam subsoil; on outwash plains and lake plains.

*This soil association typically has a high water table and is excessively wet which constitutes a severe limitation for residential uses. However, many of the soils in this association are farmed with the aid of additional drainage. In addition, gravel and sand suitable for commercial use can be obtained from areas within this association.*

**Lapeer – Miami – Celina – Association:** Gently sloping to strongly sloping, well drained and moderately well drained soils that have a dominantly loam to clay loam subsoil; on till plains and moraines.

*The soils in this association are fairly well suited for agricultural purposes with the largest impediment to farming being soil erosion. The limitations for residential purposes range from slight to severe depending on topography.*

**Miami – Celina – Morley Association:** Gently sloping to strongly sloping, well drained and moderately well drained soils that have a clay loam and clay subsoil; on till plains and moraines.

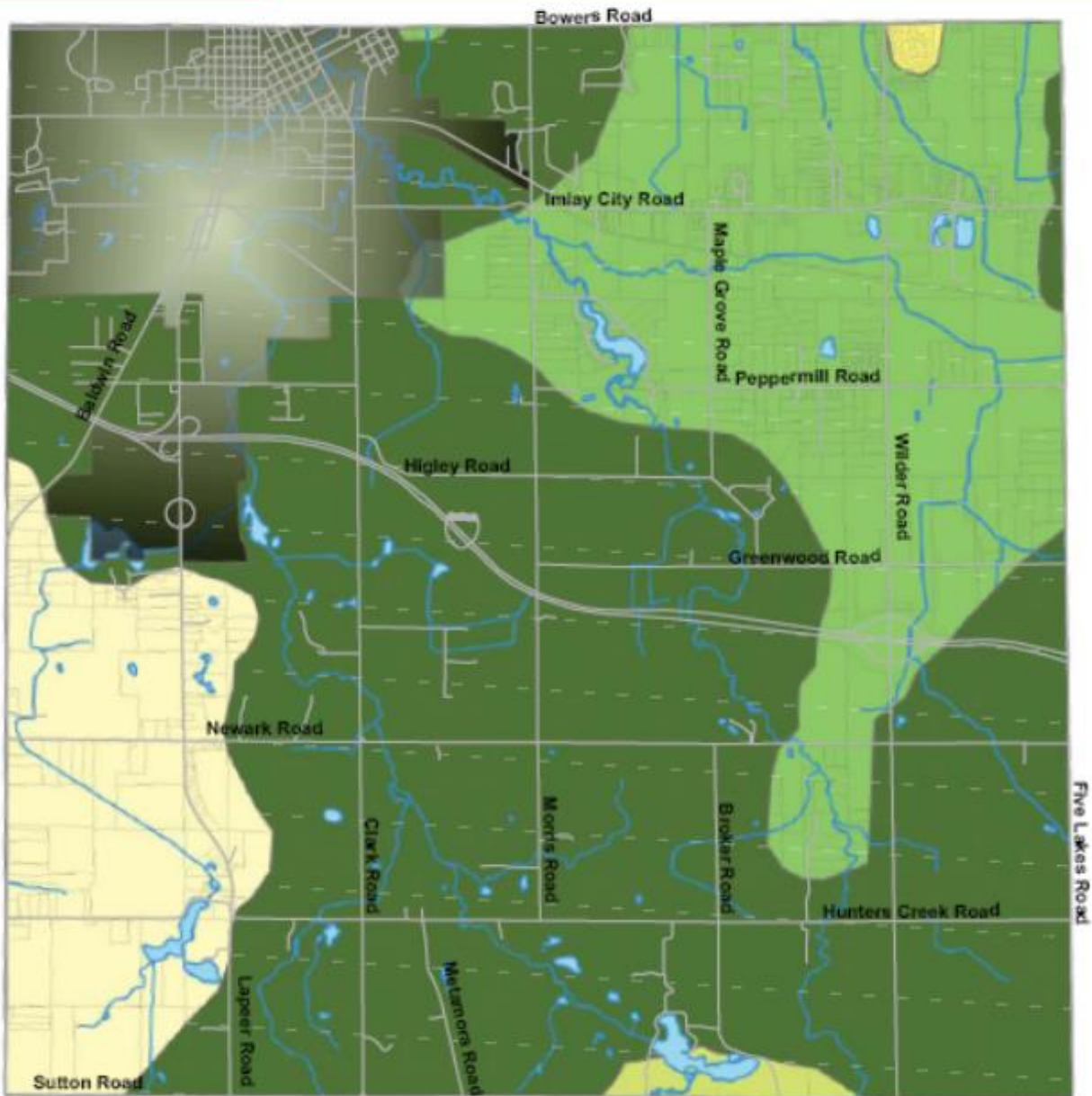
*The soils in this association are fairly well suited for agricultural purposes with the largest impediment to farming being soil erosion. The limitations for residential purposes range from slight to severe depending on topography.*

**Boyer – Miami – Lapeer Association:** Gently sloping to very steep, well drained soils that have a sandy loam to clay loam subsoil; on outwash plains, till plains, and moraines.

*This association is not conducive to long term farming due to the large presence of sand and gravel. However, the presence of the extensive amount of sand and gravel is conducive to mining operations. The limitations for residential purposes range from slight to severe depending on topography.*



# Soil Associations



## Lapeer Township

### Lapeer County






Map Prepared By:  
Lapeer Township Planning Commission

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

Base Map: Lapeer County Equalization  
Lapeer Township Planning Commission

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

## Legend

-  Boyer-Montcalm-McBride
-  Lapeer-Miami-Celina
-  Boyer-Miami-Lapeer
-  Miami-Celina-Morley
-  Fabius-Wasepi-Mussey-Gilford

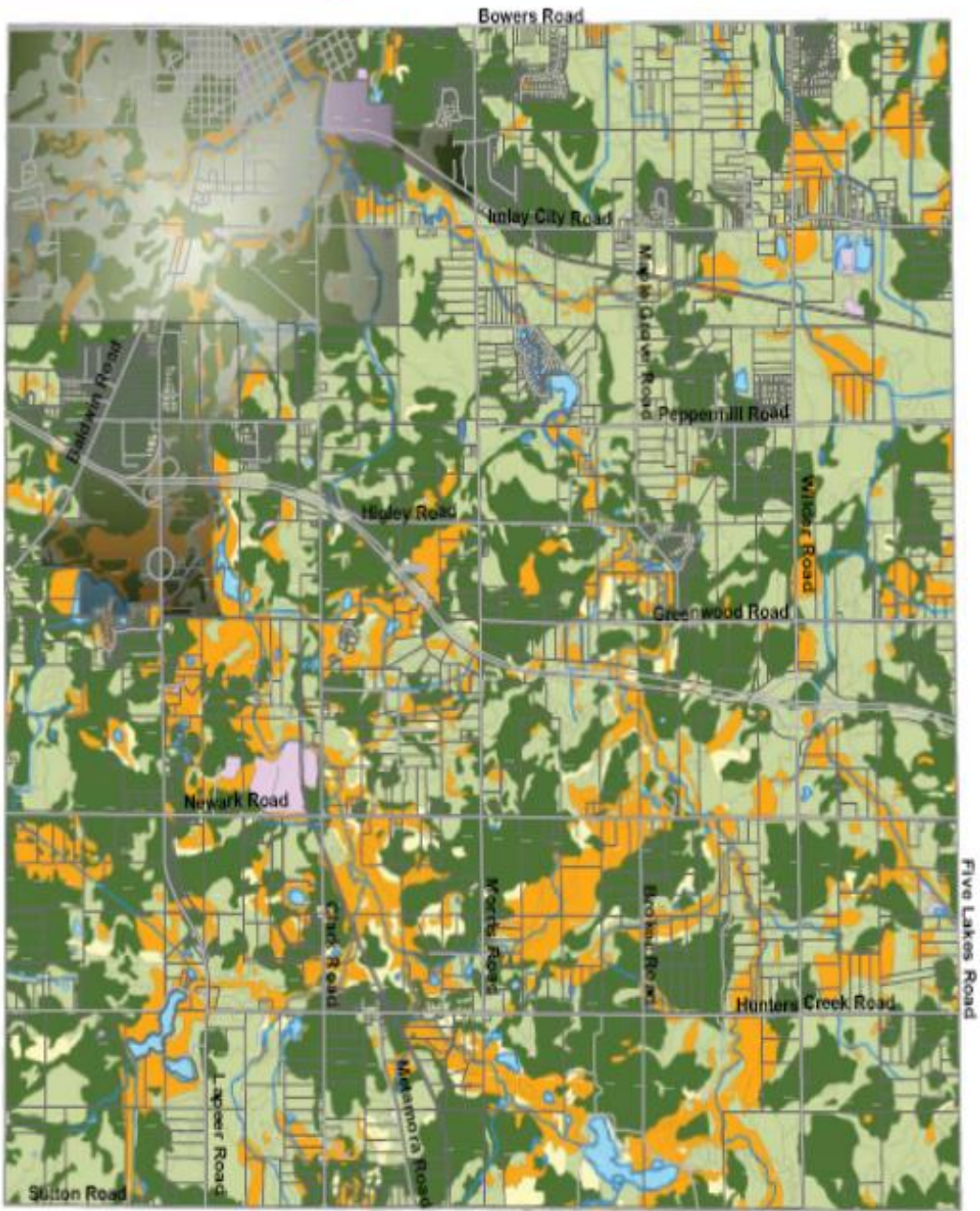
-  Moderate
-  Severe

Base Map: Lapeer County Equalization



# LAPEER TOWNSHIP

# Agricultural Suitability



## Lapeer Township

### Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

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

Base Map: Lapeer County Equalization

## Legend

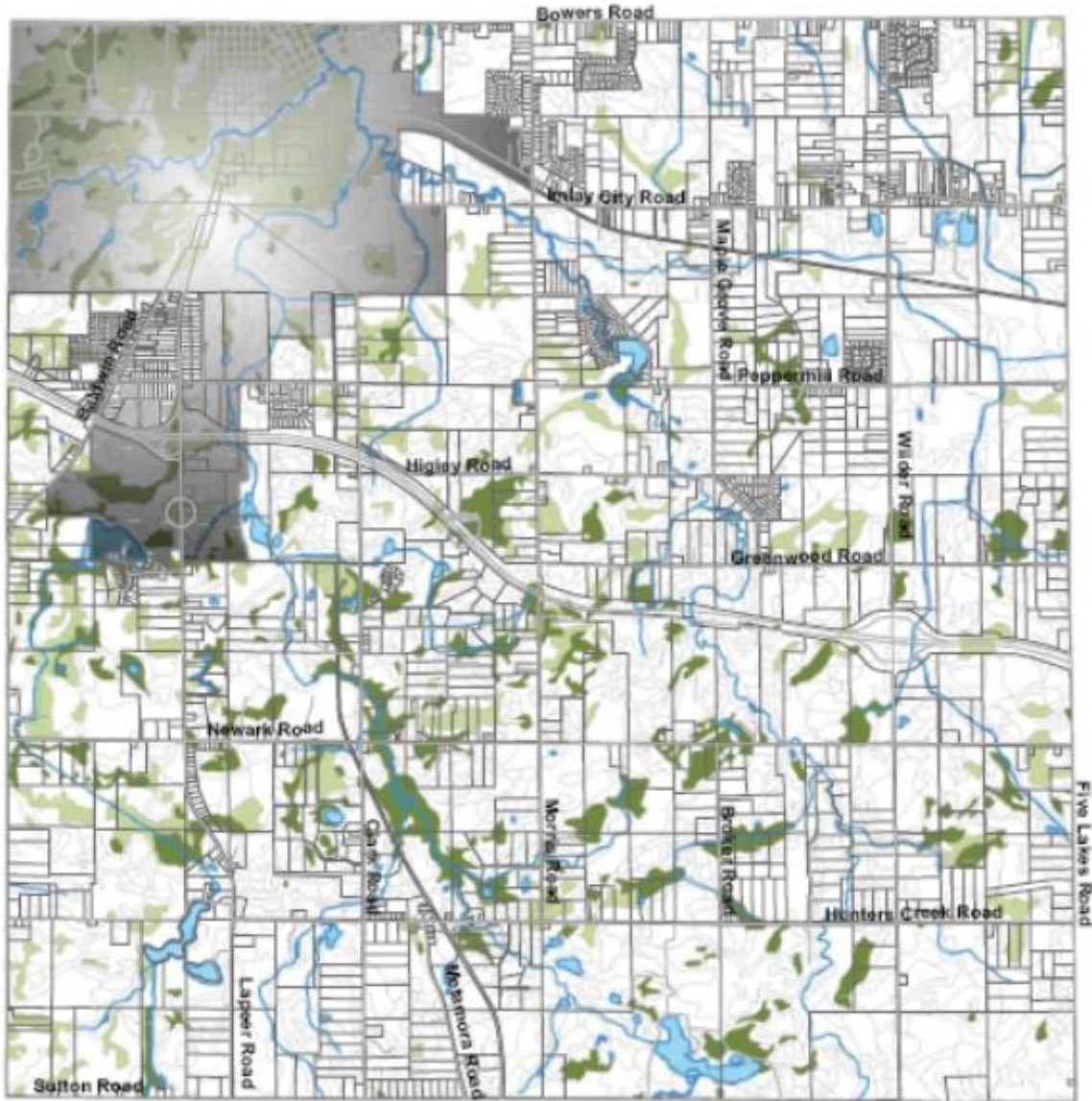
- Not Suited
- Poorly Suited
- Suited
- Well Suited



# SECTION



# High Yielding Farm Soils for Agricultural Production



## Lapeer Township

### Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

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

## Legend

- 100 Bushels of Corn
- 110 Bushels of Corn

The two (2) categories shown represent the two highest yielding soils categorized by the Lapeer County Soil Survey

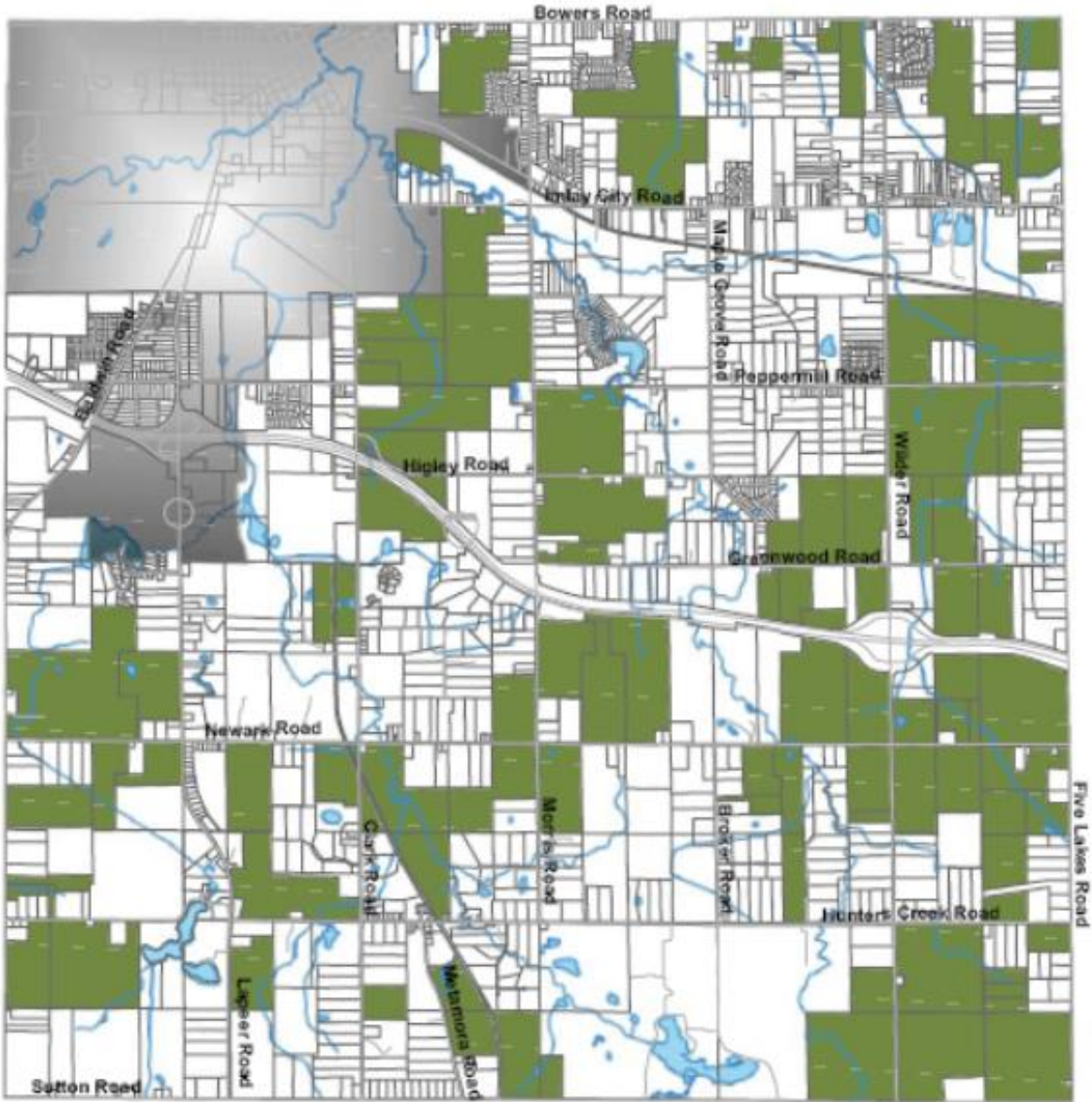
Base Map: Lapeer County Equalization



# LAPEER TOWNSHIP



# Farmed Properties



**Lapeer Township**  
**Lapeer County**

Map Prepared By:  
Lapeer Township Planning Commission  
With Assistance From:  
Community Planning & Management, P.C.

Base Map: Lapeer County Equalization

## Legend

 Farmed



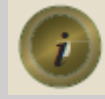
## Wetlands

### Significance of Wetlands

- Protect downstream water supplies by providing clean ground water as a result of the nutrient retention and sediment removal. Wetland vegetation traps these sediments and pollutants, thereby preventing them from being deposited in surface water bodies.
- Function as effective natural storage basins for floodwater. Wetlands may be considered large sponges that absorb large quantities of seasonal precipitation, gradually releasing it when the receiving channels are able to accept it.
- Protect the shoreline from erosion caused by wind and wave action and effectively serving as environmental shock absorbers.
- Provide a habitat for many types of plants and animals that thrive in the type of physical environment created by wetlands. These plants and animals provide an economic and recreational benefit as a result of hunting, fishing and other leisure activities.

### Impact on Lapeer Township

Lapeer Township contains numerous wetlands located throughout the community. The majority of the potential wetlands within the Township are either emergent or forested wetlands. These wetland areas can impact the developable area of each site within the Township especially due to their presence along many of the Township's roadways. Care must be taken in integrating these environmental assets into development sites to ensure their long term viability even as development occurs.



### Types of Wetlands

**EMERGENT** - include bogs, meadows, marshes, fens, and potholes. An important marsh type is the 'Great Lakes Marsh' that is hydrologically connected to the Great Lakes and rivals rainforests in terms of biological productivity.

**SHRUB-SCRUB** - Shrub swamps, are similar to forested swamps, except that shrubby vegetation predominates.

**FORESTED** - Forested swamps occur where trees grow in moist soils. They are often inundated with floodwater from near by rivers and streams.

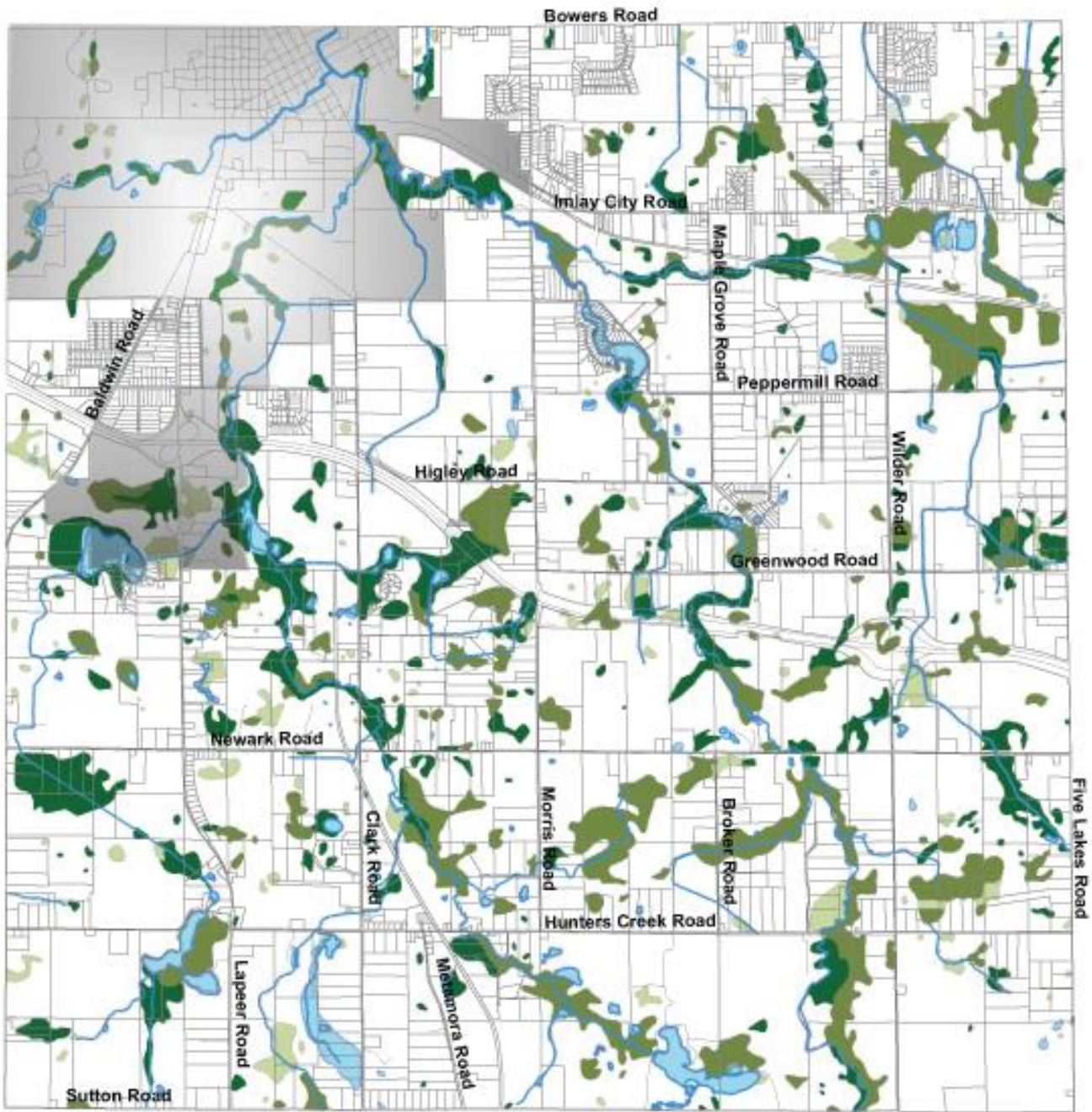
**OPEN WATER** - Deeper, perennial pools within wetlands and shallow portions of lakes and rivers. The warmth of the water supports numerous aquatic organisms. Typically home to submerged plants (plants that grow underwater) which provide unique habitat resources such as substrates for macroinvertebrates, cover and forage for waterfowl, and spawning and nursing for fish.



### NREPA Part 303

Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA), authorizes the Michigan Department of Natural Resources and Environment (MDNRE), to regulate the types of activities which may impact wetlands within the State.





# Lapeer Township

## Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

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

### Legend

- Emergent
- Scrub-Shrub
- Forested
- Open Water



# SECTION

## Woodlands

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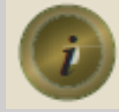
### Significance of Woodlands

In an environment such as Lapeer Township, the importance of woodlands, and trees in general, should not be underestimated. The abundance of these features does not minimize their importance on a site by site basis. Woodlands serve many useful environmental purposes that should be recognized for planning. These include the following:

- Slope stabilization and erosion control
- Conserving water quality
- Maintaining a micro-climate
- Filtering pollution from the atmosphere
- Decreasing noise
- Providing a habitat for wildlife

### Woodlands in Lapeer Township

Significant woodland areas can be found throughout the Township. These woodland areas are either stand alone woodlands or are associated with a potential wetland as noted previously. Obviously those woodlands associated with a potential wetland should be preserved for not only the reasons noted above but also for the wetland benefits. Those woodlands that are stand alone woodlands (not associated with a wetland) should also be incorporated into the overall design of future development sites, providing a more mature setting for the development, maintaining existing habitat and wildlife areas, as well as providing an overall aesthetic.



## Types of Woodlands

(commonly found in Michigan)

**White Red Jack Pine** - This grouping includes Jack Pine, and is found primarily on sandy soils of the eastern upper peninsula and north central lower peninsula.

**Spruce Fir** - This grouping consists of White Cedar, Balsam Fir, White Spruce, and Black Spruce and exists primarily in the upper peninsula.

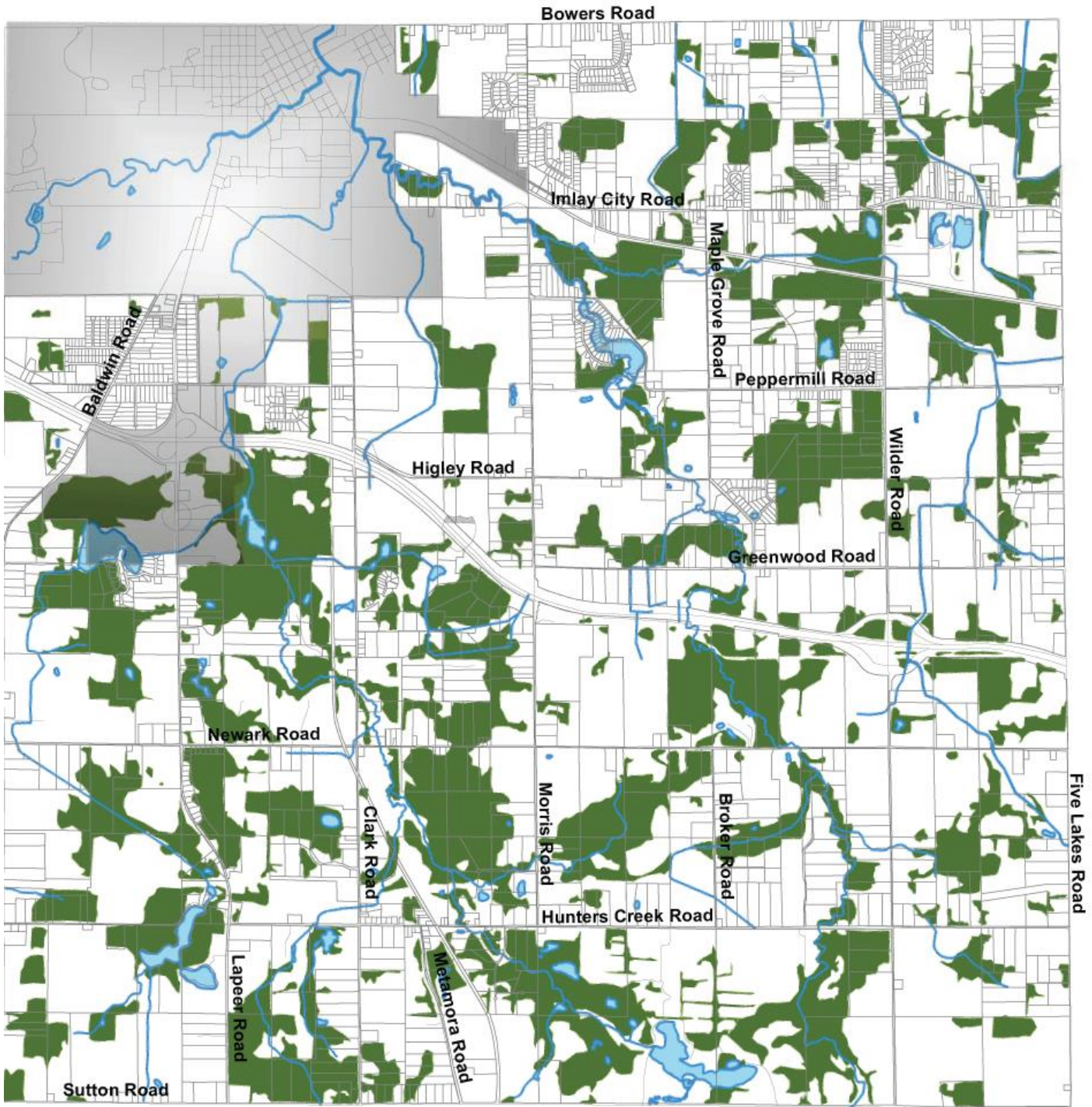
**Oak Hickory** - This group is mainly found in the sandy soils of southern Lower Michigan.

**Elm Ash Cottonwood** - This group is commonly referred to as lowland hardwoods. It is common in fertile soils and along streams.

**Maple Beech Birch** - This group is typically found in northern Michigan and include Maples, Beeches and Yellow Birches.

**Aspen Birch** - This group includes Aspens and Paper Birches and is found primarily in the northern Lower and south Upper Peninsula, as well as scattered throughout the State.





# Lapeer Township

## Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

### Legend

 Woodlands



# SECTION

3-10 | Natural Features



## Watersheds

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### Significance of Watersheds

Communities across the nation are finding that their water resources are degrading in response to growth and development. Activity within a watershed will likely impact the quality of that watershed. For instance, if a new shopping center is built, rain water which was once absorbed into that vacant property will now runoff into the nearest drain, collecting dirt, oils and other chemicals and carrying them into that drain and eventually into the rivers and lakes of the State.

Watershed management is one way to ensure that the water resources of an area are protected. As defined, a watershed is an area of land that catches rain or snow, eventually draining into a body of water (such as a marsh, stream, river, lake or groundwater).

There are several reasons to protect local watersheds, including economic benefits, recreation, flood prevention, scenery and the overall quality of life. Some of the primary benefits that can be realized from watershed protection are:

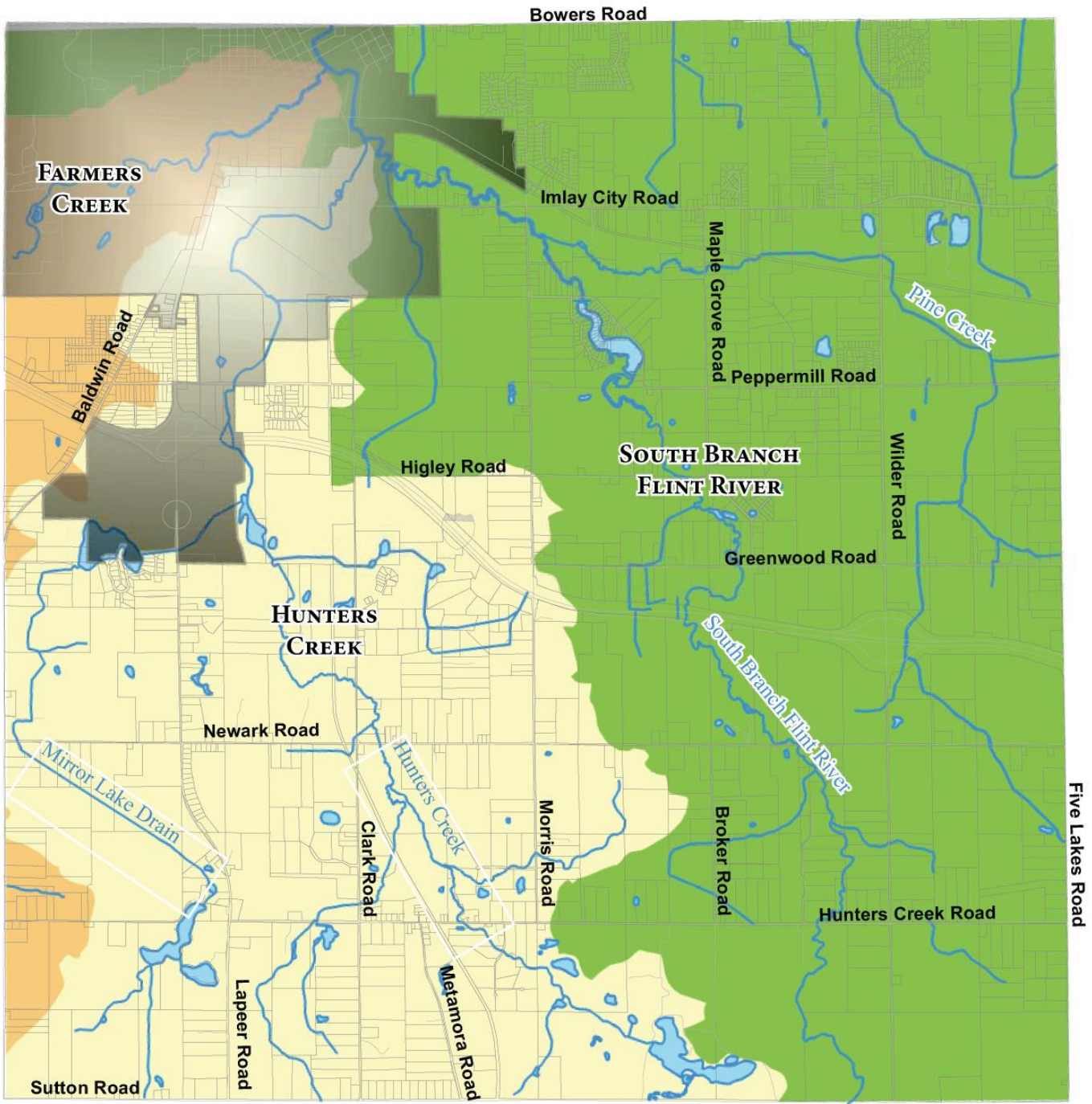
- The restoration and enhancement of recreational areas/uses;
- The protection of aquatic life, wildlife and habitat, including native landscapes and vegetation;
- The protection of public health through improved water quality;
- The reduction of impacts from peak water flows due to proper flood management.

### Watersheds in Lapeer Township

The majority of Lapeer Township is located in one of two (2) main subwatersheds; being the South Branch of the Flint River as well as the Hunters Creek Subwatershed. The other noted subwatershed is the Farmers Creek.

- South Branch of the Flint River - The South Branch of the Flint River Subwatershed is located primarily in the eastern one half of the Township. The South Branch of the Flint River Subwatershed contains approximately 22,650 acres.
- Hunters Creek - The Hunters Creek Subwatershed drains a large portion of the southwestern portion of the Township, from essentially Baldwin Road to just east of Morris Road into the City. The Hunters Creek Subwatershed contains approximately 12,560 acres.
- Farmers Creek - That portion of the Farmers Creek subwatershed which extends into Lapeer Township is a portion of a larger 32,665 acre watershed.





# Lapeer Township

## Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

### Legend

- South Branch Flint River
- Hunters Creek
- Farmers Creek



# SECTION

## **Lapeer Township's Environmental Responsibility**

---

As noted, Lapeer Township is located in three major watersheds – the South Branch of the Flint River, the Hunters Creek, and the Farmers Creek Watershed. The Township's development decisions have lasting impacts on not only the residents and businesses but the residents and businesses in these watersheds. The Township should continue to collaborate with the appropriate watershed groups and consider implementing Best Management Practices which are conducive to maintaining water quality.

The preservation of water resources is imperative to a healthy environment. Water resources are an integral component of natural areas in the Township and are part of the community's character, recreation network, economic success, and general quality of life.

## **Best Management Practices**

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Through the use of Best Management Practices (BMPs), the Plan encourages Low Impact Development (LID) techniques. LID strives to replicate virtually all components of the natural water cycle by:

- Minimizing total runoff volume,
- Controlling peak rate of runoff,
- Maximizing infiltration and groundwater recharge,
- Maintaining stream baseflow,
- Maximizing evapotranspiration, and
- Protecting water quality.

The goals and policies for LID and stormwater management should include elements that:

- Protect the land's natural ability to absorb, clean, and store stormwater,
- Minimize impervious surfaces in new construction and redevelopment projects to reduce the amount of runoff and improve infiltration,
- Use Best Management Practices (BMPs) throughout the community to reduce the impacts of stormwater,
- Implement community programs that improve water quality and educate the public about their role in water quality, and
- Link protection of water quality through stormwater management to the protection of residents' health, safety, and welfare.

## **Mitigate Existing Impervious Surfaces [Imperviousness]**

By managing runoff from impervious surfaces before it enters the storm sewer system or nearby waterbody, peak flow rates, total volume runoff, and pollutant concentrations can be reduced.

The following concepts can be incorporated into regulation or policy to mitigate existing impervious surfaces:

- Vegetated parking lot islands;
- Vegetated road medians (in conjunction with the Road Commission of Lapeer County);
- Green roofs;
- Pervious pavement / pavers;
- Parking space requirement reduction (both number and size).

## **Infiltration Techniques [Infiltration]**

Using infiltration techniques to manage runoff reduces peak flow rates, total volume runoff, and pollutant concentrations that would otherwise enter the storm sewer system and impact a nearby waterbody. Infiltration techniques refer to practices which promote groundwater recharge and where the soils are conducive for infiltration.

The following concepts can be incorporated into regulation or policy to reduce stormwater impacts through infiltration:

- Rain gardens / tree boxes / bioretention;
- Infiltration basins;
- Infiltration trenches;
- Porous pipe and underground infiltration systems; and
- Water spreading.

### **Filtration Techniques [Filtration]**

Filtration techniques are similar to infiltration techniques in that they reduce peak flow rates, total volume runoff (if bio-filtration is used), and pollutant concentrations. They differ in that filtration is usually used in areas where the soils are not appropriate for infiltration. Subsequently, filtration techniques bring in an alternative filtering media, such as sand, and use an underdrain to direct the treated water to a storm sewer system or waterbody.

The following concepts can be incorporated into regulation or policy to reduce stormwater impacts through filtration:

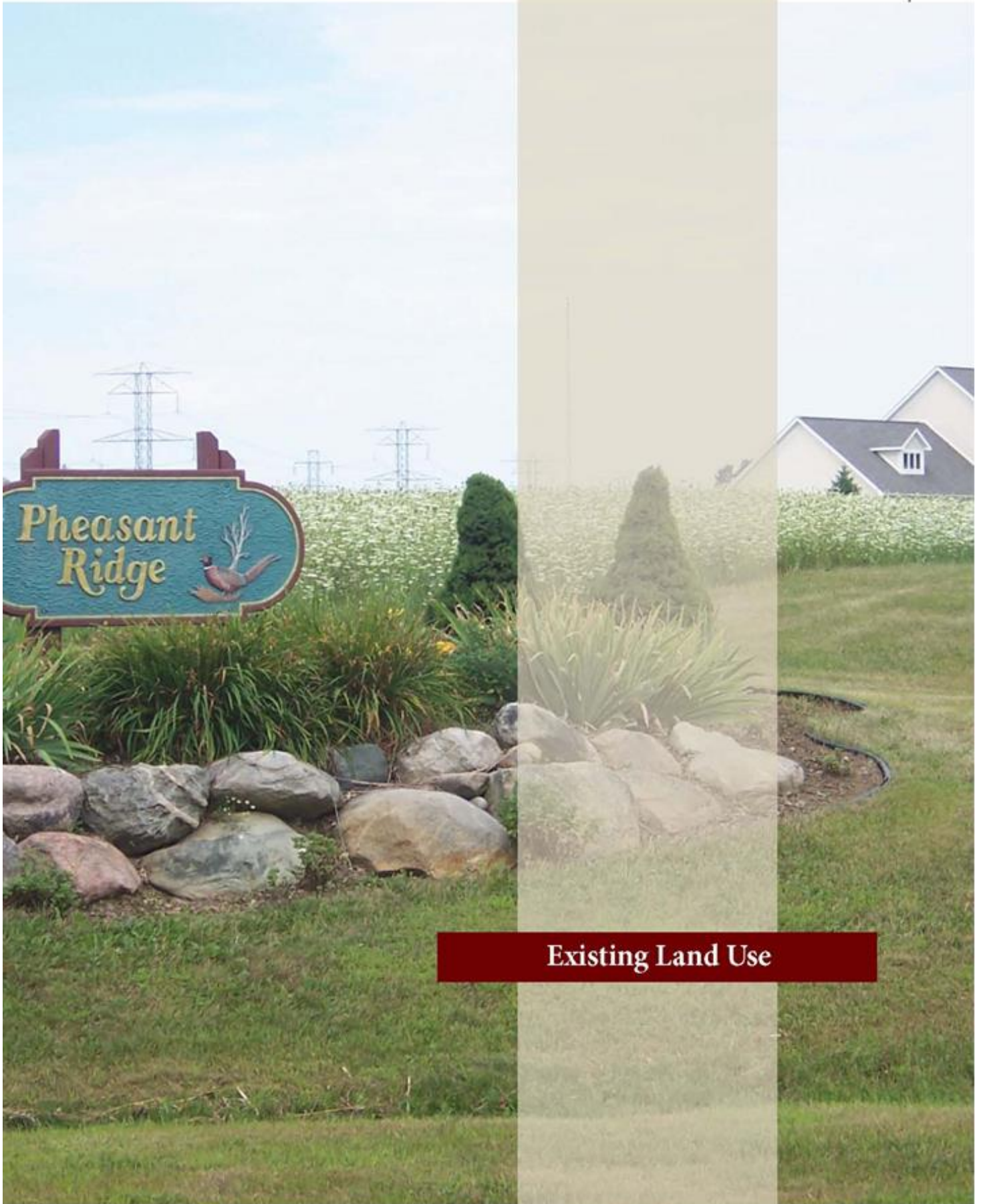
- Sand/ organic / media filters (surface and underground);
- Pocket filters;
- Intermittent filters;
- Recirculating filters;
- Filter strips; and
- Perimeter sand filters.

### **Vegetative Buffers & Natural Conveyance [Natural Buffers]**

Using vegetative conveyance to manage runoff reduces peak flow rates, pollutant concentrations, and in some cases total volume runoff that would otherwise enter the storm sewer system or nearby waterbody. The following concepts can be incorporated into regulation or policy to reduce stormwater impacts through vegetative buffers and natural conveyance:

- Herbaceous and forested riparian buffers;
- Wet and dry swales; and
- Vegetated channels.





Existing Land Use





## Section 4. Existing Land Use

### Introduction

The character of our physical environment is influenced by many factors. Chief among these is the use of land, the distribution of uses within a community, and the relationship of these uses to one another. These factors strongly influence the overall character and image of the community. They also influence quality of life and our relative degree of satisfaction with our surroundings.

Land use characteristics and other relevant physical features are among the most important aspects of the land use planning process. These features establish the observable physical setting upon which the future of the community will be based. They also influence the development potential of the community.

The chief feature of this chapter is an examination of the Township's land use characteristics on a classification basis. Each of the Township's individual land use categories are discussed, including the amount of the land devoted to each category and the distribution of the uses throughout the community.

### Methodology

Lapeer Township's boundaries are a product of the Northwest Ordinance of 1787, establishing a uniform system of land divisions into a grid pattern. This system was devised to assist the eventual settlement of the vacant interior portion of the United States. Townships created as a result of this process were subdivided into 36 one-mile square divisions that are known as sections. Consistent with this process, Lapeer Township would consist of approximately 36 square miles, however the City of Lapeer subtracts from that total.

The Township's boundaries are formed by Bowers Road on the north, Sutton Road on the south, Baldwin Road to the west, and Five Lakes Road on the east.

There was a windshield survey of the community conducted in 2008, as well as the County and State's most recent aerial photography. Land use features were recorded on a parcel-by-parcel basis on an updated Township base map. Information from both sources was subsequently transferred to a base map according to the individual categories shown in the following text. Each category was measured to determine the amount of land area occupied by each individual land use class.

Existing land use data for the Township was gathered by Township staff and changes were made to the existing land use map in 2018 to reflect those changes.

Vacant – Based on a generalized existing land use survey of the Township, a total of approximately 4241.85 acres were categorized as being primarily farmed. This total is approximate in that smaller properties which were farmed but also contained a residence were counted within the single-family residential totals. In addition, those properties which were being farmed to a certain extent but remained largely untilled were categorized under the vacant property classification.



Single Family Residential – The survey indicated that a total of approximately 7,500 acres were dedicated for single family purposes within the Township.



Multiple Family and Manufactured Housing – The Township contains nearly no multiple family housing, however the Pine Lakes manufactured housing development is located on the south side of Imlay City Road. The identified properties in this classification total approximately 151 acres of land.

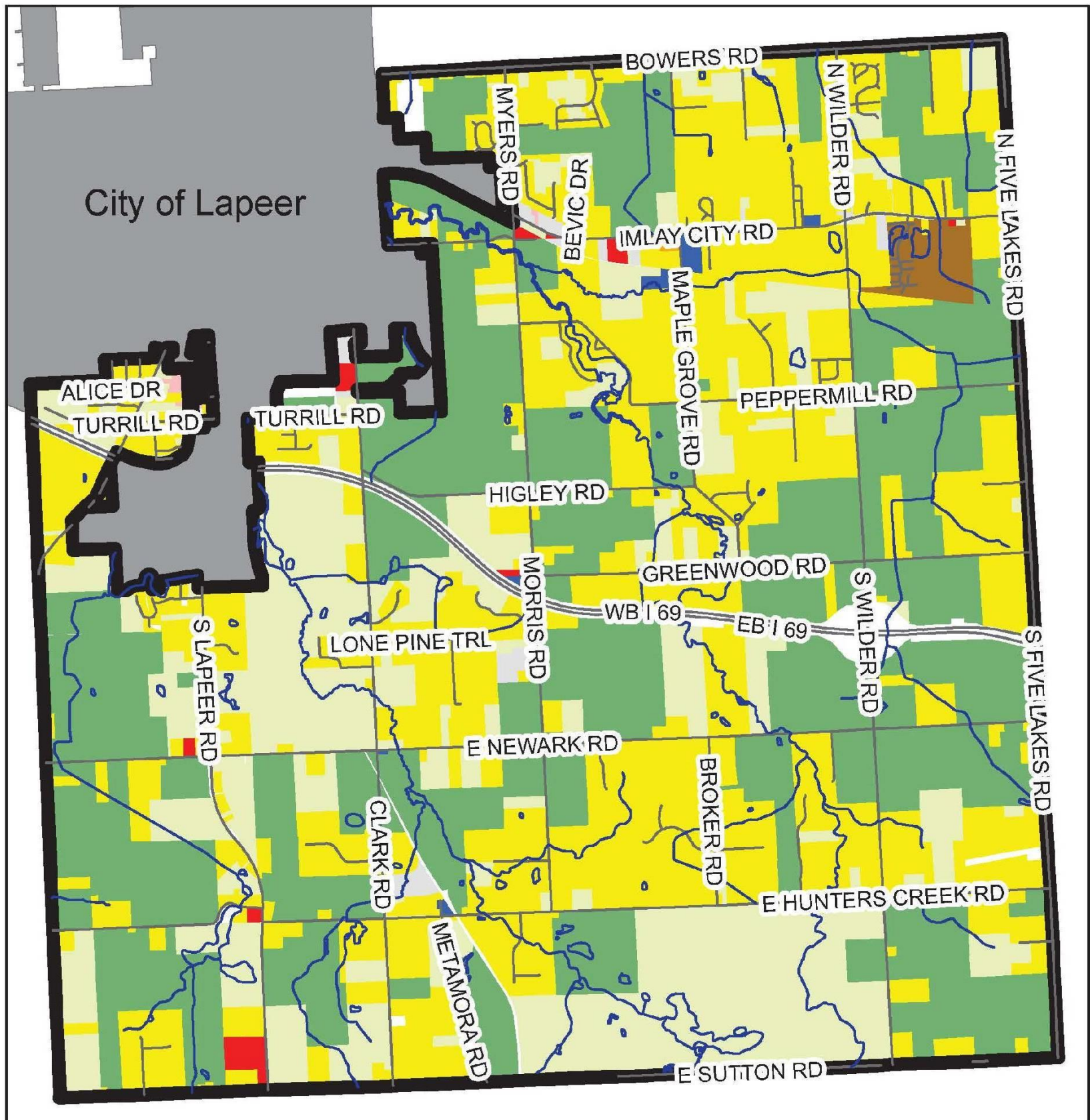
Commercial and Office Properties – Within the Township, a total of approximately 106 acres of land were being utilized for either commercial or office purposes. Nearly all of this acreage was either along Imlay City Road or M-24. Some uses along Imlay City Road which were retail uses of an industrial nature were categorized as industrial.

Industrial Properties – A total of approximately 123 acres of industrial land use were identified as a part of the existing land use survey. Properties such as Atlas Overhead Door and the Lapeer County Press Building are typical for this classification.



## SECTION



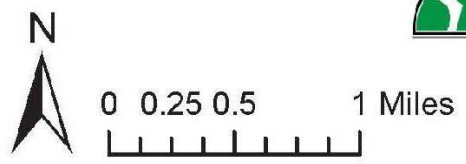


**Legend**

- Water Courses
- Roadways
- Farmland
- Single Family
- Manufactured Housing Community
- Multiple Family
- Office
- Commercial
- Industrial
- Semi Public
- Vacant

Date: 11/12/2018

Source: Michigan GIS Open Source Data




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 Flint, MI 48502

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Farmland- The existing land use analysis determined that the Township has about 7,315 acres of farmland, which is 37.5 % of the land use in Lapeer Township.

Public and Semi Public – A total of approximately 55 acres were dedicated as either public or semi-public property. This includes the Township Hall, the Lapeer County Health Department as well as the developed churches within the Township.



### Zoning

Along with reviewing the existing land use for the Township, the amount of acreage in each of the Township's existing zoning districts was also reviewed. The following is a generalized calculation of the totals of each district. The last section of the Master Plan, the Zoning and Implementation Plan will provide a correlation between the proposed future land use shown in the Master Plan and the Township's current zoning scheme.



#### **Agricultural Estate AE - 14,750 acres**

The Agricultural Estates district requires lot sizes of 5 acres and 300 feet of frontage.

#### **Single Family Residential R-1A - 840 acres**

The R-1A Single Family District requires lot sizes of one (1) acre and 150 feet of frontage.

#### **Single Family Residential R-1B - 3,250 acres**

The R-1B Single Family District requires lot sizes of approximately one half acre (24,000 square feet) and 120 feet of frontage.

#### **Single Family Residential R-1C - 350 acres**

The R-1C Single Family District requires lot sizes of 10,000 square feet and 80 feet of frontage.

#### **Multiple Family Residential RM - 1 acre**

The RM Multiple Family Residential District allows for the development of apartments, townhouses and attached condominiums.

#### **Mobile Home Park RMH - 150 acres**

The RMH Mobile Home Park District allows for the development of manufactured housing communities.

#### **General Office O-1 - 2 acres**

The O-1 General Office District allows for the development of typical office uses such as lawyers, doctors, dentists, etc.

## SECTION



**Local Business C-1 - 60 acres**

The C-1 Local Business District allows for office type uses as well as some limited retail sales such as apparel stores, jewelry and book stores and the like. Lots are required to have a minimum of eighty (80) feet of width with no specified lot area.

**Planned Shopping Center C-2 - 20 acres**

The C-2 Planned Shopping Center District allows for a more extensive list of retail uses than the C-1 District including department stores, theaters, restaurants, etc. The lot size for the C-2 District is two (2) acres and two hundred (200) feet of frontage.

**General Business C-3 - 85 acres**

The C-3 General Business District allows for the most intense commercial development including gasoline service stations and fast food restaurants as special approval land uses. The C-3 District Requires lots of eighty (80) feet in width and no specific lot area.

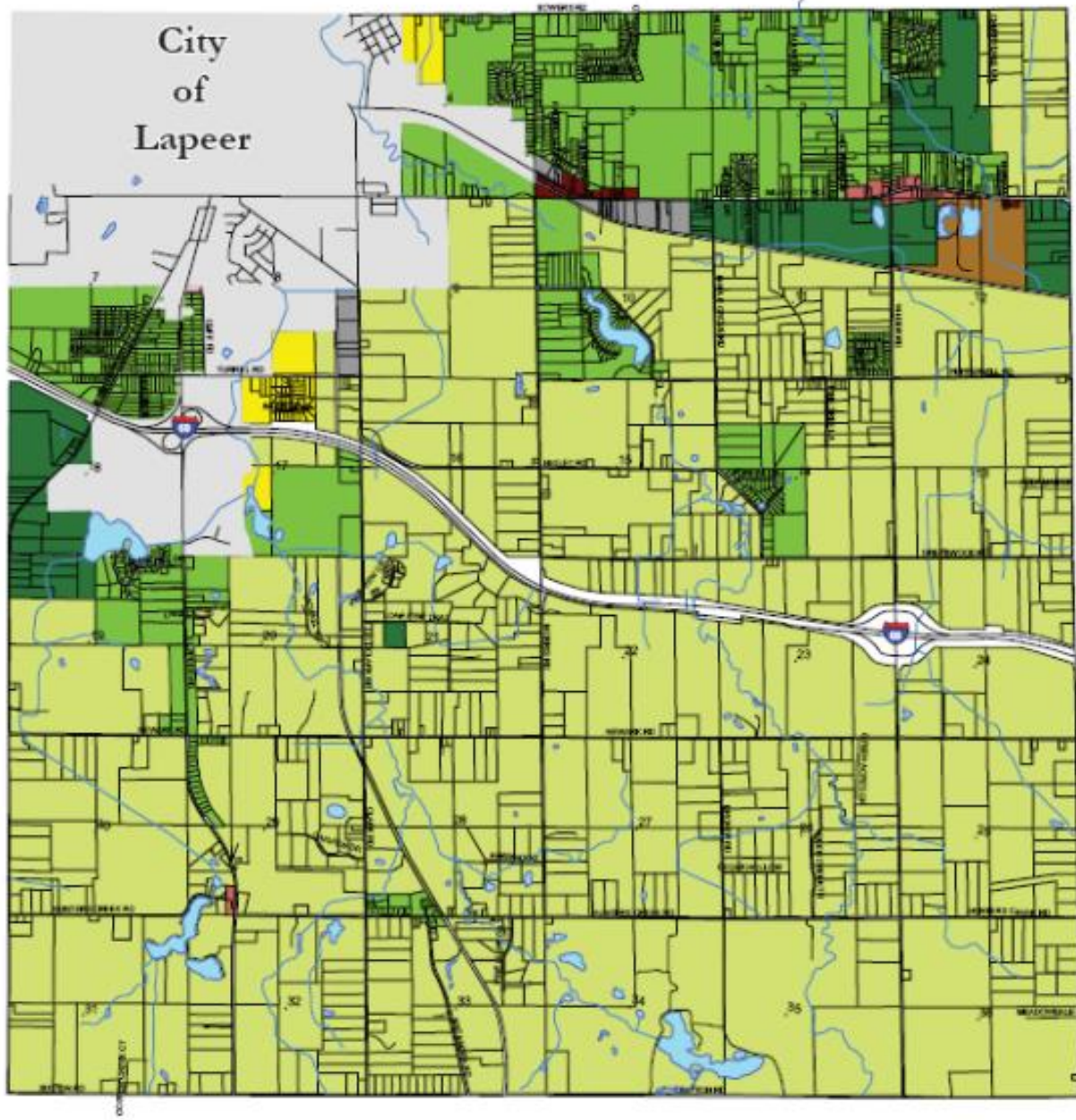
**Light Industrial M-1 - 95 acres**

The M-1 Light Industrial District allows for typical industrial land uses including warehousing, processing and manufacturing. The M-1 District requires lot sizes of 20,000 square feet and eighty (80) feet of frontage.

**Heavy Industrial M-2 - 0 Acres**

The M-2 Heavy Industrial District allows for more intense industrial uses which have additional outdoor activities as well as those which generate additional noise and vibration.

# Generalized Zoning







## Lapeer Township Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

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

## Legend

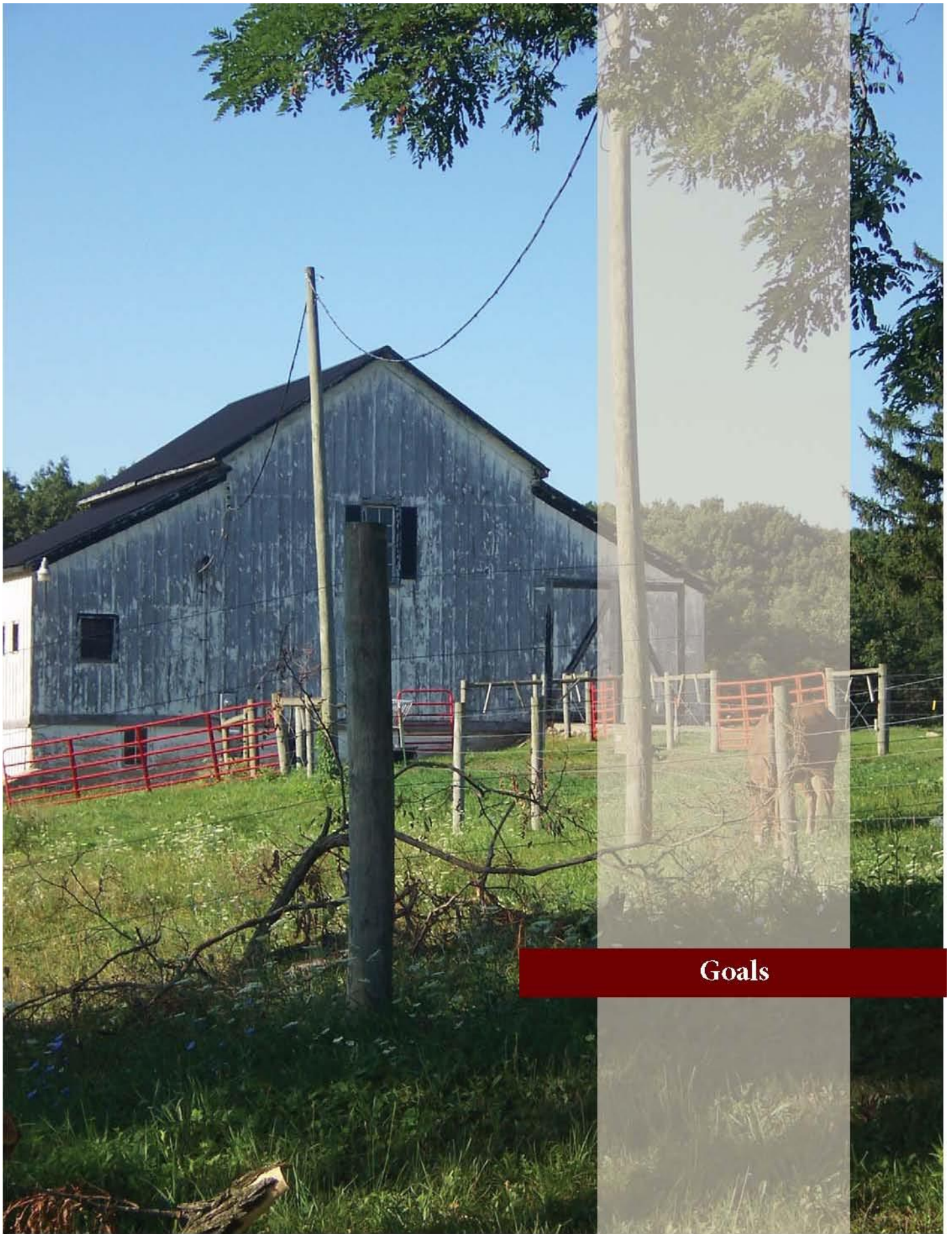
- |   |   |
|---|---|
|  AE AGRICULTURAL-ESTATE          |  O-1 GENERAL OFFICE            |
|  R-1A RURAL NON-FARM RESIDENTIAL |  C-1 LOCAL COMMERCIAL          |
|  R-1B SINGLE FAMILY RESIDENTIAL  |  C-2 PLANNED SHOPPING CENTER   |
|  R-1C SINGLE FAMILY RESIDENTIAL  |  C-3 GENERAL COMMERCIAL        |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

Base Map: Lapeer County Equalization



# SECTION





**Goals**





## Section 5. Goals

### General Goals

Maintain a rural, residential community which preserves the existing assets of the community including agriculture, environmental features, scenic roads and vistas, etc.

Ensure that growth within the Township occurs within the appropriate areas where existing and proposed infrastructure (roads, sewer, water, shopping, job opportunities, internet access, etc.) is available to accommodate such development.

- Maintain lower densities throughout much of the Township where natural features and farmland dominate the landscape.
- Work with local farmers to help provide an operating environment that is conducive to long term farming in those areas of the Township where such is appropriate.
- Attract new development to the Township by expanding the range of uses permitted along the M-24 and Imlay City Road corridors.
- Work with the Lapeer County Road Commission to limit the disturbance of natural features within the road right of way while still allowing necessary road projects and improvements.
- Within the Township's 108 agreement area, allow for market driven housing types while maintaining densities which are consistent with those planned for the area.



Continue to develop the Township's access to cultural and technological amenities providing a high quality of life for current township residents and making the Township an attractive place for future residents and business in a highly competitive new economy.

- Expand the extent of recreational opportunities to Township residents by developing parkland and trails within the Township.
- Encourage future residential developments within the Township to utilize open space zoning concepts in an effort to provide natural feature preservation and recreational opportunities within each new development.
- Work with the City of Lapeer, Lapeer County and surrounding townships in promoting the assets of the greater



LAPEER TOWNSHIP

Lapeer area to the larger region, including housing stock, shopping opportunities, jobs, the school system, etc.

- Ensure that the Township's large number of environmental assets are preserved and enhanced as the Township continues to develop.
- Work with landowners along Imlay City Road to enhance the aesthetics of those properties and therefore enhance their viability and desirability for new and expanded use.
- Recognize the continued evolution of home occupations and telecommuting from home and how those types of jobs fit into the overall residential landscape.
- Allow for flexibility within the Township Zoning regulations to allow new and developing businesses and markets to locate within the Township's existing nonresidential areas.



Work with the County in maintaining Township roadways in a safe and effective manner by ensuring a consistent graded regiment, paving where necessary and limiting speeds as appropriate.

- Continue to review the necessity, potential and desirability of paving the remaining gravel roadways as needed within the Township with the Lapeer County Road Commission as well as with residents of such roads.
- Review the potential of budgeting additional monies to be conveyed to the County for additional gravel, grading and dust treatments on Township roadways.
- Review with the County the posted speed limits along the Township's roadways, in particular those which are gravel and those which have unique attributes such as topographical changes or excessive curves.
- Ensure that reviews of land use proposals which may generate excessive traffic take into account the condition of the Township's roadways and require appropriate studies as necessary to ensure roadways can accommodate such traffic.



Develop roadways which accommodate multiple modes of transportation including automobiles, pedestrians, bikes and equestrian users while limiting impacts to the surrounding natural environment.

- Work with the Lapeer County Road Commission to develop a shared roadway standard which allows multiple users of the roadway or road right of way.
- Seek additional funding through State and Federal grants for improved multimodal transportation routes.
- Continue to study, in greater detail, the designated multimodal routes in the adopted recreation plan to determine where shared road concepts may be appropriate and where separated pathways may be more appropriate.

## SECTION



- Work with developments (through the zoning ordinance) which are proposed along designated multimodal routes to implement pathways and trails along the frontages of such developments.

Create a community which has access to multimedia such as broadband internet, cable television access, community websites, newsletters, etc., providing information about community functions, current events, etc.

- Continue to request and apply for additional funding opportunities to install high speed internet or broadband access throughout the Township.
- Continue to expand the information and the notifications available through the Township’s website.
- Work with other surrounding communities to provide additional information and media opportunities on a broader scale which may not be feasible for a single community.
- Work with existing Township business owners to help establish high speed internet to provide better service to customers.



Utilize the existing commercial and industrial shopping and job opportunities within the City of Lapeer as an asset to the Township while attracting complementary commercial and industrial development in the Township.

- Maintain ongoing meetings with City Officials, the Chamber, etc. to brainstorm ideas and information share about the current and future environment within the greater Lapeer area.

Maintain the current high-quality environmental features such as water quality within the Township and view them as assets to development rather than a detriment.

- Carefully review site plans presented to the Planning Commission for natural feature preservation.
- Develop Ordinance revisions to establish best management practices to maintain, enhance and ensure long term survival of preserved natural features while still allowing development.
- Continue to identify those areas of the Township which are environmentally sensitive. Continue to educate the public and residents about the practices that residents and home owners can do to help preserve and maintain environmental assets on private properties.
- Evaluate and establish a recycling program for the Township.



Continue and maintain a safe community for residents and businesses.

- Ensure that there is adequate funding for public safety.
- Establish a training workshop for a neighborhood watch groups to encourage public involvement.







**Land Use Plan**





## Section 6. Land Use Plan

### Introduction

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The proposed future land use map and locational criteria were prepared based on evaluation of public input, existing land use patterns, existing zoning, the recommendations of this plan and projected future land use needs. Based on that analysis the following future development pattern is suggested as represented in the Future Land Use Map. In considering the map it should be kept in mind that it reflects one of several combinations of land uses based on the plans locational criteria.

In using the plan for evaluation of future land use decisions, consideration should be given not only to the map, but to the description and locational criteria for the relevant land use classifications as well as the goals and policies of the plan.

### Future Land Use Classifications

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#### Agricultural Residential

The Agricultural Residential Future Land Use Classification is intended to preserve the rural agricultural environment by encouraging the continuation of existing agricultural uses, by helping to conserve lands suited for the pursuit of agricultural activities, and by discouraging the development of land uses which will generate demands for urban services. Uses allowed will include agricultural activities, single-family homes at a density of 1 unit per 5 acres and associated accessory uses. Uses permitted by right include cemeteries, public uses, religious institutions and open space communities.

It is the policy of the Township that public water and sewers will not be encouraged within this district until other lands identified for public water and sewers have been substantially developed and additional lands are identified only to the extent that the need for such land is demonstrated.

This corresponds with the AE Agricultural-Estate zoning district

#### Single Family Residential - Low

The Single Family Residential – Low Future Land Use Classification is intended to provide principally for one-family dwellings at a density of one unit per acre. The specific interest of these districts is to encourage the construction and continued use of single-family dwellings and to prohibit the use of the land which would substantially interfere with this objective, and to discourage any land use which, because of its character and size, would create requirements and costs for public services substantially in excess of those at the specified densities, and to discourage any land use which would generate excessive traffic on local streets. Other uses allowed will include associated accessory uses. Uses permitted by right include cemeteries, public uses, religious institutions and open space communities.

This land use classification is appropriate in areas not expected to be served by municipal sewer but located close to existing urban areas. It can serve as a buffer between the Agricultural Residential and other land use classifications.

This corresponds with the R-1A Rural Non-Farm Residential zoning district.

#### Single Family Residential Medium

The Single Family Residential – Medium Future Land Use Classification is intended to provide principally for one-family dwellings at a density of two units per acre. The specific interest of these districts is to encourage the

construction and continued use of single-family dwellings and to prohibit the use of the land which would substantially interfere with this objective, and to discourage any land use which would generate excessive traffic on local streets. Other uses allowed will include associated accessory uses. Uses permitted by right include cemeteries, public uses, religious institutions and open space communities.

The Single Family Residential – Medium Future Land Use Classification is located in areas served by municipal sewer or near such areas..

This corresponds with the R-1B Single Family Residential zoning district

### **Single Family Residential High**

The Single Family Residential – High Future Land Use Classification is intended to provide principally for one-family dwellings at a density of four units per acre. The specific interest of these districts is to encourage the construction and continued use of single-family dwellings and to prohibit the use of the land which would substantially interfere with this objective, and to discourage any land use which would generate excessive traffic on local streets. Other uses allowed will include associated accessory uses. Uses permitted by right include cemeteries, public uses, religious institutions and open space communities

The Single Family Residential – High Future Land Use Classification is located in areas served by municipal sewer. The intent of this section is to provide appropriate zoning for existing development and minimize future development at this density.

This corresponds with the R-1C Single Family Residential zoning district.

### **Manufactured Homes Community**

The Manufactured Homes Community Future Land Use Classification is intended to provide locations for developments authorized by the Manufactured Housing Commission.

The Manufactured Homes Community Future Land Use Classification is identified in one location on the south side of Imlay City Road. The property is the site of an existing mobile home park and includes vacant property available for significant expansion of the site. Therefore, the plans does not foresee the need for additional property to be classified as Manufactured Homes Community.

This corresponds with the RMH Mobile Home Park zoning district.

### **Multiple Family**

The Multiple Family Future Land Use Classification is designed to permit intensive residential use of land with various types of attached single-family houses, townhouses and garden apartments. Various sizes of residential accommodations, for ownership or rental, would thereby be provided to meet the needs of the different age and family groups in the community. It is the intent of the Township to require all development within this district to be served by a central sanitary sewage collection and disposal system and a public potable water system.

These areas should be located near major thoroughfares for good accessibility and between single-family residential areas and other non-residential uses. The Future Land Use Plan identifies property on the west side of Clark Road as Multiple Family.

This corresponds with the RM Multiple Family Residential zoning district.

### **Planned Unit Development**

The intent of the Planned Unit Development Future Land Use Classification is to permit mixed use developments which may contain a combination of planned residential, commercial and office uses. Such a development may contain a variety of different housing types when undertaken on the basis of an approved overall development plan for the entire area. sites must be a minimum of 100 acres and only with the written authorization of all property owners.

This corresponds with the PUD Planned Unit Development zoning district.

### **Office**

The Office Future Land Use Classification is established to accommodate office uses, office sales uses and basic personal services, particularly larger planned office complexes and office centers.

The classification is appropriate as part of a mixed-use development or as a buffer between commercial and industrial uses and single family or rural residential uses.

This corresponds with the O-1 General Office zoning district.

### **Local Commercial**

The Local Commercial Future Land Use Classification is intended to provide land for retail business and service uses which are needed to serve the nearby residential areas.

The intent of this classification is also to encourage the concentration of local business areas to the mutual advantage of both the consumers and merchants and thereby to promote the best use of land at certain strategic locations and to avoid the continuance of marginal strip business development along heavily traveled roads. These areas should be located near major thoroughfares for good accessibility.

This corresponds with the C-1 Local Commercial zoning district.

### **Planned Shopping Center**

The Planned Shopping Center Future Land Use Classification is intended to provide for the development of Planned Shopping Centers designed to provide a range of retail goods and services on one site, with adequate provision for off-street parking.

It is intended that such areas will be located at the intersection of paved major thoroughfares, with sewer available and accessible from various areas of this community. Currently the demand for additional sites for shopping centers is not expected to be significant given the availability of sites in the City of Lapeer, but over the 20-year planning horizon there may be a need.

This corresponds with the C-2 Planned Shopping Center zoning district.

### **General Commercial**

The General Commercial Future Land Use Classification is intended to permit a wider range of business and entertainment activities than permitted in the Local Commercial classification serving a regional market These uses would generate larger volumes of vehicular traffic, would need more off-street parking and loading, and would require



more planning to integrate such a district with adjacent residential areas. Uses would include business that are auto oriented and those that require large areas for outdoor sales and display.

Such areas are appropriate near existing shopping concentrations including those in the City of Lapeer, along major highways, and desired future centers which are needed to serve adequately the future population of the Township. Currently the demand for sites for clusters of general shopping facilities is not expected to be significant given the availability of sites in the City of Lapeer, but over the 20-year planning horizon there may be a need.

This corresponds with the C-3 General Commercial zoning district.

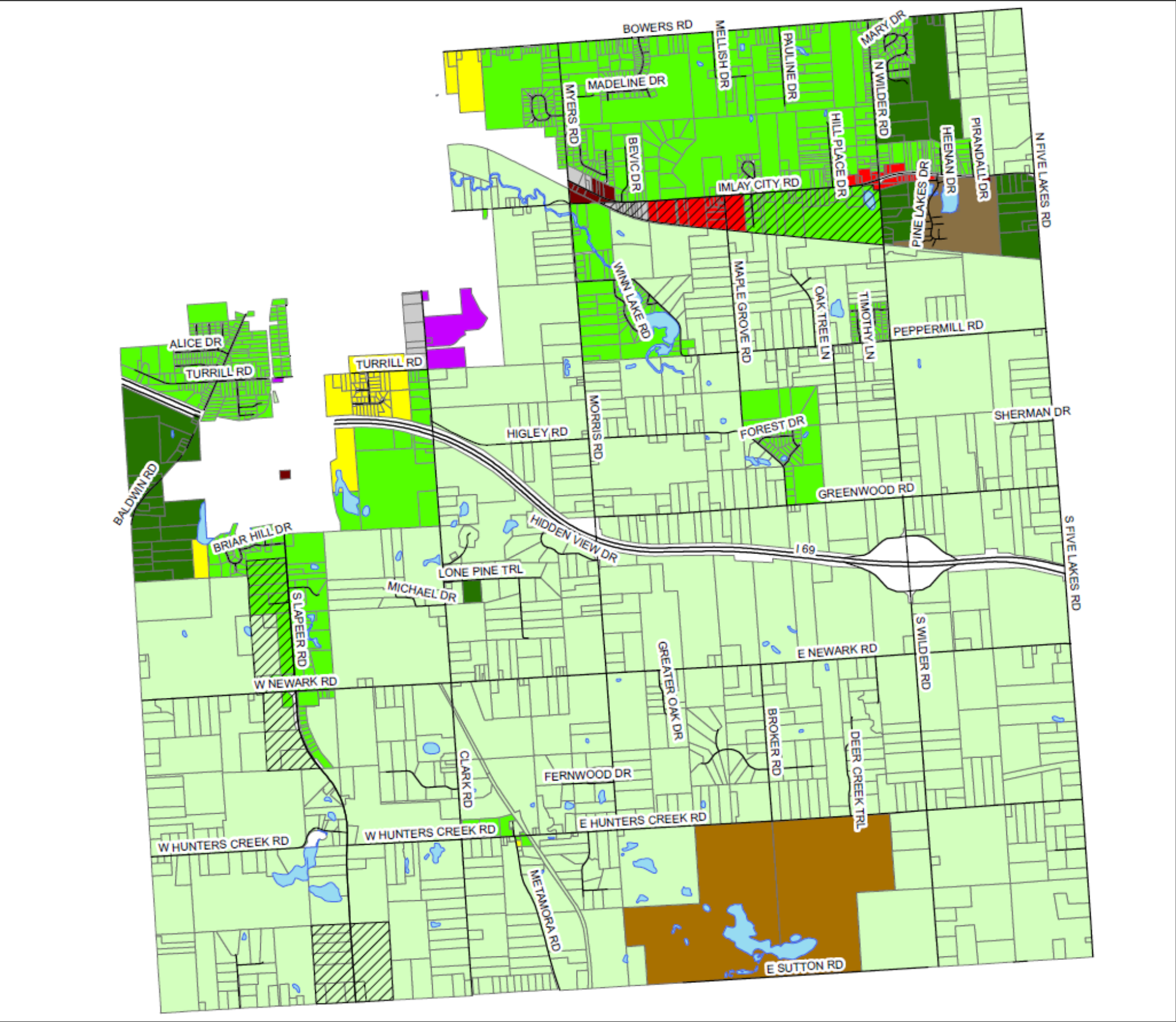
### **Light Industrial**

The Light Industrial Future Land Use Classification is designed to primarily accommodate wholesale activities, warehouses and industrial operations conducted wholly within a building and whose external, physical effects are restricted to the area with no detrimental impacts on the surrounding areas.

The locational criteria for this classification includes sites adjacent or near the City of Lapeer boundary and on a primary road or highway.

This corresponds with the M-1 Light Industrial zoning district.

# Lapeer Township Planning Areas



### Legend

- Roads
- Water Courses
- Bodies of Water

### Future Land Use Designations

- Agricultural Residential
- Single Family Residential Low
- Single Family Residential medium
- Single Family Residential High
- Manufactured Homes Community
- Multiple Family
- Office
- Local Commercial
- Planned Shopping Center
- General Commercial
- Light Industrial
- Planned Unit Development
- Overlay Area

Source: Lapeer Township

Date: 6/1/2020

**ROWE PROFESSIONAL SERVICES COMPANY**  
540 S. Saginaw Street, Suite 200  
Flint, MI 48502

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## 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.

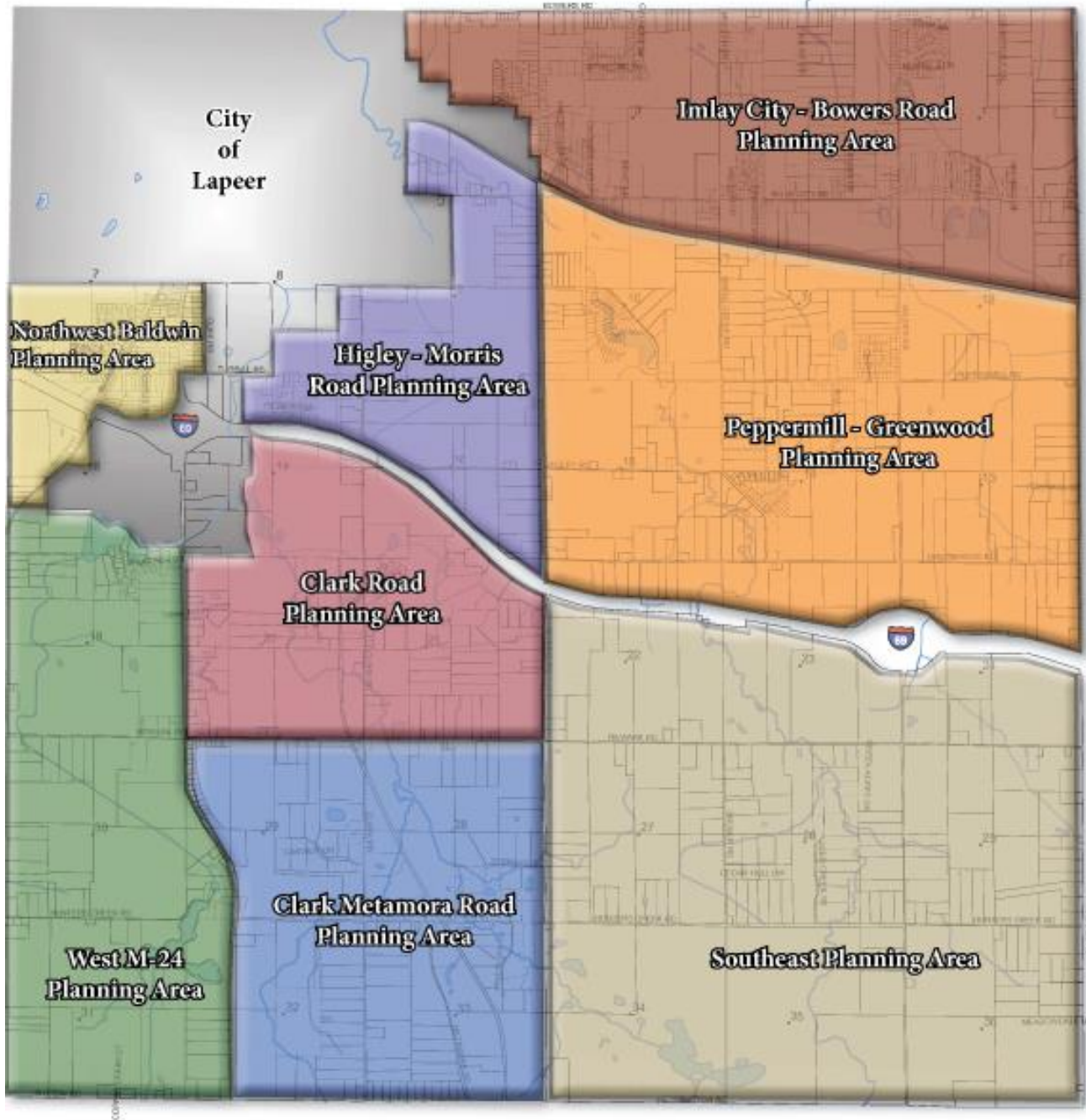
### Imlay City - Bowers Road Planning Area

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





# Planning Areas



**Lapeer Township**

**Lapeer County**

Map Prepared By:  
Lapeer Township Planning Commission

**Legend**



### **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 under 500 vehicles per day (VPD), while Newark Road carries approximately 2,190 – 3,465 vehicles per day (VPD). The north - south arterials carry limited traffic as well. Broker and Wilder Road carries less than 500 VPD, (that portion north of Newark carries substantially more at 2,450 VPD).

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.

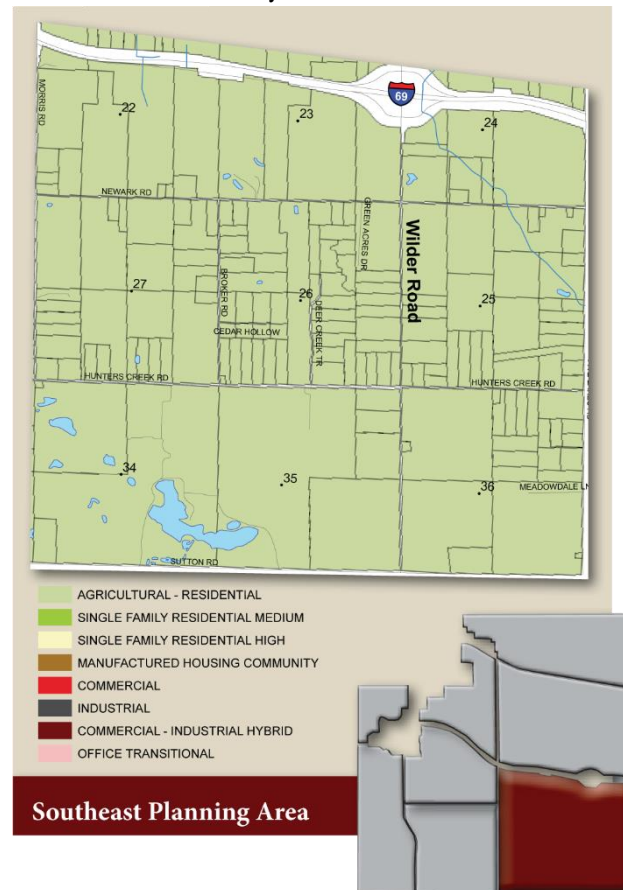
Section 36, contains a large number of farmed parcels which likely related to the limited number of natural features noted within that section.

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 with dining and conference facilities.

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.

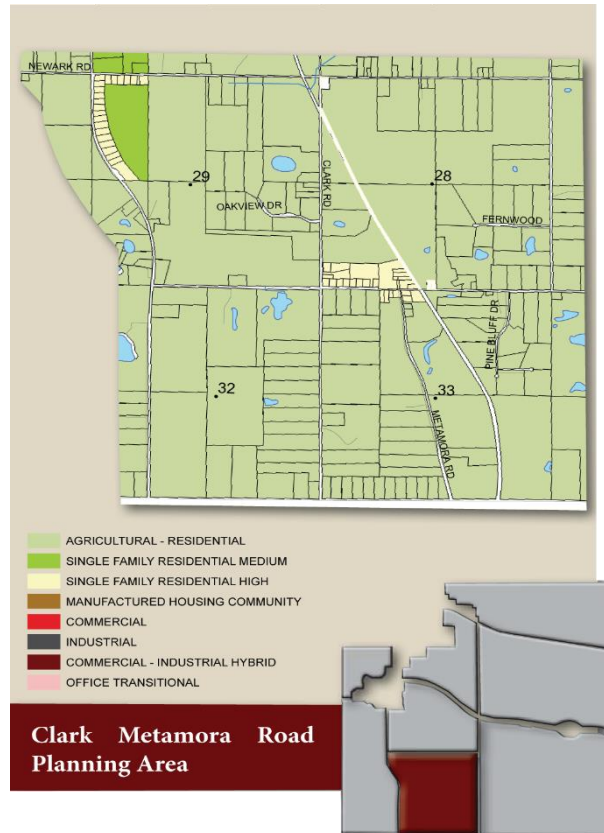
This planning area does contain a number of mapped potential natural feature assets. This area of the Township still contains a large amount of wooded area which exist in all four (4) sections of this planning area. The planning area does not contain nearly as many potential wetland areas as woodland 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 Medium (SFR Medium) master plan designation. This would be consistent with the Township's R-1B zoning classification.

In addition, that area along M-24, south of Newark Road has been planned for the Single Family Residential Medium 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.





### 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 2018 County traffic counts, M-24 carries approximately 18,000 vehicles per day, while Baldwin Road carries 2,790 and 3,440. Newark Road and Hunters Creek carry significantly less traffic at 745 and 125 vehicles per day respectively.

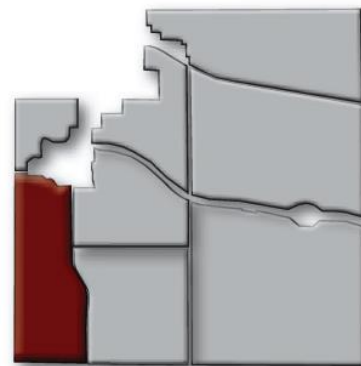
All three sections of this planning area contain a number of natural feature assets. Many of these identified natural features are associated with the water bodies as well as the existing woodlots found in these sections. To date, the natural features located in these sections have been preserved through 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, although the proposed M-24 overlay ½ mile south of Newark Road.

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) Low 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) Medium. This designation supports the densities calculated (Township's R-1B 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.

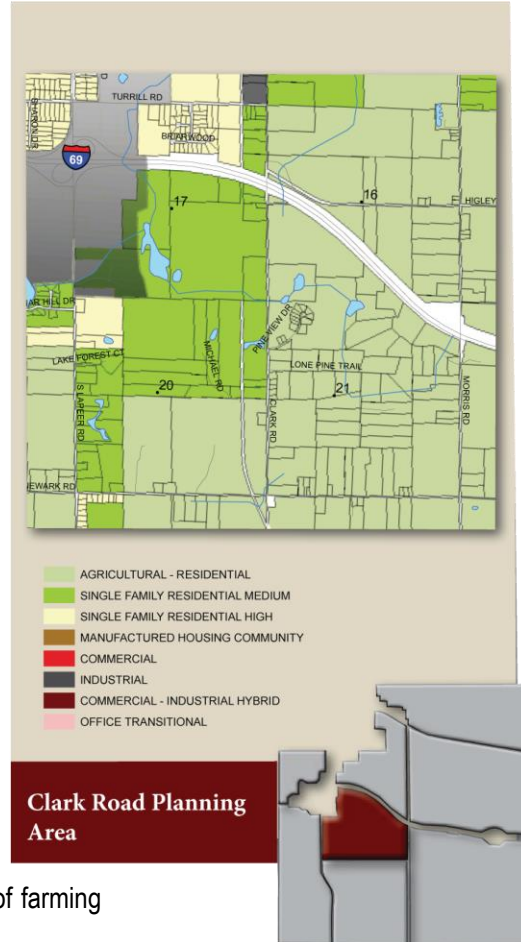
Roadways servicing this planning area carry between 955 and 20,020 vehicles per day. This planning area does not have direct access to I-69. Morris Road carries the lightest volume for the area with approximately 1,745 vehicles, Clark Road daily traffic ranges between 2,040 and 5,807, while Newark Road ranges from 2,090 and 2,355 vehicles. M-24, the western boundary of the planning area carries the heaviest traffic with 20,020 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, 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) except for a small area of Single Family Residential Low 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-1B 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 Single Family Residential Medium as a transition from the higher densities of the City and the interlocal agreement area, to the lower density Agricultural Residential 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.

Special assessment districts were approved for road construction and improvement for a period of fifteen (15) years in both:

1. Huntford Estate; Alice Drive, Vivian Drive, Gwen Drive and Don Wayne Drive.
2. Pleasant Estates; Sharon Drive.

Baldwin Road carries a daily vehicle load of 3,450 and 6,975 vehicles per day, while M-24 in this area carries over 20,020 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 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.

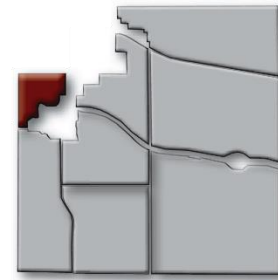
This entire planning area is eligible for sanitary sewer service from the City of Lapeer without annexation as a part of the 2006 interlocal agreement with the City. Each existing lot was counted as one tap and then build out analyses were conducted for larger, developable properties utilizing the Township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

The Master Plan designates this area for Single Family Residential Medium, which is equivalent to the Township's R-1B Zoning District, with the some of the property classified as Single Family Residential Low, which is equivalent to the R-1A 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.

### 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 955 vehicles as of 2018 County traffic counts, while Morris Road carries a total number of vehicles between 1,060 and 4,150 vehicles. Clark Road carries the most traffic in this planning area, carrying a total of approximately 3,400 to 5,800 vehicles per day. All the roads that service this area of the Township are paved.





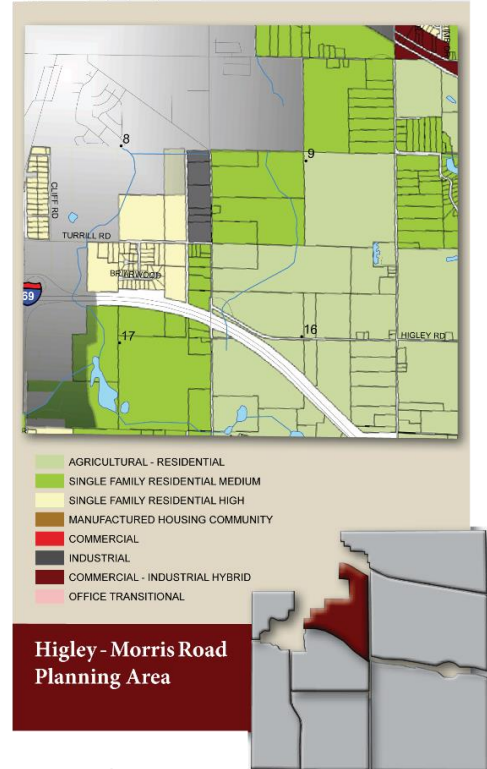
This planning area contains a very limited number of wetlands as compared to the remainder of the Township. The main wetland areas are located at the extreme northern and southern ends of the planning area. The large wetland located at the southern end of the planning area is approximate to the Township 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 quarter 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 southeast and northeast quarter sections of Section 9 are planned for single family residential medium, The area in section 4 which is south of Imlay City Road is planned for (SFR) Medium. This designation recognizes the existing development pattern and lots sizes of each area. The land within the township that is located in southwest quarter section of Section 9 is designated Multiple Family, which corresponds with the RM zoning district



## 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 2,725 and 4,465 vehicles per day. Morris Road carries between 1,060 and 3,265 vehicles per day and the remainder of the roads carry 1,000 vehicles per day or less. 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.

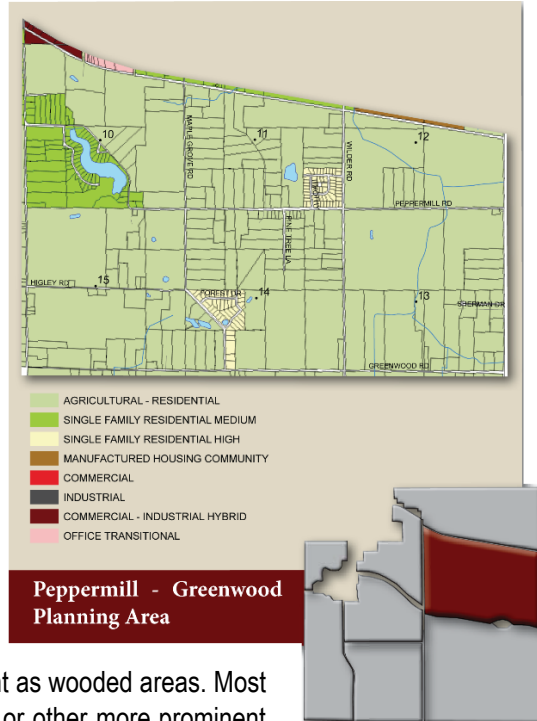
This planning area does contain some farmland, mostly within the eastern section of the planning area, along Wilder Road.

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 Medium, consistent with the Township's R-1B 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 Medium. 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. A fifteen (15) year special assessment district was approved for construction, improvement, and maintenance to "Forest Drive," "Sugarbrush Drive," and "Blooming Fields Drive," in September of 2014.



### **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 (Five Lakes Road) to the east, the Township's northern boundary (Bowers Road) to the north and essentially the City boundaries to the west.

A fifteen (15) year special assessment district was approved for construction and improvement in the Tanglewood subdivision in 2019.

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

Imlay City Road carries between 5,985 and 9,275 vehicles per day, while Myers Road carries slightly over 5,300 vehicles per day. Wilder Road, north of Imlay City Road carries approximately 2,860 vehicles per day while traffic on Bowers Road ranges from 3,950 to 6,730 vehicles per day. Five Lakes Road is the least traveled road in this planning area carrying only 425- 515 vehicles per day.

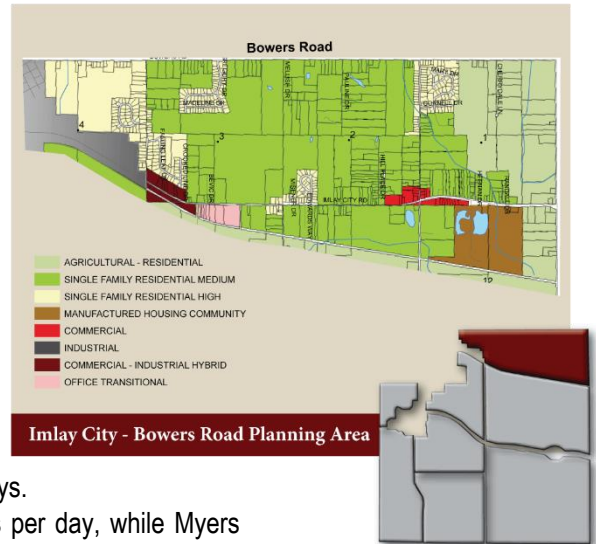
Several substantial wetlands are located within the planning area in addition to a number of woodlands. Most of these natural features are located near the center of Sections 1, 2 and 3, along the south side of the half section line. Most of these features do not have good connectivity to one another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

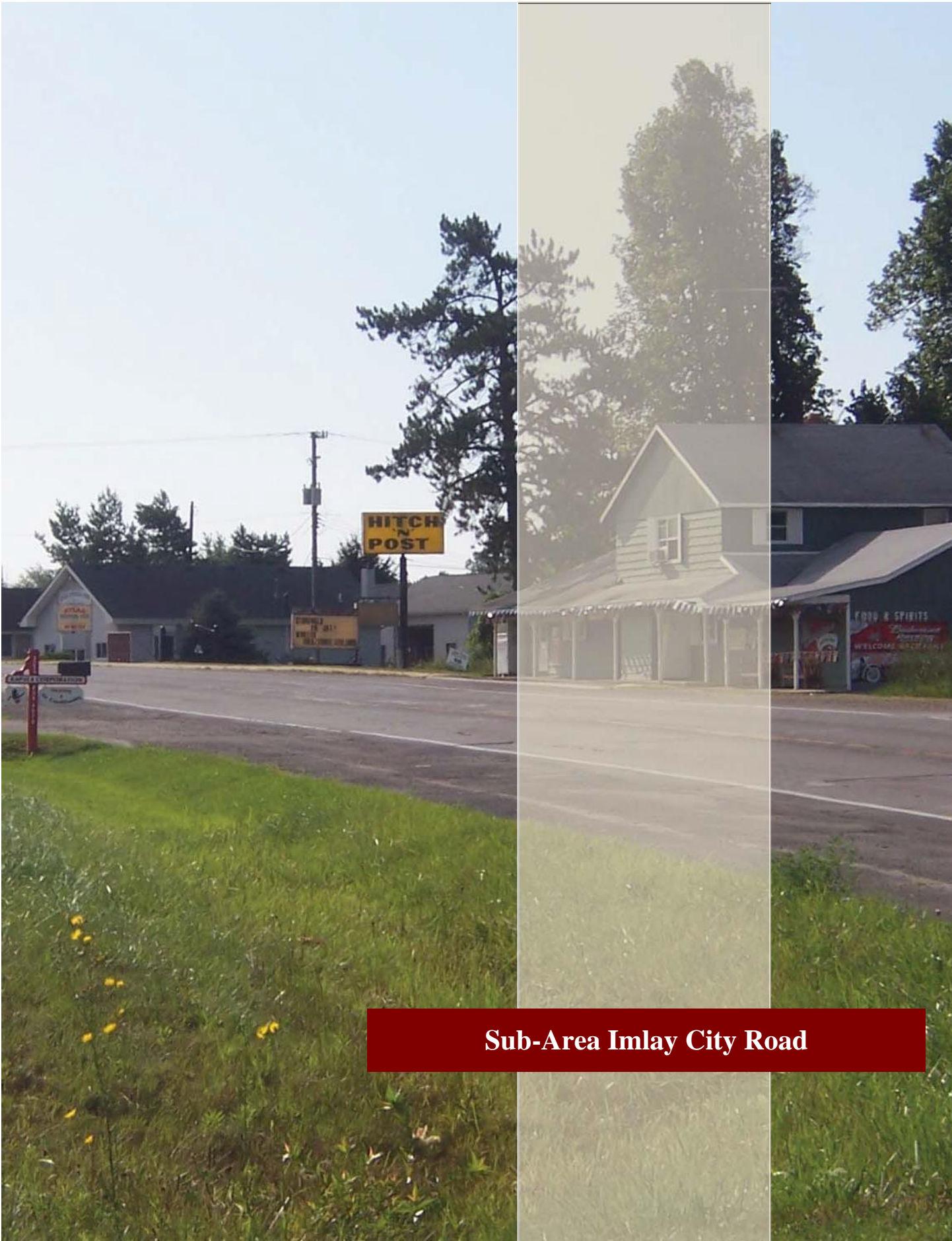
This area of the Township has traditionally been planned as one of the highest density areas of the Township. This area was previously planned for single family moderate and single-family low densities, but is now planned for Single Family Residential Medium, consistent with half (1/2) acre lots. The 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.









**Sub-Area Imlay City Road**



## Section 7. Sub-Area Imlay City Road

### Existing Conditions

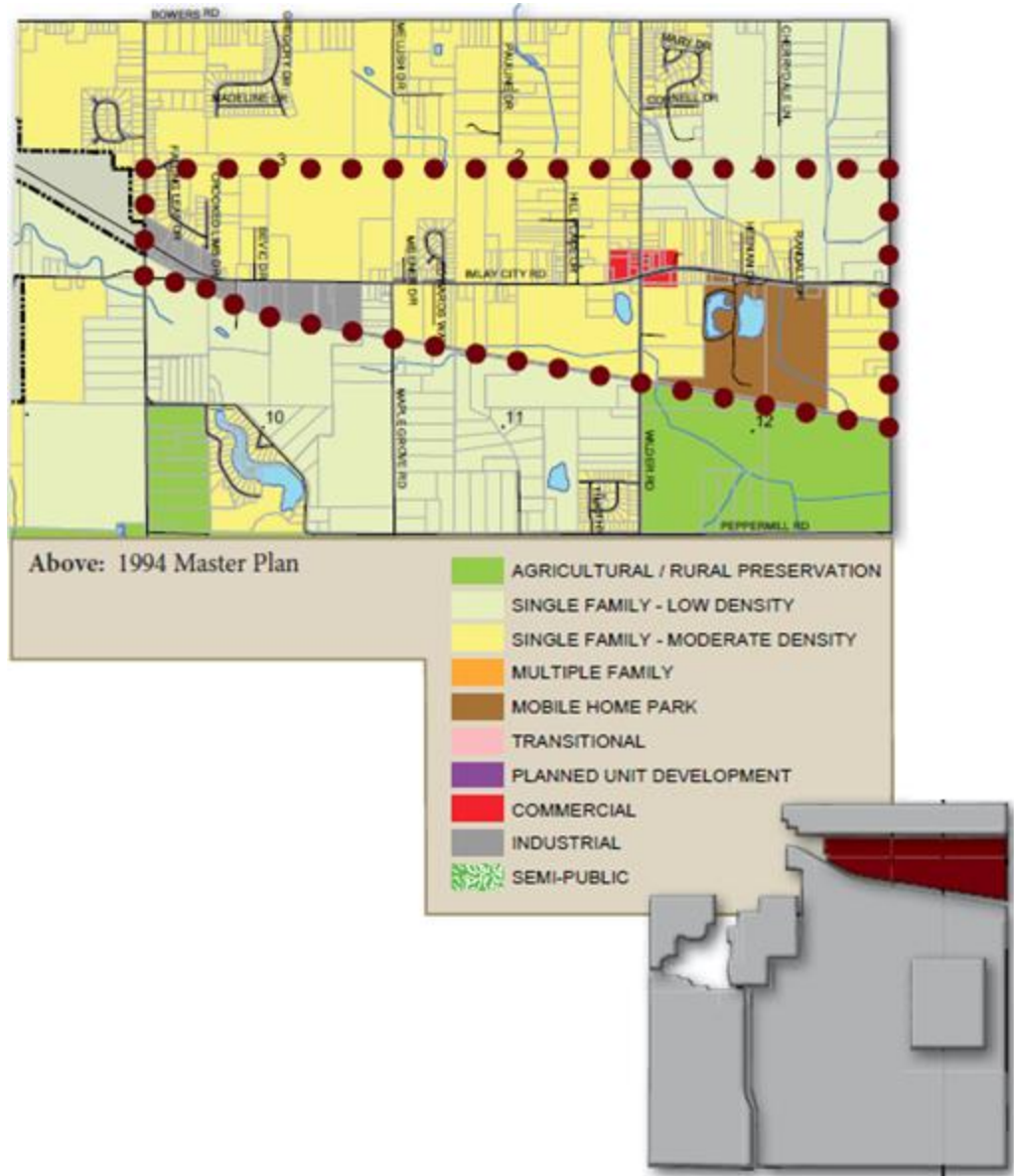
#### Master Plan

The 2011 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-1A 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-1B 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.







### Existing Land Use Pattern

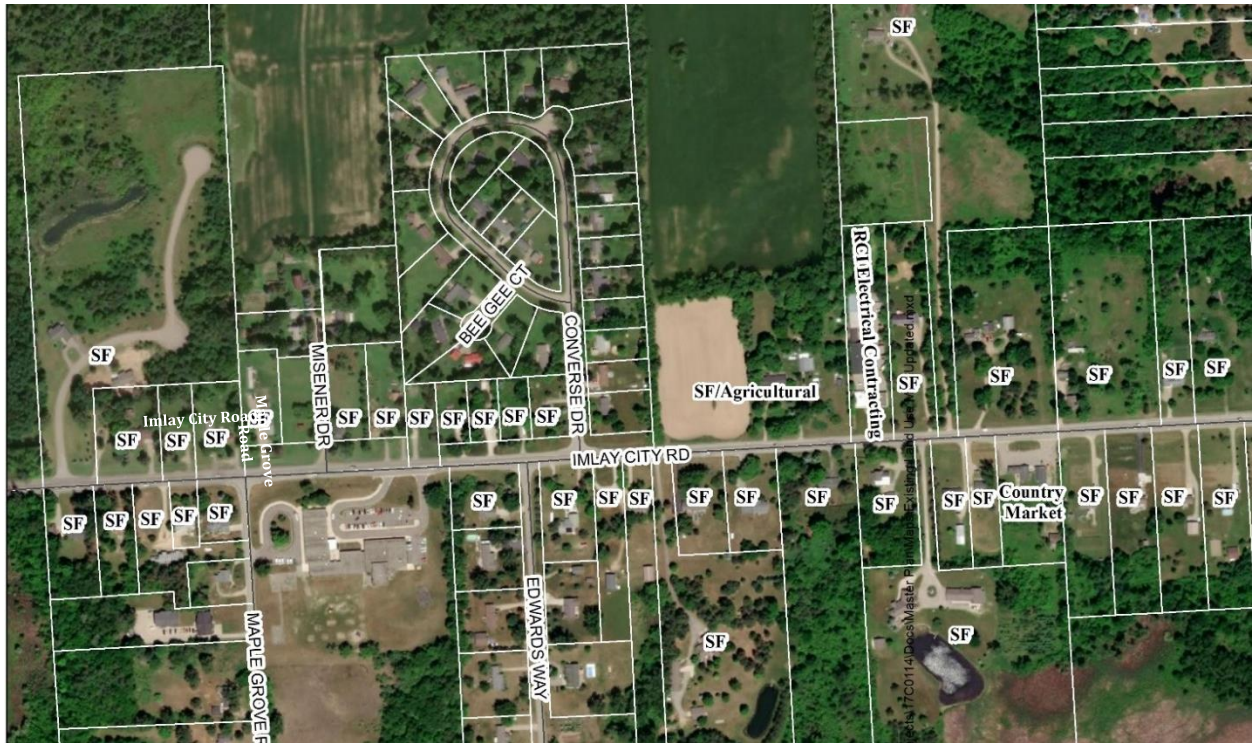
The Imlay City Road corridor's existing land use pattern is very diverse, containing an array of existing land uses as shown on the aerial photography. Uses range from construction contractor yards, automobile service facilities, Maple Grove Campus, to large lot single family as well as manufactured 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.

## SECTION



Wilder Road as a Regional Road – With the improvement of Wilder Road to a Class A road between I-69 and Imlay City Road, the amount of vehicular and truck traffic which can be accommodated on a year round basis has increased making Wilder Road more important to the region.

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.





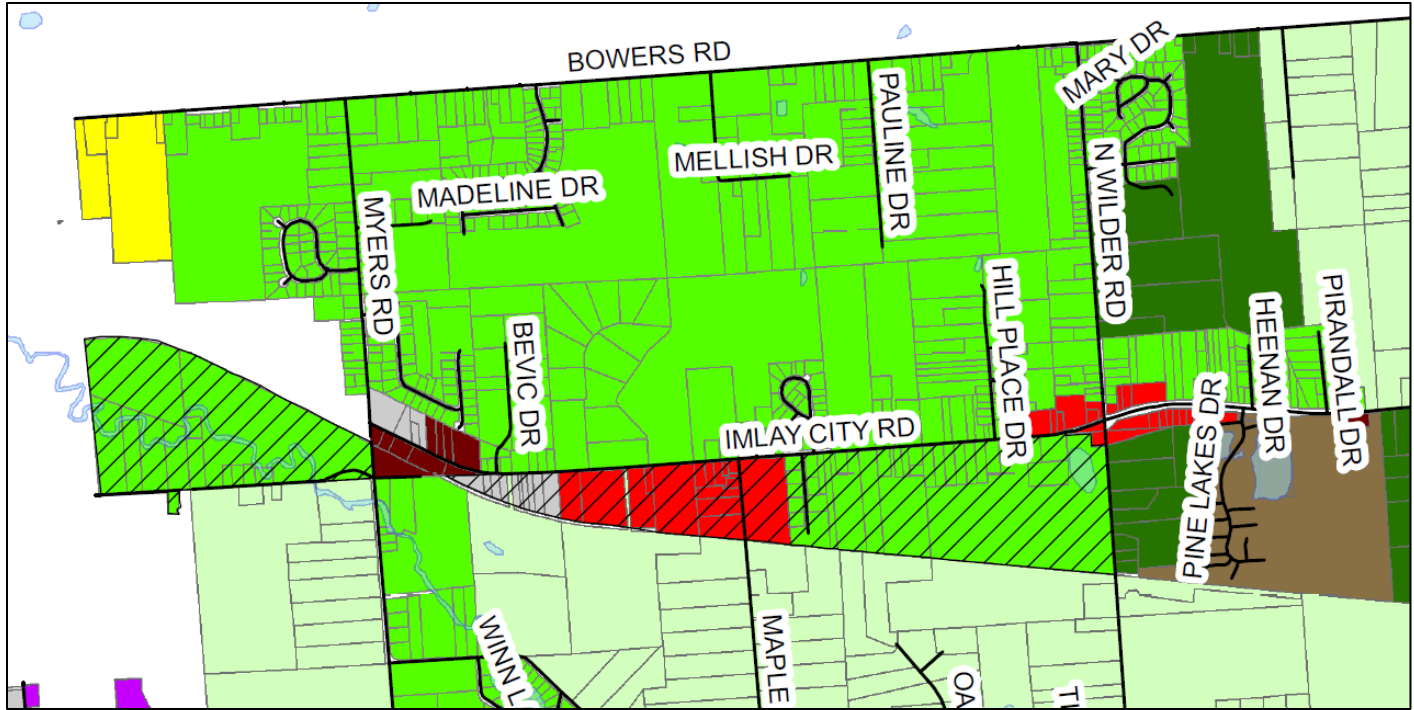
## Future Land Use

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 supplemented with a mixed use overlay designation, allowing a mixture of the four different use groups and recognizing the existing development and use pattern of the area. The overlay designation would allow for all uses permitted in the R-1B, C-1, O-1 and M-1 districts by special land use unless the use is otherwise allowed by right in the underlying zoning district. A comprehensive rezoning of the area to add 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 Wilder Road. On the north side of the road, the designation is much more limited.

# SECTION



### Future Land Use Designations

- Agricultural Residential
- Single Family Residential Low
- Single Family Residential medium
- Single Family Residential High
- Manufactured Homes Community
- Multiple Family
- Office
- Local Commercial
- Planned Shopping Center
- General Commercial
- Light Industrial
- Overlay Area

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 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 Shadyside to the northwest of the intersection.

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.

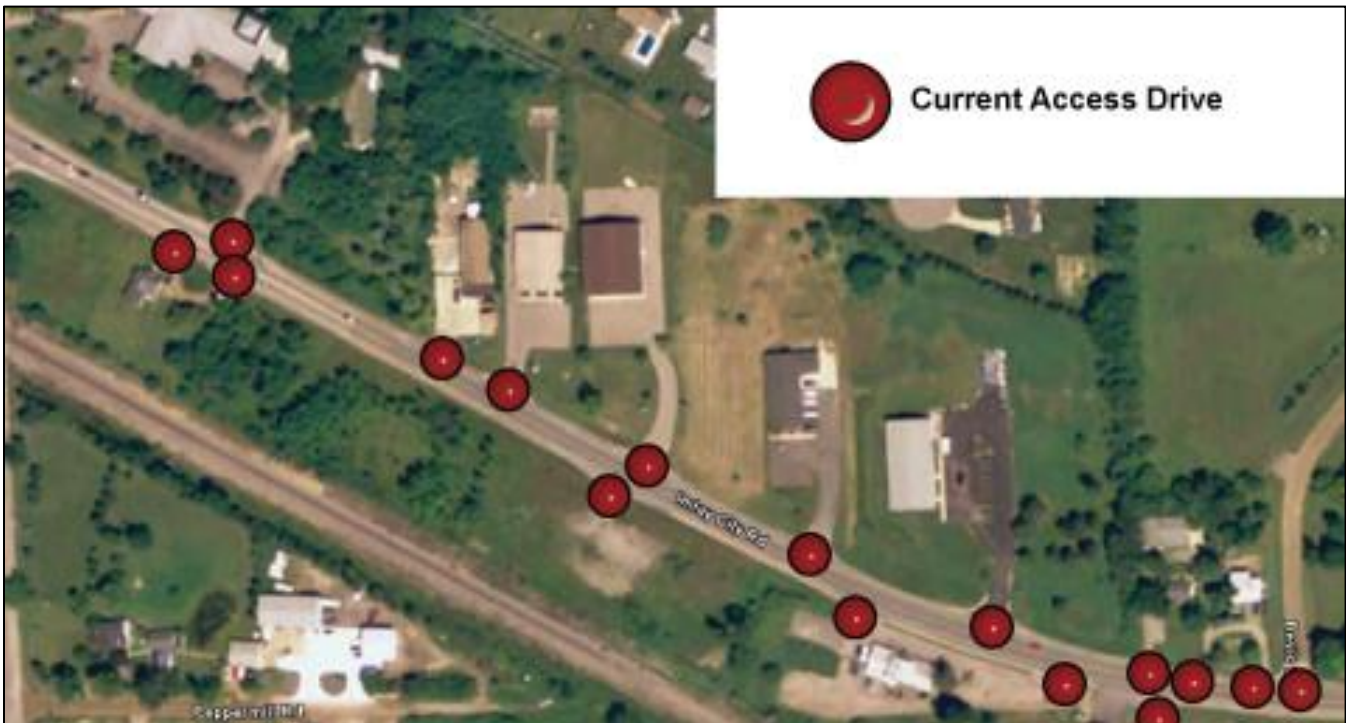


The southeast corner of the intersection will likely be difficult to develop, especially right at the intersection due to the presence of potential wetland areas. If found to be regulated wetlands, the Plan supports the preservation of this area, while the remaining corners are redeveloped to provide 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.

## SECTION

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.**







**Sub-Area M-24**



## Section 8. Sub-Area M-24

### Existing Conditions

#### 1994 Master Plan

The 1994 Master Plan for the Township, called for the M-24 Corridor to be planned largely for Agricultural / Rural Preservation as well as Single Family – Low Density. One small area was planned for Single Family - Moderate Density in the Briar Hill Road area.

Those areas on the west side of M-24, between Hunters Creek Road and Briar Hill were planned for Agricultural / Rural Preservation, while south of Hunters Creek was planned for Single Family - Low Density.

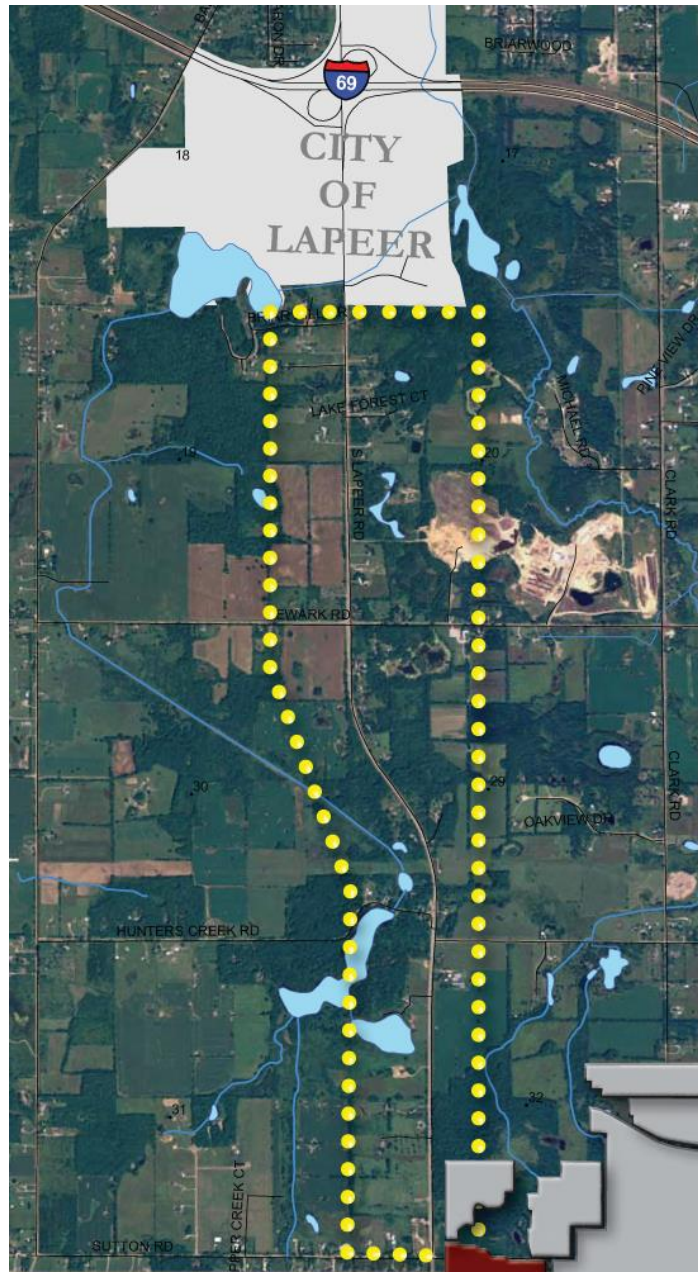
Along the east side of M-24, the predominate planned land use was Single Family - Low Density, with the exception of that area just north and just south of Hunters Creek Road.

The planned densities for the Agricultural / Rural Preservation designation was approximately 0.2 dwelling units per acre. While the planned densities within the Single Family - Low Density designation was approximately one unit per acre.

#### Existing Zoning

North of Newark Road the zoning of both sides of M-24 is R-1B, Single Family Residential which allows for single family lot sizes of 24,000 square feet. Those properties not immediately along M-24 are zoned AE Agricultural Estate which require lots to be a minimum of five (5) acres.

South of Newark Road, along the west side of M-24, the properties are zoned AE Agricultural Estate. This is also predominately the case for those properties along the east side of the road as well. The exception being those existing smaller properties immediately along the M-24 road frontage.



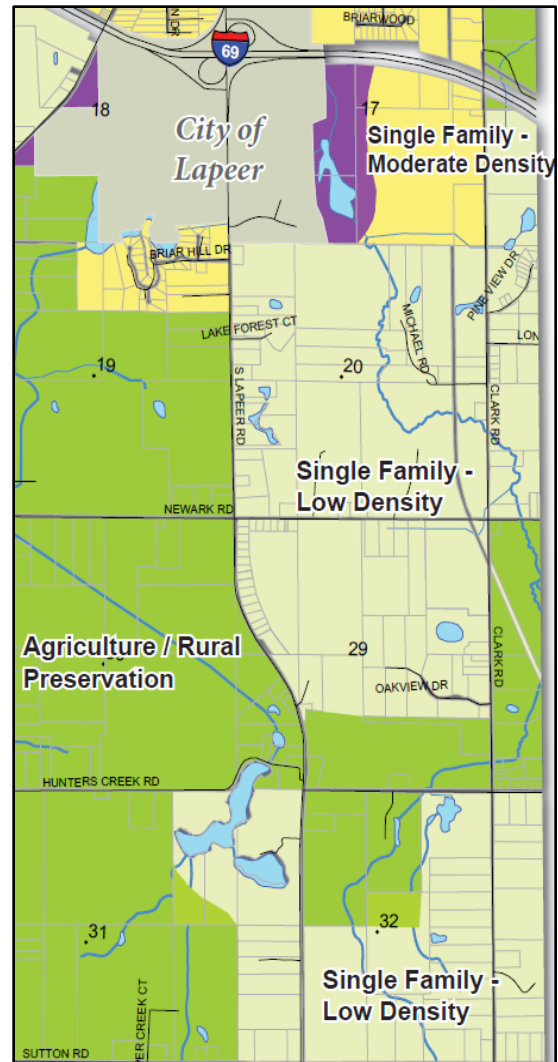
**Above:** Aerial Photo of M-24 Corridor



**Future Land Use Map**



**1994 Master Plan**



**Legend**

- Roads
- Water Courses
- Bodies of Water
- Planning Area
- Future Land Use Designations**
- Agricultural Residential
- Single Family Residential Low
- Single Family Residential medium
- Single Family Residential High
- Manufactured Homes Community
- Multiple Family
- Office
- Local Commercial
- Planned Shopping Center
- General Commercial
- Light Industrial
- Overlay Area

**Corridor Plan**

The Township’s Corridor Plan adopted in 1998 (not to be confused with the Corridor Access Plan adopted in 2004) for those areas along M-24 further solidified the stance that the M-24 corridor should remain rural residential in nature with commercial land uses only be provided right at the intersection of M-24 and I-69. From just south of Briar Hill all the way to the Township’s southern boundary, the Corridor Plan designated the properties for Agricultural / Rural Residential.

**Existing Land Use Patterns**

The existing land use pattern for the area is predominately vacant and/or open farmland with large lot residential. Some smaller lot residential is located in the Newark Road area, similar to the zoning pattern shown on the Township’s Zoning Map. The GFL composting site is located on the east side of M-24 on the north side of Newark Road. GFL is currently in the process of requesting permission for an expanded composting operation at the site.

**SECTION**



*Growth from the South* - The communities to the south including Oxford, Orion and Metamora Townships have planned for large amounts of nonresidential and higher density residential land uses along their extents of M-24.

*Existing and Future Traffic* - Currently M-24 carries approximately 20,020 vehicles on a daily basis (LCRC) and as development occurs in the future in Lapeer Township, the City of Lapeer as well as other surrounding communities, the argument that nonresidential land use is the only use that can occur along the road will continue to grow.

*Expectations of Commercial* - Due to the presence of so much nonresidential development on other segments of M-24 in other communities to the south and the north, the common expectation for M-24 in Lapeer Township is for nonresidential and commercial land use.

*Need for Commercial Land Use* - The Township had previously planned the intersection of I-69 and M-24 for commercial purposes, along with that area between the interchange and the southern boundary of the City. However, a large portion of that area, including all of the interchange has been annexed into the City. Consequently, the M-24 Corridor is an area where commercial use is suited.

*Road Improvements* - Since the adoption of the last Township wide master plan, the State of Michigan has invested substantial monies into the improvement of M-24. M-24 now is a four-lane boulevard from the Township's southern boundary to the I-69 interchange. Plans for the expansion of the road in the Township's south of Lapeer are also foreseen as monies become available.

### **Mixed Use Overlay**

As an alternative to development at the nodes the Planning Commission evaluated the potential for a mixed-use pattern similar to that envisioned along portions of Imlay City Road. This would consist of a mix of commercial, office, and medium residential along the west side of M-24 from Briar Hill south to a point ½ mile south of W. Newark Road, and on both sides of M-24 from the south side of Hall Lake to W Sutton Rd. The mixed use overlay designation would allow for all uses permitted in the R-1B, C-1, O-1 and M-1 districts by special land use unless the use is otherwise allowed by right in the underlying zoning district. A comprehensive rezoning of the area to add the new designation may be appropriate to provide consistency of uses which are consistent with uses suggested by the Plan. Design standards should be implemented in this overlay zone to ensure quality development. Landscaping requirements should be introduced that will enhance the visual appearance of the M-24 corridor as well as to serve as a buffer that provides screening and noise mitigation. Large parking lots should be avoided, and landscaping should be used to improve the appearance of the parking lot. New development should be made of high-quality building materials such as brick or split-faced block and the design of the buildings should be architecturally harmonious with adjacent buildings. Building designs should include vertical and horizontal breaks, varied rooflines, archways and other architectural features that will make the corridor more appealing. The goal of these design standards is to promote durable high-quality buildings, mitigate nuisances, and encourage the growth of an attractive multiuse neighborhood.

### **Need for Commercial Rezonings**

The Master Plan recognizes the potential long term need for commercial land use along the M-24 corridor, it is envisioned that these rezonings would not occur until such a rezoning is warranted by need, traffic flow, or other similar reason. The Master Plan strongly supports only those rezonings which are timely and justified, thereby reducing the impact of spot zoning caused by a premature rezoning.

## Residential Land Use

For those interior stretches of M-24 between cross roads, the Master Plan still suggests that residential land use is appropriate. This matches the existing land use pattern along much of the corridor as well as the traditional master plan and corridor plan designations as well as zoning patterns.

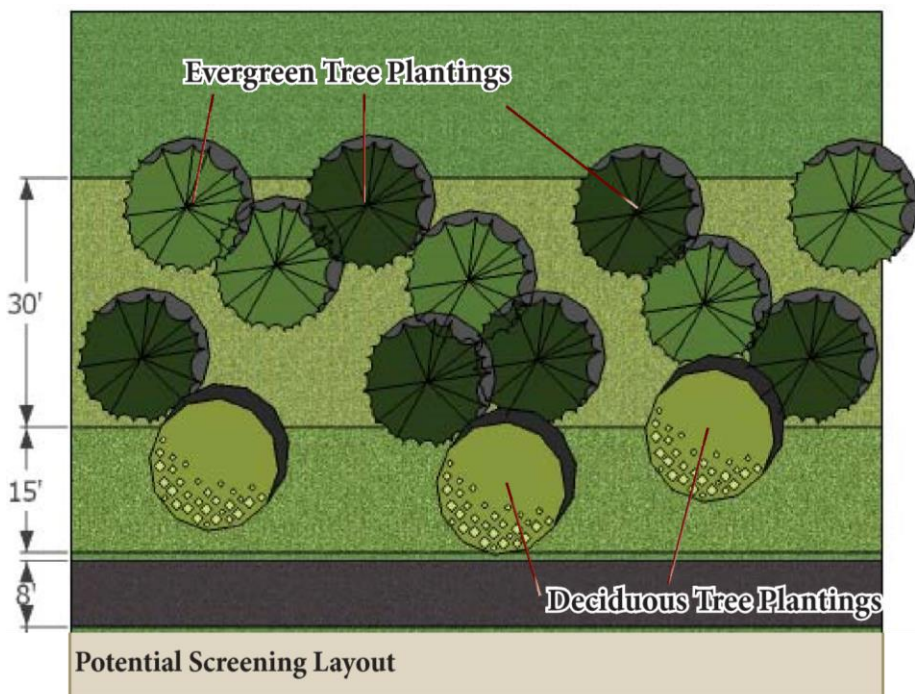
Densities consistent with the Township's AE Agricultural Estates District as well as the Townships R-1B Residential Districts is appropriate. In those areas planned for five acre lot densities, open space subdivisions are expected to pull the residences away from the M-24 right of way. In those areas planned for the higher densities consistent with the R-1B zoning district, open space planning will likely not be an option with conventional wells and septic tanks. Therefore, in these areas substantial screening will be necessary.

## Residential Land Use Screening

One of the issues facing the development of residential along M-24 is the noise and general impact of a large number of vehicles traveling along the roadway. Several planning techniques can be utilized to help mitigate out those potential impacts. The first is to utilize open space planning which will allow the residential lots to be pulled away from the right of way of M-24 and buffer the area between the residences and the right of way with planned open space.

The other tool would be to develop extensive planting requirements within a greenbelt within the Zoning Ordinance for the Township. These standards would be triggered anytime a development occurred which required Planning Commission approval. The greenbelt would be planted in the open space area if the Township's Open Space ordinance was utilized or simply within a landscape easement if a traditional residential subdivision, site condominium, or simple split development was being sought.

It is envisioned that while screening and buffering the impact from M-24 is the main objective of the plantings, the trees being planted will be done so in a natural manner, creating a natural image along the entire roadway and enhancing the M-24 corridor which is one of the Township's most prominent gateways.



## Optional Office Overlay

Traditionally, the Township has allowed for professional offices in the higher density single family residential districts as a special land use. This option is not available in the AE District with the exception of home occupations or the office of a veterinarian. Other professional offices are not permitted. The Master Plan suggests that professional offices be considered within the AE District along the M-24 corridor. Much like the higher density single family districts, it should be included as a special land use approval, allowing the Township the discretion to either approve or deny the request as appropriate.

# SECTION

In either district, the concept would be to review the potential for small, low impact office type uses that either utilizes the existing residential structure or construct a small office building for such use. A large nonresidential offices building, with expansive parking, etc. are not envisioned as a part of the special land use option as such would be contrary to the underlying residential zoning district and would not provide a smooth transition between parcels.

### **Home Internet Business**

As high-speed internet becomes more available in the Lapeer area and more specifically the Township, the potential for home based internet businesses become more viable and therefore much more likely. The Township recognizes this trend and provided that such business is conducted much like a traditional home occupation, has no issue with the introduction of these types of businesses to the Township.

With these types of businesses being located in the everyday homes of the Township's residential neighborhoods, it is not anticipated that surrounding residences will be impacted by changes such as; building additions specifically for the operation of such business, increased traffic from appointments or customers to the site, and that no employees will be utilized in the operation of such a business.

### **Impact on the Environment**

Throughout Lapeer Township, numerous wetlands, changes in topography, among other environmental constraints, impact the viability of land for future development. The areas along M-24 are no different. Particularly, the intersections chosen for commercial land use may be impacted by such environmental constraints. The Master Plan recognizes this potential.

However, the general underlying principles for the location of commercial development remain unchanged. If a particular environmentally impacted property falls within a designated potential commercial area, the area that may be undevelopable due to wetlands shall remain undeveloped, and the remainder of the designated five (5) acres which is not impacted may be developed.

The use of the previously described open space concepts for residential development is an ideal tool for preserving wetland areas within residential developments. For nonresidential development, the preservation of wetland areas is not always as easy without the use of a wetlands ordinance. The Township does not currently have a wetlands ordinance and therefore relies on the State for wetland protection. Once areas have been defined and regulated, the design of nonresidential centers should reflect preservation of such areas through appropriate greenbelt/buffer areas, minimal grade or elevation changes proximate to the wetland and the like. These areas should be preserved to the greatest extent possible to not only protect ground and surface water quality and wildlife habitat but to also preserve the natural character of the Township.

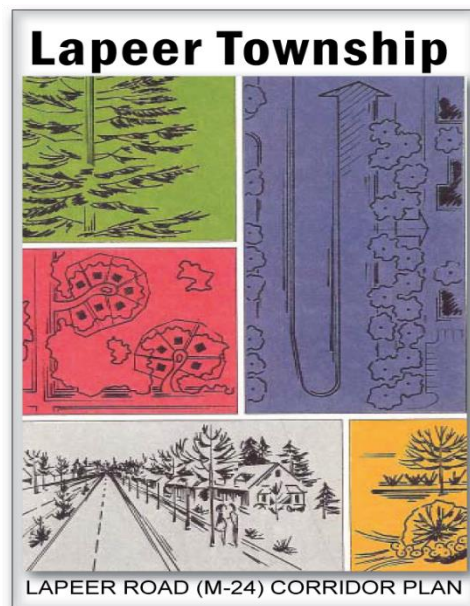
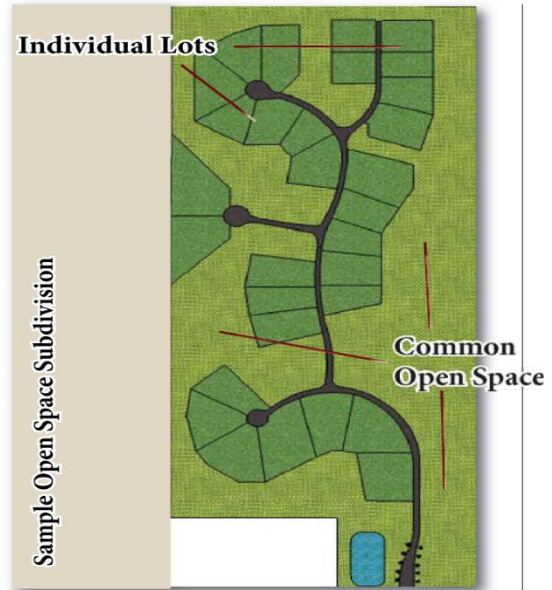


### Maintaining the Design Guidelines of the Corridor

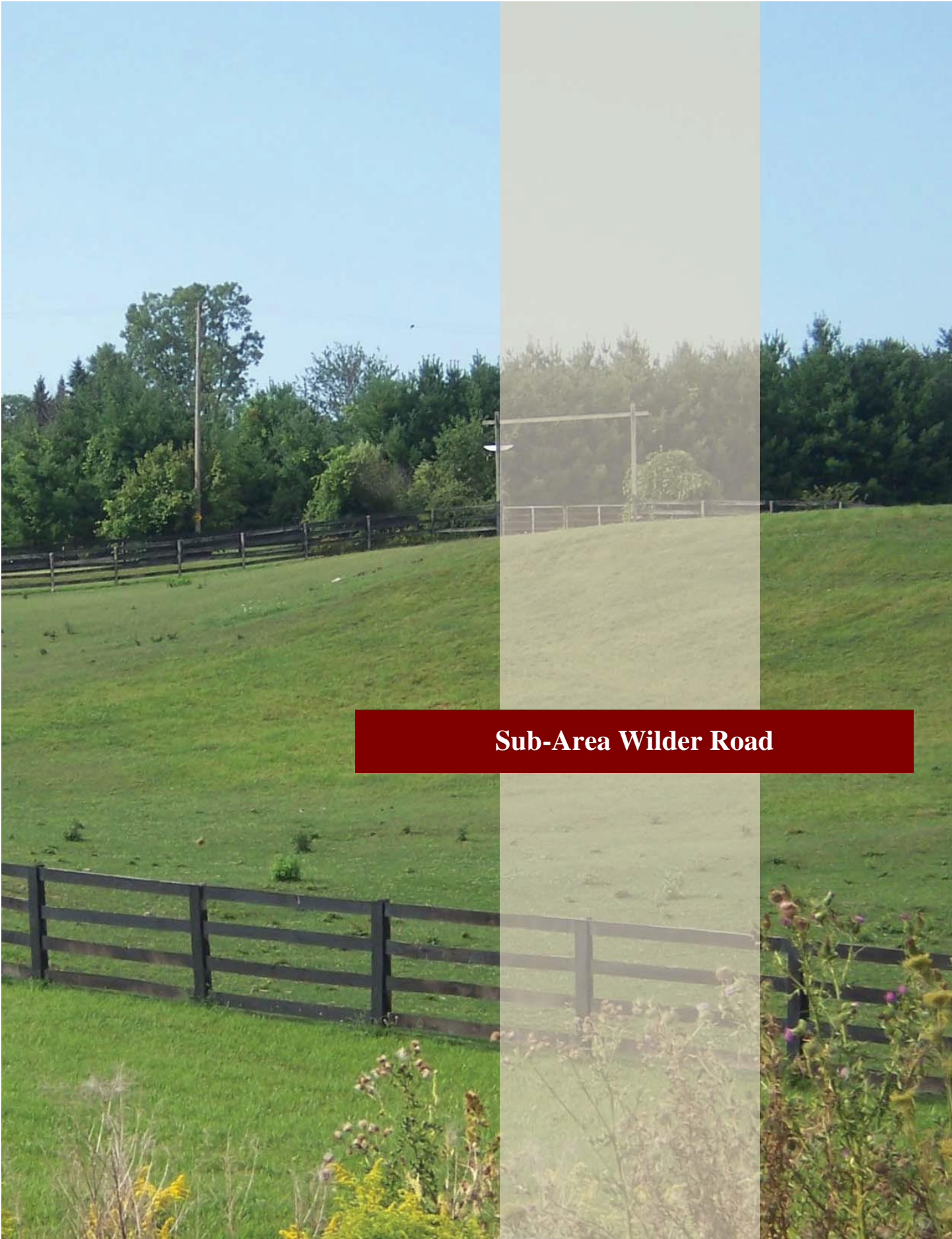
In 1998, the Township completed the Lapeer Township Lapeer Road (M-24) Corridor Plan. This plan while addressing land use within the corridor, also addressed design issues which should be applied along the corridor. This included, landscaping, building design, lighting, and the like. This Master Plan promotes the general concepts of that plan and the Ordinances and regulations which have been adopted in the implementation of that plan.

### Maintaining Access Management for the Corridor

In 2004, Lapeer Township, along with Metamora Township adopted the M-24 Corridor Access Management Plan. This plan is designed to provide appropriate locations for the future access drives along M-24 as well as suggestions for the removal or realignment of certain existing access drives. In 2009, Lapeer Township adopted an access management plan for I-69 north to the City of Lapeer. The concepts of access management have been adopted both in policy and regulation by the Township for a number of years even before this plan. However, the details of the M-24 Corridor Access Management Plan are hereby adopted within this Master Plan.



## SECTION



**Sub-Area Wilder Road**





## Section 9. Sub-Area Wilder Road

### Existing Conditions

#### 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 2011 Master Plan designation noted above.

#### Existing Land Use Pattern

The existing land use pattern for the area is predominately vacant and/or open farmland 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.

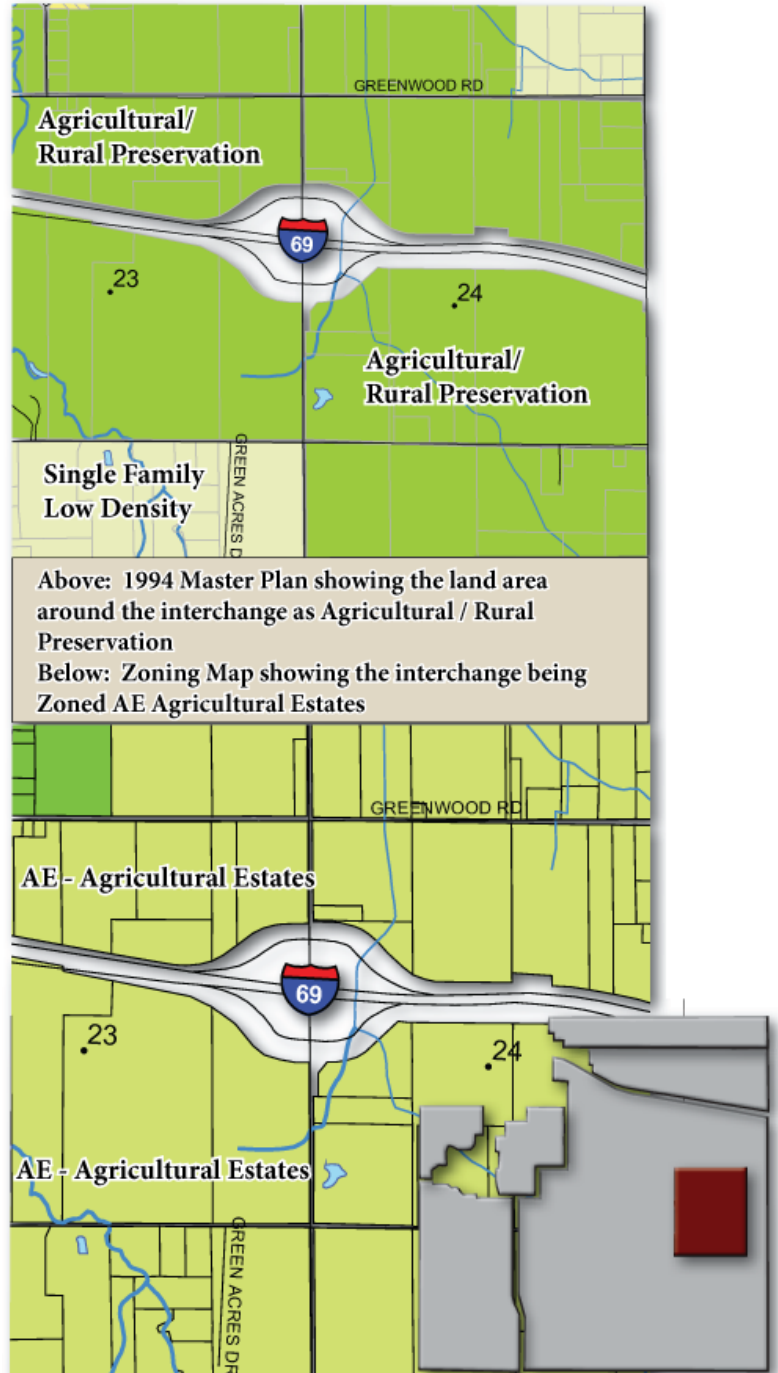
#### Planning Issues

*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 2011 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

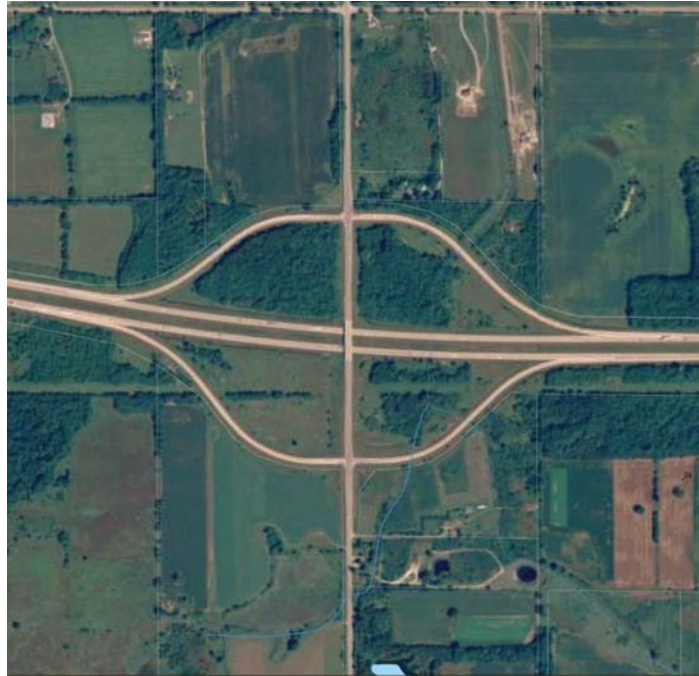


term, this may increase the potential for these properties to be converted to commercial purposes, if residential open space developments are not developed.

*Industrial Truck Traffic* – With increased industrial development in the City of Lapeer, along Imlay City Road and in Mayfield Township, the amount of additional commercial and industrial traffic attempting to reach I-69 for deliveries and the like may increase over time.

*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. 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.

24

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 I-69,
- the M-24 and I-69 interchange is already planned as a major commercial intersection servicing the Township,
- 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

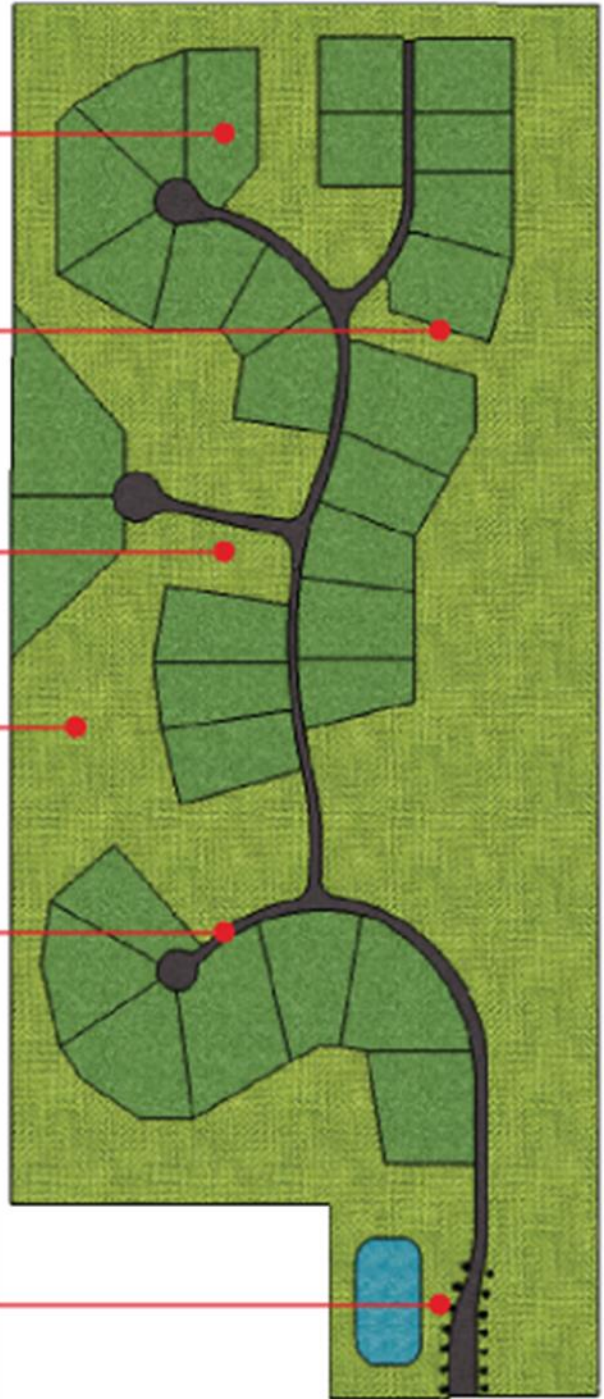
All lots back into or have direct access to open space preservation areas

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 2011 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.







**Sub-Area Inter-Local Agreement Area**



## Section 10. Sub-Area Inter-Local Agreement Area

### Existing Conditions 2011 Master Plan

The northwest corner of the M-24/I-69 intersection was planned for Single Family Residential Moderate. This designation calls for single family detached residential homes at a density of 1-3 units per acre. That area between Baldwin and M-24 was also foreseen as one potential area where municipal sewer and water infrastructure may become available.

The southwest corner north of Baldwin Road was designated for Single Family Residential Low. This designation envisioned a density of approximately one (1) unit per acre. The area south or east of Baldwin Road was planned for PUD as well as Agriculture/Rural Preservation and Single Family Residential Moderate. As described above, the Moderate designation envisioned densities of 1-3 units per acre. The PUD designation envisioned a mixture of uses.

The southeast corner was planned largely for PUD, while the area to the south of the PUD was planned for Single Family Residential Low and the area to the east of the PUD was planned for Single Family Residential Moderate Density.

The area north of I-69 was planned for Multiple Family as well as Single Family Moderate Density. That area immediately along Clark Road was planned for Industrial.

### Interlocal Agreement Impacts

The Interlocal Agreement signed between the City and the Township in 2006 provides a large amount of area, surrounding the areas dedicated for annexation, as being available for City sewer and water services, while not being annexed into the City. This growth belt around the City includes a total land area of approximately 785 acres.

Densities for these areas were calculated based on the existing number of residences as well as the Township's existing R-1B and R-1C Zoning Districts to determine the total number of taps which should be allocated to the area. After review of the proposed densities and negotiation with the City, a total of 1,500 sewer and water taps were allocated to the growth belt area surrounding the annexation area, which reflected an overall density consistent with the R-1B zoning district.

As a part of the interlocal agreement, it has been noted that these taps are to be used solely for single family purposes.

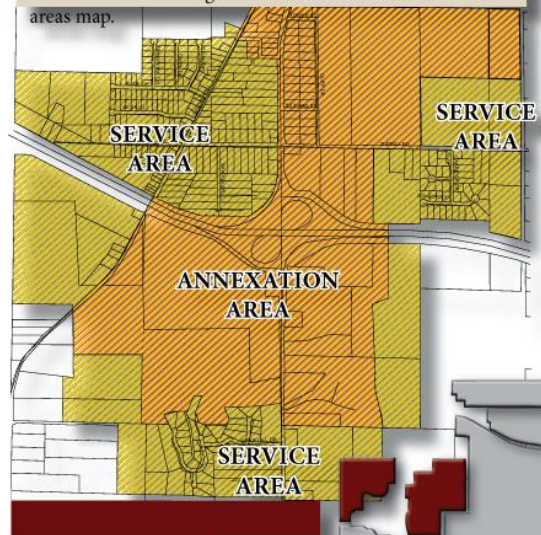
### Access Management Plan

Both the Township as well as the City have adopted access management plans for their own respective segments of M-24. These plans generally adopt the principals of access management, by limiting access drives and requiring



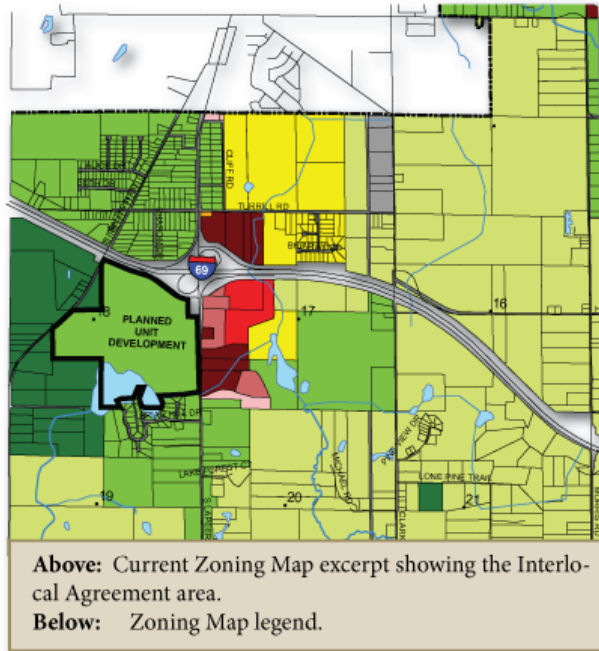
Above: 1994 Future Land Use map excerpt showing the Interlocal Agreement area. This map does show the revised City limits

Below: Interlocal Agreement annexation and sewer service areas map.





appropriate spacing, suggesting cross or joint access drives or even frontage roadways in more dense areas. As the 2006 interlocal agreement area continues to formalize with properties leaving the Township and entering the City, great care will need to be given to ensure that developments are linked as suggested in the access management plans through permanent mutual access easements.



- AE AGRICULTURAL-ESTATE DISTRICT
- R-1A SINGLE FAMILY RESIDENTIAL DISTRICT
- R-1B SINGLE FAMILY RESIDENTIAL DISTRICT
- R-1C SINGLE FAMILY RESIDENTIAL DISTRICT
- RM MULTIPLE FAMILY RESIDENTIAL DISTRICT
- RMH MANUFACTURED HOUSING COMMUNITY
- O-1 GENERAL OFFICE DISTRICT
- C-1 LOCAL BUSINESS DISTRICT
- C-2 GENERAL COMMERCIAL DISTRICT
- M-1 LIGHT INDUSTRIAL DISTRICT

### Current Zoning

In northwest corner of the interlocal agreement area is zoned primarily R-1B which allows for single family residential lots with a minimum land area of 24,000 square feet. The southwest corner of the interlocal agreement area is zoned R-1A which allows for one (1) acre lots with a minimum road frontage of 150 feet. The area of Briar Hill on both sides of M-24 and to the south is zoned R-1B, again allowing single family lots of 24,000 square feet. To the southeast of the interlocal agreement area, the Township properties are primarily zoned for R-1B Single Family Residential as well as AE Agricultural Estates. One small area is zoned R-1C which allows for single family lots of 10,000 square feet. The northeast corner of the interlocal agreement area is zoned primarily R-1C, again, which allows for single family lots of 10,000 square feet, and a small portion to the far east end of the area is zoned AE Agricultural Estates.

### Existing Land Use

Within the northwest corner of the interlocal agreement area, land uses consist primarily of single family residential lots, meeting the intent of the R-1B zoning district. These lots are some of the smallest residential lots within the Township. Along M-24, several offices have been constructed which is permitted within the single family district. The southwest corner contains mostly large lot residential and some open or farm lands. The one exception to this is the Briar Hill development along M-24 which are smaller lot sizes (generally one acre or more) as compared to the other 5-10 acre or more lot sizes throughout the area.

The southeast corner is substantially undeveloped with only several homes being present. That area annexed by the City does contain several highway orientated business along M-24, including a gasoline service station as well as an automobile dealership.

The northeast corner is developed with the Briarwood subdivision, along with several other single family homes which front on the south side of Turrill Road. The north side of Turrill Road is largely undeveloped farmland at this time. Clark Road further to the east currently has several small industrial sites developed north of Turrill.

## SECTION



Outside the township, the DTE solar farm is located adjacent to the residential neighborhoods south of Turrill Road and northwest of Alice and Beth Drives.

**Planning Issues**

*Traditional Higher Density Planning and Zoning* – The Township has traditionally planned and zoned this area for higher densities as compared to the remainder of the Township. In addition to the predominant R-1B, this area is the only area where the Township has zoned for R-1C which is the Township’s highest density single family district.

*Existing Subdivision Development* – Consistent with the planning and zoning of the area, the existing development patterns between older, more established plats within the northwest section and the newer subdivisions located in the southwest and northeast sections of the planning area are the highest density areas of the Township.

*Impacts of City Planning* – Historically, city’s have planned and zoned for much more dense areas than Township’s, typically due to the availability of sewer and water infrastructure, historical development trends and plats, increasing residents to support a downtown environment, amongst a number of other factors.

*Number of Interlocal Agreement Sewer and Water Taps Available* – The 2006 Interlocal Agreement signed by the Township and the City allocates a total of 1,500 single family residential sewer and water taps from the City’s sanitary sewer and water systems to the Township. The total number of taps was based on the Interlocal Agreement area being developed at R-1B densities

*Terms of the Interlocal Agreement* – As noted above, a total of 1,500 sanitary sewer and water taps are allocated to the Township for use on the properties surrounding the City annexation area. The Agreement requires that these taps be utilized for single family residential purposes. These taps are provided to the residents of the Township without the requirement of annexation.

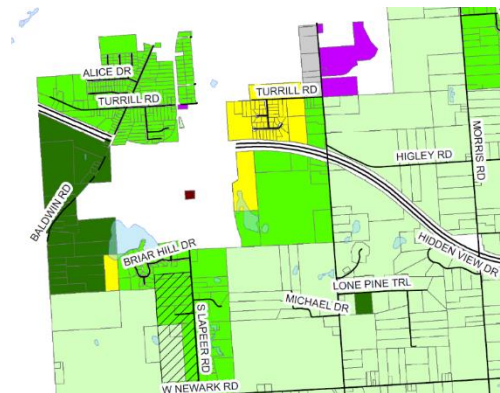
**Future Land Use**

The Master Plan designates the area north of I-69 for Single Family Residential Medium which envisions densities of no more than essentially one-half acre lots, consistent with the Township’s R-1B Zoning classification.













The Briar Hill area is planned for Single Family Residential Medium which is consistent with the already developed character of the area and which provides a transition to the lower density residential/agricultural land uses to the south.

The land area in the southwest section of the interlocal agreement area with the exception noted above is planned for Single Family Residential Medium.

The southeast corner of the interlocal agreement area is planned primarily for Single Family Residential Medium, with one small exception along M-24, immediately south of the city’s new boundary.



**Future Land Use Designations**

 Agricultural Residential	 Office
 Single Family Residential Low	 Local Commercial
 Single Family Residential medium	 Planned Shopping Center
 Single Family Residential High	 General Commercial
 Manufactured Homes Community	 Light Industrial
 Multiple Family	 Overlay Area

The northeast corner is planned for Single Family Residential High, again, consistent with the Township's R-1B Zoning classification. Much of this area is already developed with the Briarwood subdivision.

The Master Plan does not support development of significant land within this planning area consistent with the R-1C zoning classification. As noted previously, the interlocal agreement area densities were determined utilizing R-1B densities and an increase to R-1C densities would cause impacts to the overall ability to service portions of the interlocal agreement area. However, it recognizes the existing subdivision development that has occurred at R-1C densities.

Finally, those areas which may not be serviced by sanitary sewer and water service from the City and would be serviced by individual septic systems are not desirable on such small lots (R-1C) based on limitations and potential failure of conventional septic.

#### Future Land Use Plan Implementation Options

##### Allowing Residential Housing Options

In an effort to provide a variety of residential housing types, the Master Plan recognizes that in those areas where sewer and water may be available through the interlocal agreement, the clustering of housing units which would allow for duplexes or townhome style development would be encouraged. In addition to the differing types of housing, the clustering of housing types would also allow for large amounts of open space and natural feature assets to be preserved. In an effort to provide a more complete and rounded community which provides housing opportunities for all age cohorts, the Master Plan also envisions the potential for a small senior housing or assisted living development within this area.

The Township Zoning Ordinance would need to be amended to allow for such clustering of housing to be developed in this area. The Ordinance amendment should be specific to those areas which are provided sanitary sewer and water service from a public source.

##### Offices Along M-24

For those properties along M-24 that remain within the Township, the Township permits



**Above:** Conventional subdivision meeting the requirements of the Township's R-1-B zoning classification.

**Below:** Same property and same number of units developed utilizing a cluster open space design preserving over one half of the property as open space.



## SECTION

office uses to be applied for and reviewed as a special land use request. This regulation can provide a logical transition between the more intense commercial land uses planned and zoned within the City limits and the lower density office and residential uses within the Township. Care will need to be taken to ensure that single family residential uses are protected when any property along M-24 are developed for office purposes.

In addition, it is noted that some portions of Baldwin Road within the City have been developed for office purposes, specifically medical office.

As an extension of this nonresidential trend the current R-1B zoning would allow some office use along Baldwin Road, in particular on those properties on the east side of Baldwin which back directly into the properties along M-24. Again, much care will need to be taken to ensure that the intensity of the office use is appropriate for the area, that proper screening is maintained and that consideration is given to the amount of traffic being generated on Baldwin Road. These considerations can be accomplished through the special land use process.

Further, the Township also desires to maintain a very rural character along the main corridors of the community. This would reflect smaller office buildings with increased architectural elements and character as well as substantial setbacks from the road and adjoining residents and increased amounts of landscaping.

#### **Review Terms of Interlocal Agreement**

As noted previously, the sanitary sewer and water taps that were allocated to the Township for use by Township's residents were limited for solely single family residential purposes. The Master Plan recognizes, in an attempt to provide the opportunity for a wider diversity of housing types, that the clustering of homes would be encouraged in this area provided no additional density is achieved. The terms of the interlocal agreement may need to be amended if land owners/developers utilize a clustering technique to attach homes. Again, with no increase in overlay density for the overall area, the amendment of the agreement should not likely be an issue.

In addition, it may be necessary to clarify that those properties along M-24 may be developed as a low intensity office, again provided the overall sewer usage is not increased beyond the total tap allowance.

#### **Joint Planning Effort**

As noted earlier in the access management plan synopsis, care will need to be given to ensure that planning efforts by both the Township and City are closely tied to ensure compatible development occurs in the annexation agreement area. This is particularly important in the area of annexation by choice and where annexation areas abut those properties that will permanently remain within the Township but will be serviced by municipal infrastructure. Joint efforts to ensure compatibility between setbacks, access standards, landscaping schemes, signage, amongst others will need to be undertaken to ensure a compatible appearance along M-24 regardless of whether the property lies within the Township or the City.

It may be appropriate to maintain a joint meeting between Township and City Officials to discuss current and future planning issues as well as any other issue which arises as the interlocal agreement area continues to develop and be implemented. *(A committee of the Township and the City has met as needed since the adoption of the interlocal agreement.)*

It should be noted that the terms of the interlocal agreement requires that those developments within the newly annexed area of the City conform substantially to the requirements of the Township's zoning regulations which were in place in 2006. This provision was added to the terms of the interlocal agreement in an attempt to ensure that the character of M-24 in this area was consistent with the long term planning and zoning efforts of the Township.

One of the efforts of the committee noted above was to develop an understanding of the differences of the City and Township Zoning Ordinances and to come to a mutual understanding of what Zoning regulations may need to be amended or added within the City regulations to conform to the requirements of the interlocal agreement.

## SECTION





**Residential Character Plan**



## Section 11. Residential Character Plan

### A Changing Residential Environment

As a part of the overall change to a new economy in Michigan, the overall residential landscape will likely change as much as the commercial and industrial landscape is expected to. Traditionally, Master Plans described overall land use types and densities for residential uses. The Master Plan in the new economy however should address quality of life issues and how these issues can play a role in how the Township as well as the region as a whole can provide a successful, desirable residential environment. This is important even in rural communities to help ensure the existing housing stock is as viable as possible and not disregarding in favor of other housing elsewhere.

Some of the factors that will be important to generate this successful and desirable residential environment while still respecting the Township's rural atmosphere and character will include natural feature preservation, internet and communication accessibility, the ability to work from home, access to an urban core for shopping, entertainment and socializing, among others. Each of these attributes are discussed further below.

While Lapeer Township may not be able to provide all of the assets described within the Land Policy Institutes presentation, viewing Lapeer Township in a larger scope in combination with the City of Lapeer or even the County, a larger number of these amenities become available and should be preserved, enhanced, and promoted.

### Natural Feature (Amenity) Preservation

Lapeer Township has a significant amount of natural feature amenities which can be leveraged to increase the success of the residential developments within the Township by attracting traditional families as well as new, educated, talented work force members, which desire the natural amenities which Lapeer Township has to offer.

Through the use of open space or cluster design subdivisions, the preservation of these features is quite feasible. In fact, beyond simple preservation, the use of these subdivisions, in conjunction with developing a trail system within the subdivision, having homes overlook the preservation areas and wildlife habitats, etc, becomes an enhancement, beyond simply preserving the features. A side benefit of utilizing open space subdivision design is with the reduction of lot sizes (to achieve open space preservation) the homes become much closer than is typical in a rural township, providing that more "community friendly, know your neighbor" type of atmosphere, in addition to providing the common open space preserves.

## Land Policy Institute

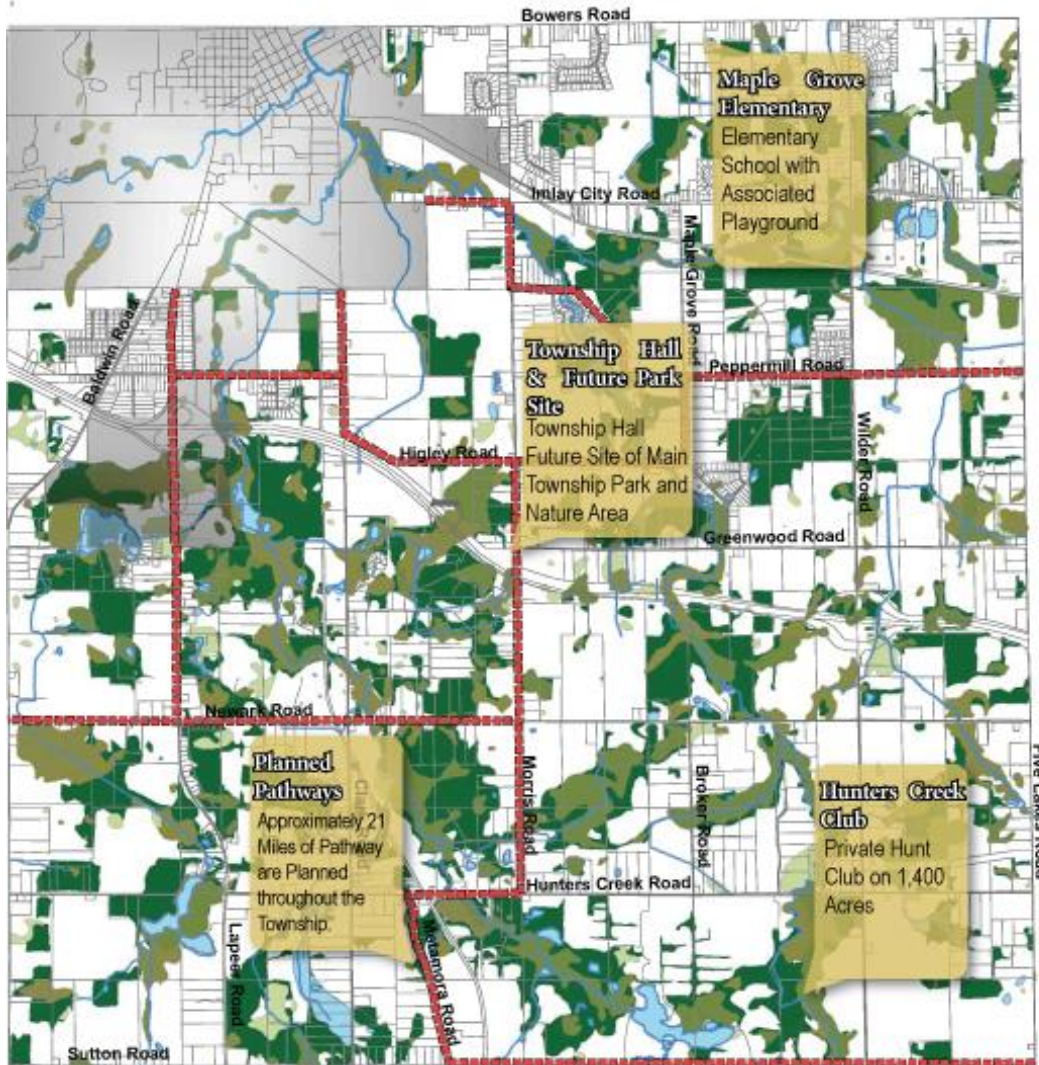
According to the Land Policy Institute presentation "Regional Strategies to Attract Prosperity: Competition, Innovation & Prosperity", talented people are looking for the following amenities in determining where to live:

- Active / Dynamic living environment with lots of fun:
  - Recreation, culture, social interaction, diverse choices.
- Amenities driven: parks, outdoors, thriving farms, sports, hunting, fishing, waterways, greenery, etc.
- Diverse lifestyle choices:
  - Multi-modal transportation, housing type and price, density.
- Business and entrepreneurial opportunities:
  - Creativity, risk taking, good market for innovation, high wage jobs.



**Internet and Communication Accessibility**

A major trend of the up and coming generations is their desire and need to be “connected” at all times, either through smart phones, laptops, high speed or broadband internet and high definition televisions to name a few. All other things being equal, communities which do not have access to these types of services or have service that is intermittent or only available at high cost will likely lose out to other communities who do when this younger generation is determining where to live and invest for their futures.



**Lapeer Township**

**Lapeer County**

Map Prepared By:  
Lapeer Township Planning Commission  
  
With Assistance From:  
Community Planning & Management, P.C.  
  
Base Map: Lapeer County Equalization

**Legend**

- Emergent
- Forested
- Open Water
- Scrub-Shrub
- Woodlands





Currently, affordable and reliable high speed or broadband internet access within Lapeer Township is extremely limited with the exception of several small areas, such as immediately around the City of Lapeer. The use of cell phone “hot spots” or similar technology while providing faster service can be less reliable as well as more expensive due to download or capacity limits.



Over the last number of years, the Township has been working with providers to provide wireless access to a larger percentage of the Township’s residents and provide more internet options. As a part of providing this critical amenity to current and future Township residents, the Township should continue to work with different internet and communication providers for a solution to this gap in coverage.

### **Home Occupations**

Home occupations are typically described as low impact businesses operated out of a residence which are in effect small businesses, which if allowed to flourish within the confines of the Ordinance, could represent a tremendous source of economic activity. The viability of home occupations and to some extent the overall health of the local economy will largely depend on access to the Internet and provision of dependable, advanced communication technologies (see Internet and Communication Accessibility above). Given their potential to provide another means of working while not leaving the home, the Township may wish to implement policies that recognize the continued evolution of home occupations. Permitting them by right (which the Township currently does) and establishing standards which are flexible while still protecting the overall residential character of the area such as the use of a 2-tier classification which allows for more intensive home occupations by special land use, are two methods of allowing home occupations to develop while protecting the neighbors and the Township’s land use policies.

### **Access to the Urban Core**

Many potential home buyers like the best of both worlds, the privacy and open space of rural living but also the ability to access shopping and entertainment in close proximity. The amenities of a traditional downtown which provides quaint shops, eateries, places to dine as well as employment opportunities are all desirable to many new home buyers as well as those which may be simply looking for “more”.

Lapeer Township residents do have immediate access to downtown Lapeer which provides a number of the day to day needs of the residents of the City as well as the Township. The infrastructure, including buildings, streetscapes, parking, etc. are all in place to provide the types of amenities desired by many of today’s home buyers.

## Single Family Residential Densities

The Master Plan recognizes four (4) major single-family residential density designations. This includes the Agricultural Residential, the Single Family Residential Low-density designation, the Single Family Residential Medium density designation, and the Single Family Residential High-density designation.

Those areas immediately around the City of Lapeer which have been already developed at a higher density as well as those areas which may be serviced with City infrastructure through the signed 2006 interlocal agreement for shared revenue are those areas which have been planned for Single Family Residential Medium or High designation. These are the areas which can provide lot sizes approximately  $\frac{1}{4}$  to  $\frac{1}{2}$  acre since conventional septic systems will not be a limiting factor.

Continuing east and south from the City, the Master Plan recognizes those areas which serve as transitions between the higher densities of the City, as well as those areas of the Township previously described and the Township's more rural landscape within the Agricultural Residential designation. These areas are generally planned for Single Low Density Residential with densities of approximately one unit per acre which is similar to the Township's current R-1A Zoning District.

Finally, those areas to the south and southeastern portions of the Township are primarily planned for Agricultural Residential which serves as the Township's managed density areas which is consistent with the AE Zoning District of the Zoning Ordinance which requires minimum lot sizes of five (5) acres or more. This area is also the main farming area of the Township and can serve as the Township's agricultural preservation area should purchase of development rights (PDR) applications be sought.

The Township Plan also recognizes the development of the manufactured housing community located at the southeast corner of Imlay City Road and Wilder Road. The densities of this area is not planned to increase beyond the current density of the existing development however the density is regulated by the Mobile Home Commission.

# RESIDENTIAL DENSITIES

## Agricultural Residential

Density consistent with Five (5) acre lots

## Single Family Residential - Medium Density

Density consistent with One (1) acre lots.

## Single Family Residential - High Density

Density Consistent with One-half (0.5) acre lots.

## Manufactured Housing Community

Density consistent with current development density and as regulated by the Mobile Home Commission.

**Agricultural - Residential**

**DESIGN ELEMENTS**

**LAND USE CHARACTER**

**Lot Dimensions**

Minimum Lot Area:	5 Acres
Minimum Lot Width:	300'
Maximum Lot Coverage:	35%
Maximum Impervious Surface	50%

**Building Setbacks**

Front Yard Setback:	
<i>Regional</i>	50' *
<i>Major</i>	110'/125'
<i>Collector</i>	93'
<i>Local</i>	80'
Side Yard Setback	20'
Rear Yard Setback	50'

**Building Height**

Maximum Building Height:	50'
Maximum Number of Stories	2.5

*\*Measured from the established right of way line.*

**Intent**

The Township Residential Agricultural Master Plan designation is established to preserve the rural agricultural environment by encouraging the continuation of existing agricultural uses, by helping to conserve lands suited for the pursuit of agricultural activities, and by discouraging the development of land uses which will generate demands for urban services at public costs and an increase in imprudent demands on scarce energy resources when other lands more suited for such purposes are designated and available.

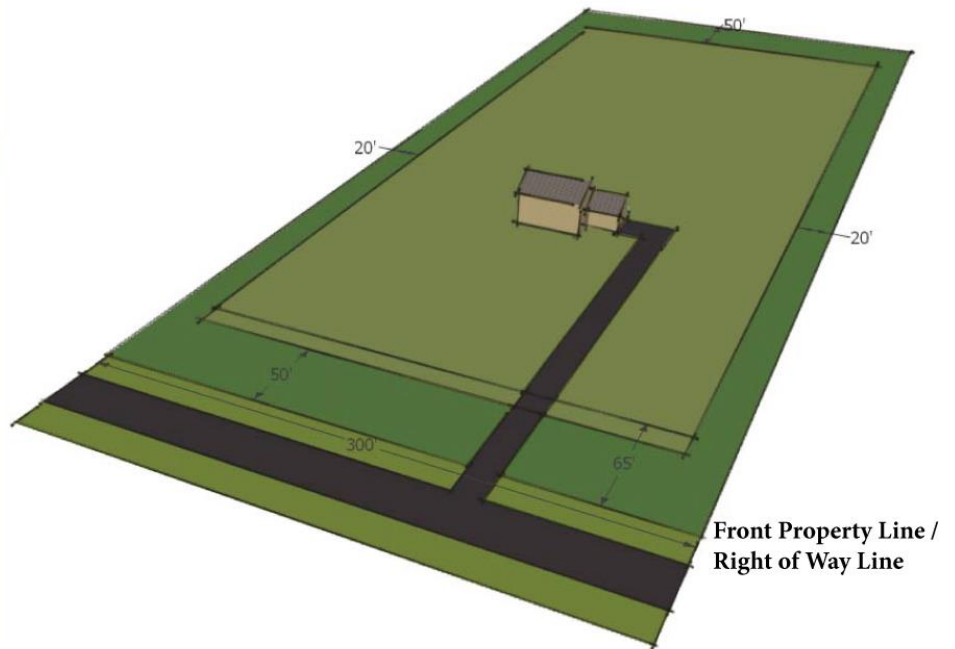
It is the policy of the Township that public water and sewers will not be encouraged within this district until other lands identified for public water and sewers have been substantially developed and additional lands are identified only to the extent that the need for such land is demonstrated.

**Types of Permitted Land Uses**

- Farms, Forestry, Nurseries and the like;
- Township Buildings and Uses;
- Single Family Residential Dwellings;
- Home Occupations

**Types of Uses Permitted After Special Use**

- Airports;
- Gravel Industries;
- Veterinary Offices
- Family Day Care
- Places of Worship

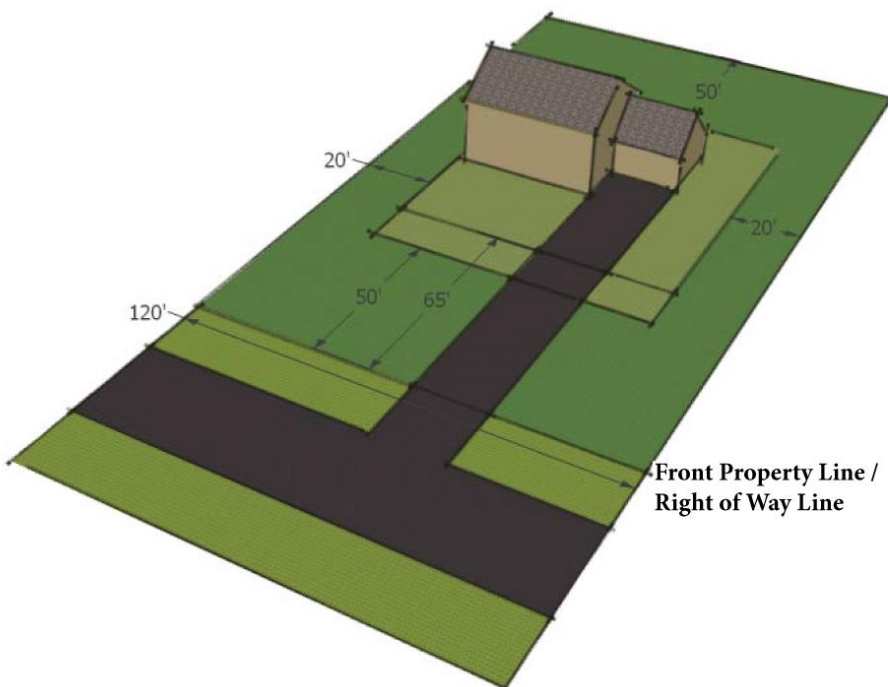




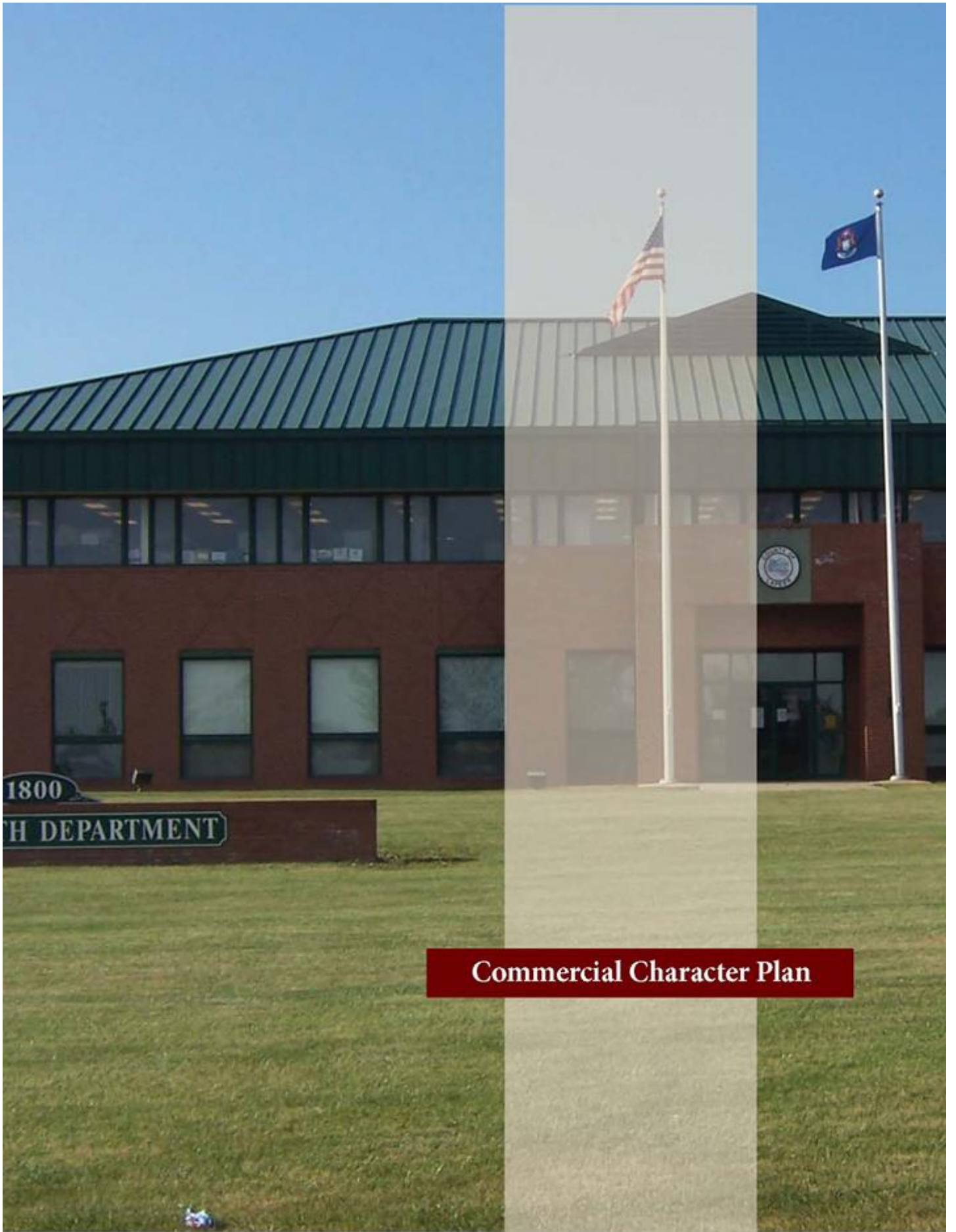


**Single Family Residential - High**

DESIGN ELEMENTS		LAND USE CHARACTER	
<b>Lot Dimensions</b>		<b>Intent</b>  The single-family density designations are established to provide principally for one-family dwellings at several varying densities. The specific interest of these districts is to encourage the construction and continued use of single-family dwellings and single-family density developments and to prohibit the use of the land which would substantially interfere with this objective, and to discourage any land use which, because of its character and size, would create requirements and costs for public services substantially in excess of those at the specified densities, and to discourage any land use which would generate excessive traffic on local streets.	<b>Types of Permitted Uses</b>
Minimum Lot Area:	24,000		Single Family Residential Dwellings
Minimum Lot Width:	120'		Farms
Maximum Lot Coverage:	30%		Township Buildings and Uses
Maximum Impervious Surface	60%		Home Occupations
<b>Building Setbacks</b>			<b>Types of Uses Permitted After Special Use</b>
Front Yard Setback:			Airports
<i>Regional</i>	50' *	Places of Worship	
<i>Major</i>	110'/125'	Professional Offices	
<i>Collector</i>	93'	Family Day Care	
<i>Local</i>	80'	Nursery Schools and Day Care	
Side Yard Setback	20'	Schools	
Rear Yard Setback	50'		
<b>Building Height</b>			
Maximum Building Height:	35'		
Maximum Number of Stories	2.5		
*Measured from the established right of way line.			







**Commercial Character Plan**





## Section 12. Commercial Character Plan

### A Changing Commercial and Industrial Environment

#### **Increasing telecommuting.**

According to the U.S. Census and other sources, telecommuting has been increasing, a total of 4.7% of workers telecommuted in 2005. This trend is expected to continue and will likely increase based on the federal workforce, where promotion of telecommuting is mandated by law and by the fact that the large corporate world which has its workforce across the country and the world.

#### **Increasing number of home-based businesses and occupations**

Based on data from the U.S. Census, it appears that employment in home-based businesses and occupations has been increasing as a percentage of the workforce. This will likely have implications for residential areas of any municipality as well as a potential secondary effect for commercial and office land uses, as well as transportation systems, and property tax revenues.

#### **Decreasing demand for conventional industrial/manufacturing space**

The mid-term demand for traditional industrial and manufacturing space is projected to remain strong but the long-term demand is expected to continue to decline in Michigan due to improved efficiencies from technology and product standardization, global changes to the auto and numerous other industries, the decline of product manufacturing in general, and the movement of manufacturing jobs to areas of lower labor costs.

#### **Increasing demand for flexible space that accommodates a variety of uses**

Wholesale and retail enterprises that conduct all, or a majority, of their business via e-commerce including their offices/IT department, a retail outlet/showroom, as well as warehousing and distribution area may be more compatible with light industrial, non-prime commercial, and/or office complex uses rather than the traditional highly visible commercial sites.

#### **Increasing demand for broadband access**

Access to broadband or other similar forms of high-speed internet is becoming a required infrastructure for businesses and residences alike. In many cases, density of development or overall Township population is one of the main driving factors in the provider's decision to offer broadband services in a specific area. In some rural communities, this effectively prohibits broadband service and potentially constrains alternative work options such as telecommuting and home-based businesses. Many portions of the township continue to lack affordable high-speed internet.

#### **Increasing importance of education.**

In response to the decline in high-paying manufacturing jobs (which has been very prevalent in Michigan over the last several years), and the increase in high-paying, knowledge-based service jobs in a new economy, post-secondary

### Land Use Trends

According to a September 27, 2006 news release from the U.S. Census Bureau, nearly half (8 million) of all businesses in the United States are home occupations.

- Professional, scientific, and technical services – 19%
- Construction – 16%
- Retail trade – 11%
- Other services except public administration – 10%
- Administrative, and support and waste management and remediation services – 8%
- Health care and social assistance – 7%
- Real estate and rental and releasing – 7%
- All other kinds of businesses – 22%

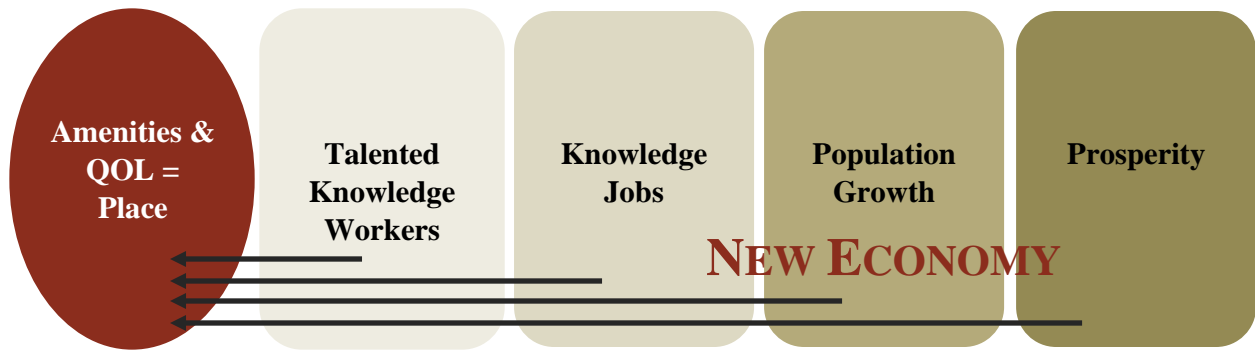
(U.S. Census Bureau).

education has become almost a necessity to the pursuit of a good standard of living. The availability of a knowledge-based, flexible talent pool is typically seen as a necessity in attracting, retaining, and growing knowledge-based businesses.

**Increasing importance of community amenities and quality of life**

As the Township wishes to attract and retain knowledge-based workers and knowledge-based businesses, it will find itself in a national, and even worldwide, competition. These workers and/or businesses are typically more mobile than those of the past, and can theoretically locate anywhere they wish provided high speed internet accessibility is available. To attract and hold on to these workers and ultimately businesses, the unique features of the Township and its quality of life become increasingly important as a competitive advantage and need to be protected, nurtured, and promoted.





**KEY OLD ECONOMY FEATURES**

Cheap place to do business was key.
Attracting companies, any large company.
Industrial sector (manufacturing) focus.
Fossil fuel dependent manufacturing.
A high quality physical environment was a luxury that stood in the way of attracting cost-conscious business.
Success = fixed competitive advantage in some resource or skill. The labor force was skills dependent.
People followed jobs.
Economic development was government-led. Large government meant good services.
Connection to global opportunities not essential.

**KEY NEW ECONOMY FEATURES**

Being rich in talent and ideas is key.
Attracting talented and educated people.
Sector diversity is desired, and clustering or related sectors is preferred.
Communications dependent but energy smart.
Physical and cultural amenities are key in attracting knowledge workers.
Success = organizations and individuals with ability to learn and adapt.
Talented, well educated people choose location first, then look for a job.
Bold partnerships with business, government and nonprofit sector lead change.
Connection to emerging global opportunities is critical.

## NONRESIDENTIAL DESIGNATIONS

### Office

Office Uses – Those uses typically found within the office designation are lawyers, doctors, insurance agents, dentists, architects and surveyors, amongst others.

### Commercial

Commercial Uses – Commercial uses range from those office uses noted above to general retail sales of clothing to eating and drinking establishments including fast food drive thrus (with special approval).

### Industrial

Industrial Uses – Industrial uses include those uses such as car repair, manufacturing and processing as well as assembly. The key to the industrial use category is that most industrial uses are foreseen without outdoor storage. If such outdoor storage is necessary special approval may be necessary.

## Nonresidential Uses

The Master Plan recognizes five nonresidential use designations: General Office, Local Commercial, Planned Shopping Center General Commercial and Light Industrial. These five land uses are found primarily along Imlay City Road and M-24. The plan utilizes much of the existing and planned commercial land use within the City to service the residents of the Township, including downtown, the southern portion of M-24 between downtown and I-69 as well as the planned uses at the I-69 / M-24 interchange.

The Plan further recognizes the potential reuse of those properties along M-24 for some minor office and commercial purposes as the need is proven for additional commercial use as well as the majority of the Township's residential areas for approved home occupations to accommodate new workforce trends that suggest working from a home office is becoming more and more prevalent.

The key to the plan is to provide flexibility to the nonresidential designations and ultimately the Township's Zoning Districts to reflect the ever-changing requirements of the new economy.

As a part of the Master Plan, the plan suggests several architectural and design details for any new development which may occur within the Township. These details would be applied only to new or renovated commercial and office uses and are not intended to be applied to home occupations or to large scale industrial uses. The details are shown on the following pages. These design concepts should be included as discretionary standards in the zoning ordinance's aesthetic compatibility standards. The standards should also be modified to provide flexibility in their application to industrial uses.



## ARCHITECTURAL DETAILS

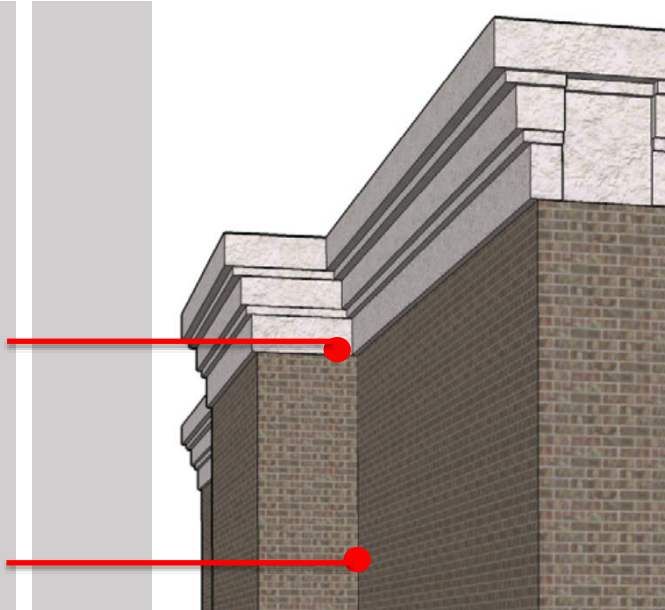
Diversity of Building Materials -  
Including use of Decorative Face Brick,  
Cultured Stone, EIFS Accents etc..



## Design Guidelines

Architectural detail along roof line –  
Proper use of EIFS or similar material

Facade breaks provided along all  
facades to provide visual interest



## DESIGN ELEMENTS

Provide substantial pedestrian areas for both walking as well as congregating along buildings

Provide dedicated pedestrian crossing areas across all vehicle maneuvering lanes. Dedicated areas may be striped, a change in material, etc, and should be barrier free.



## SECTION

## Design Guidelines

Frontage landscaping should be provided to help frame the architecture of the building and enhance building details.









**Community Facilities**



## Section 13. Community Facilities

### Facilities

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#### Township Hall

The Lapeer Township Hall is located on Morris Road, adjacent to the I-69 right of way. This location provides a relatively central location for the Township's administrative offices. The Township Hall provides the administrative offices as well as a central meeting hall for Township meetings. This central meeting hall can also be reserved for Township residents, associations and business for gatherings or functions which require a significant capacity.

In terms of need for additional space for additional departments or offices, no significant need is anticipated during the timeframe of the Master Plan. However, the amount of actual storage space at the Township Hall does need to be addressed. The Township needs additional space for record keeping purposes. This need may cause the need for expansion of the current hall to accommodate such storage or the keeping of such documents at another facility as permitted by State statute.

The original plans for the Township Hall did indicate that future expansion could occur to the west, or back side of the building. This area still remains open for such expansion. In addition, as a part of the park plan development, the expansion of the building was also discussed for the potential of additional restrooms which would be accessible from the exterior of the building for users of the pavilion and park in general. As the need for any such expansion regardless of purpose, the Township will need to consider all future needs and plan accordingly to maximize space and cost efficiency.

#### Park Development

In the Spring of 2008, the Township adopted its first Recreation Master Plan. The Lapeer Township Parks, Recreation and Open Space Plan. The plan provides a long-term view of providing recreation amenities to Township residents. This includes development of current Township properties, acquisition of future properties as well as a plan for a future pathway system. The plan was developed through numerous public planning commission meetings as well as several public hearings. The actual recreation plan is required to be updated every five (5) years to be eligible for State and Federal grants. Because the Township does not anticipate the need for expansion of recreational facilities beyond improvements funded by the Township and local grant funds and donations, the 2008 plan has not been formally updated.

#### Township Hall

The Township has continued to refine the park plan that was included as a part of the 2008 Recreation Plan. The plan now shows a more detailed park development including different types of trails, a more definitive pavilion location and purpose as well as play structure locations, etc. The Township sought out grant monies, in which they received monies



Township Hall

from the Lapeer County Community Foundation, as well as set aside monies from the Township's general fund for the development of the first phases of the park which included the pavilion, the paths in aggregate form as well as picnic tables and bar-b-ques.

The main focal point of the park is the picnic pavilion that also has an enclosed section that provides a storage area for picnic tables, lawn maintenance items, and the like when such items are not in use. The pavilion is available for use for all residents and can be reserved for major functions by any resident or non-resident for a nominal fee.

The park also contains three main trail segments of differing materials, difficulties and lengths in an attempt to accommodate all users. The pathway segments nearest Township Hall and the pavilion is asphaltic surface (the remainder of the trails are woodchip) providing ADA accessibility to the main development features of the site such as the pavilions, play structures and bar-b-que areas.

### **Township Owned Property**

The Township owns a property just south of Maple Grove Campus which could be developed into a park should the Township need additional parkland in the future. The site is approximately five (5) acres in size and currently the property is leased for farming purposes. In addition, the Township owns property east of M-24 adjacent to Whelock Lake, At this time however, the Township has determined that focusing on the property immediately around Township Hall for recreation purposes provides the best use of time, effort and resources.

### **Park Acquisition**

The Township is open to expanding the site immediately around Township Hall for either park purposes or other community facility needs such as a separate police facility or potentially a fire department should the Township provide fire services on their own in the future or as a substation for the fire department providing service to the Township.







## Pathways

The Township's Recreation Plan also adopts an overall pathway plan for non-motorized transportation within the Township. One of the key goals for the Township as the plan was developed was to provide access to the surrounding communities in logical locations to provide connections to their main recreational facilities wherever possible.

- Peppermill Road from the City of Lapeer boundary to the Township's eastern boundary with Attica Township.
- Maple Grove Road from the Township owned property near the northeast intersection to Higley Road.
- Clark Road from the City's southern boundary to Higley Road.
- Morris Road from Higley Road to Hunter's Creek Road.
- Metamora Road or the rail easement from Hunters Creek Road to Sutton Road, providing the final connection to Metamora Township.
- Newark Road from the Township's western boundary to Morris Road (Metamora Connection). The development of this connection will likely be the largest undertaking for the Township. The planned pathway crosses M-24. At this time, no signal is planned for this intersection, simply turn arounds. If the Connection is ultimately made it will likely either take being placed at the intersection or the installation of a pedestrian bridge over the roadway. The Township should explore crossing options with the Michigan Department of Transportation.
- Turrill Road from M-24 to Clark Road. This area along Turrill Road is one of the most densely planned areas within the Township. This pathway will provide a connection between the planned City pathways along M-24 to the Township's system along Clark Road.
- M-24 from the City's traditional boundary, through the 2006 interlocal agreement area and ultimately to Newark Road. The City has planned for pathways to be constructed along M-24 within the interlocal agreement area. This would extend the pathway the remaining one half mile to the planned Newark Road pathway, connecting to Elba Township.
- The Plan also suggests an additional pathway to connect to Metamora Township to the south and Dryden Township to the southeast as well as an additional path to any new properties which the Township acquires.

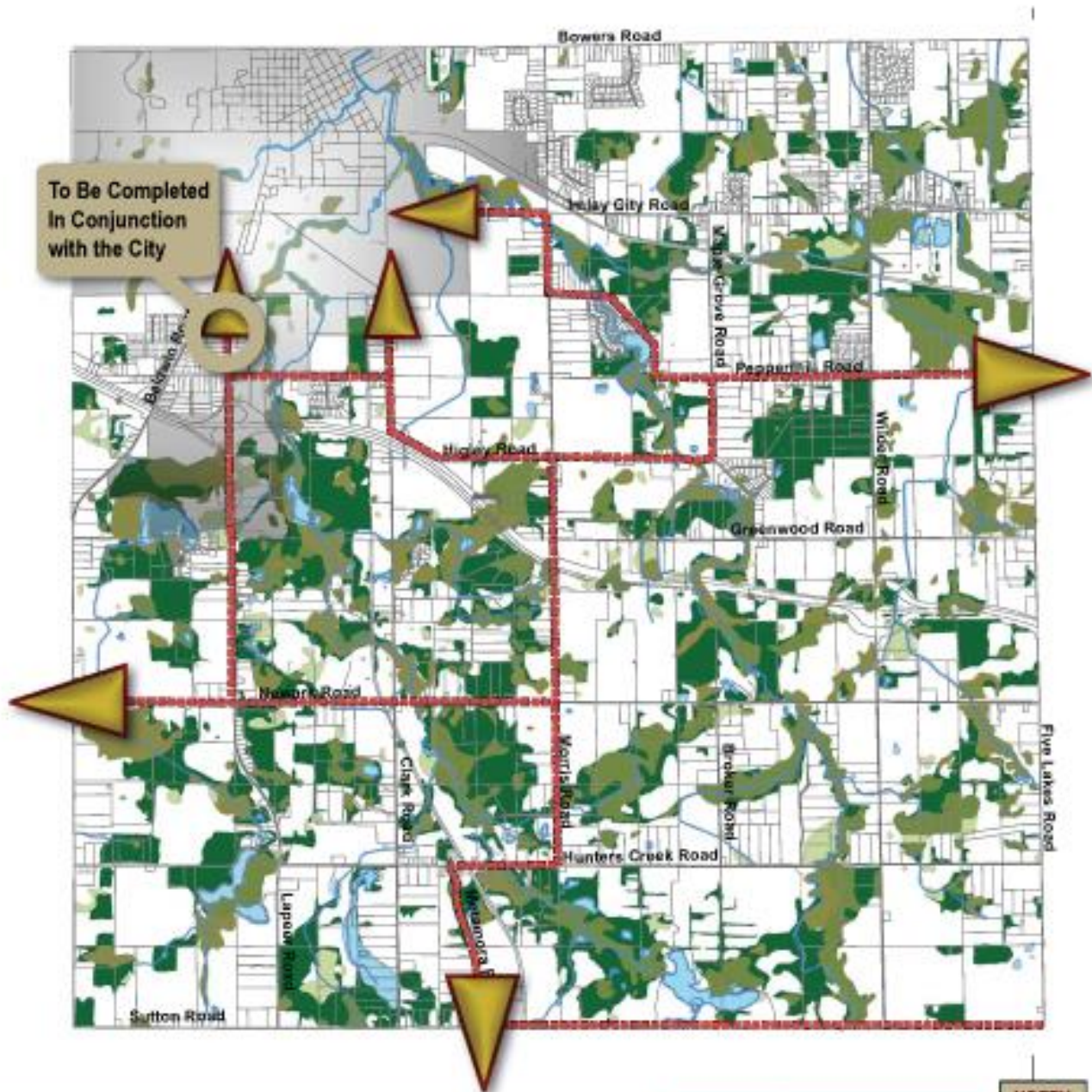
The pathways will likely be a combination of on road/shared road pathways along with separate pathway construction. The need for shared road pathways is likely necessary to reduce overall cost of the implementation of the pathway plan as well as limit the impact on the numerous environmentally sensitive areas which are found throughout the Township, specifically those along the roads edge. Specific plans for pathways along each roadway will need to be reviewed to determine where and to what extent pathways will be incorporated into the roadway or stand alone within the road right of way.

## RESIDENTIAL DENSITIES

### Sewer and Water – 2006 Interlocal Agreement Area

In 2006, the Township signed into a Interlocal Agreement (for revenue sharing and annexation) with the City of Lapeer. This agreement provides for sewer and water services to be provided to certain properties within the Township. The conditions of providing services to these properties were that most of such properties were to be transferred into the City via a mutually agreed upon annexation. However, additional properties abutting those properties to be transferred into the City were also to be serviced without such an annexation.

The Agreement called for the providing of 1,500 single family residential sewer taps to those properties which were to remain in the Township.



## Lapeer Township

### Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

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

Base Map: Lapeer County Equalization

## Legend

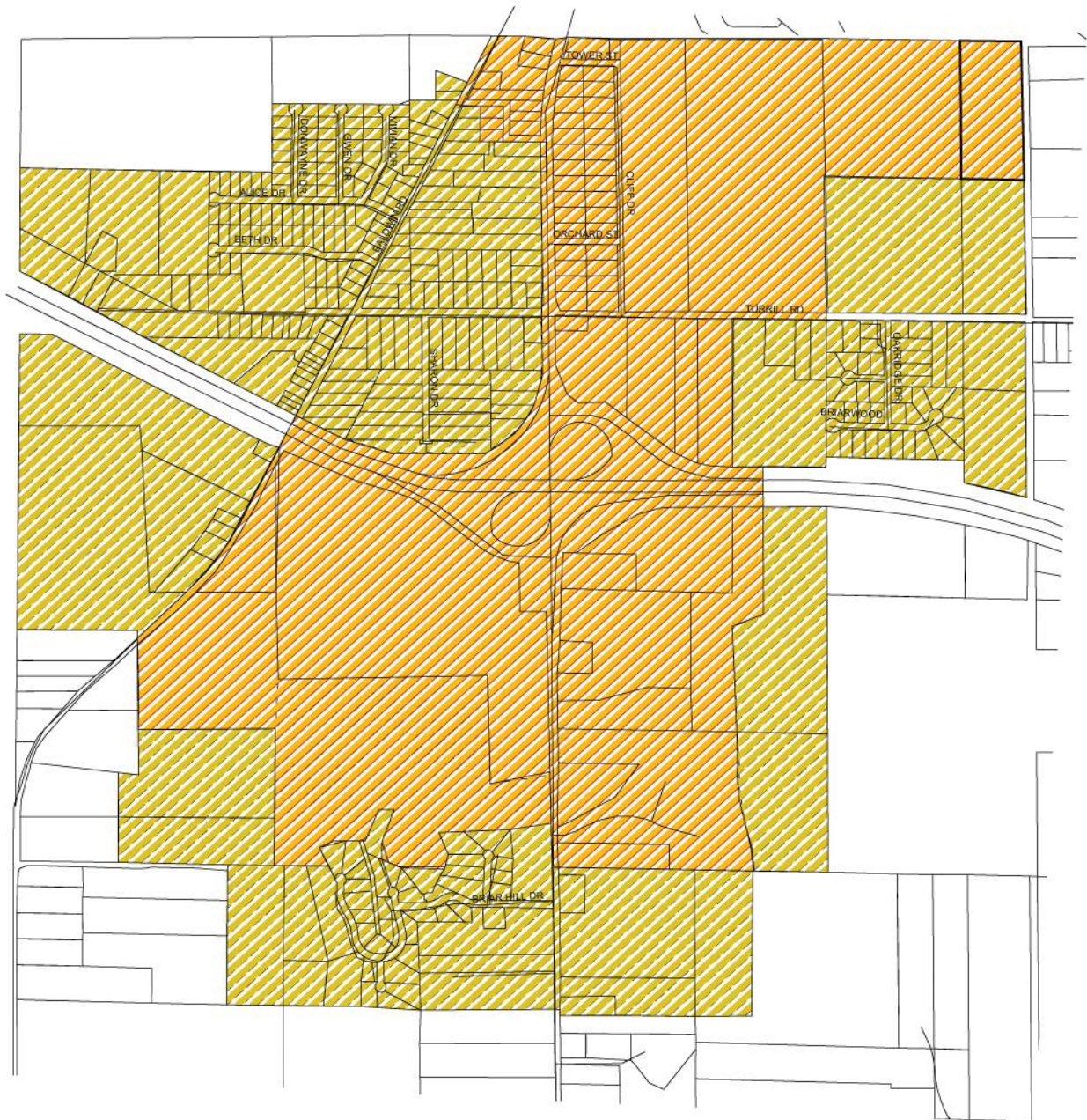
- Emergent
- Scrub-Shrub
- Forested
- Open Water
- Woodlands
- Trails



# LAPEER TOWNSHIP



# Lapeer Boundary Adjustment - 108 Agreement Area





**Lapeer Township**  
**Lapeer County**

Map Prepared By:  
Lapeer Township Planning Commission

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

## Legend

-  Annexation Area
-  Potential Sewer Tap Area



Base Map: Lapeer County Equalization

## SECTION



## **Police and Fire**

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A special assessment for public safety was approved in 2018 for a period of ten (10) years on each parcel in the township.

### **Police Services**

Lapeer Township provides their own police services/public safety for Township residents. The Township has four (4) main officers including a Chief, Sergeant, and an officer. The Township also has three (3) reserve officers. The public safety officers do not keep regular office hours as they are on patrol for those hours which they are on duty.

The police station is located at the Township Hall site and is connected to the Township Hall. The Township has noted that a larger facility or separate facility may be necessary in the future to better accommodate the Police Department.

### **Fire Services**

Fire fighting services and emergency medical services are provided to the Township residents by the City of Lapeer on a contractual basis. The cost of these services are billed on an annual basis to the Township. The level of the service provided by the City has traditionally been acceptable and no changes to the level of service is foreseen with the development of the new master plan.

## **School Property**

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The last public school located within the Township was Maple Grove Elementary which was closed in 2013. The school property is located at the southeast corner of Imlay City Road and Maple Grove Road.

The Township does not have a large amount of control over the construction or planning for either existing or proposed schools based on State Statute and Court rulings. The Township does have the right to review a new high school facility which may be constructed within the Township should the Lapeer School District have the need to do so.

The Master Plan does suggest that the Township develop a working relationship with the School District in that as new schools are proposed or eliminated (as necessary) or the existing Maple Grove property is proposed for re-use or modified, that the School District consult the Township in terms of any planning issues which may arise due to use relationships between the school site and adjacent uses, the necessity for buffering between such uses, access relationships to adjacent roadways, stormwater controls, etc.

## Library

Lapeer Township is serviced by the Lapeer District Library. The Lapeer District Library maintains seven (7) branches throughout Lapeer County and was established January 1, 2003, pursuant to Act No. 24 of the Public Acts of 1989, as amended. The participating municipalities in the agreement are Lapeer County, The City of Lapeer, Lapeer Township and Mayfield Township. The overall boundaries of the district of the Lapeer District Library consists of the entire County with the exception of Almont Township, Attica Township, Dryden Township, Goodland Township, Imlay Township, North Branch Township, and the City of Imlay, and that portion of Brown City within Lapeer County.

### Lapeer District Library

The seven (7) branches of the Lapeer District Library include:

**Marguerite deAngeli Main Branch** 921 West Nepessing St., Lapeer, MI 48446

**Clifford Branch** 9530 Main Street , PO Box 233, Clifford, MI 48727

**Columbiaville Branch** 4718 First Street, PO Box 190, Columbiaville, MI 48421

**Elba Branch** 5508 Davison Road, Lapeer, MI 48446

**Hadley Branch** 3556 Hadley Road, PO Box 199, Hadley, MI 48440

**Metamora Branch** 4018 Oak Street, PO Box 77, Metamora, MI 48455

**Otter Lake Branch** 6361 Detroit Street / PO Box 185, Otter Lake, MI 48464

The District also maintains administrative offices in downtown Lapeer.





**Thoroughfare Plan**





## Section 14. Thoroughfare Plan

### Intent

Preparation of a Thoroughfare Plan has several practical applications that have important consequences for the community's ultimate development pattern. Through the identification of existing and future classification of elements of the road system helps the Township to coordinate appropriate future land use that is dependent on adequate road access.

The Thoroughfare Plan also provides the community with an opportunity to coordinate local transportation planning activities with those occurring on a regional or State-wide basis. Roads are the physical improvements that link communities

together. Coordinating the planning associated with the regional transportation system offers some opportunities to consider mutually compatible land use policies relating to these needs.

Finally, roads make a significant contribution to the community's image and identity. As one drives through the community the appearance of the roadway portrays a certain image of a community. Roads that are well maintained are uncluttered by excessive curb cuts, signage and development, are safe, and provide that community with a positive sense of place or character.

Several topics are considered in this section of the Master Plan. These include existing traffic counts, an identification of thoroughfare planning concepts, and the section concludes with a description of the Thoroughfare Plan itself which includes proposals and recommendations for the roadways in the future.

### Traffic Counts

Based on Lapeer County Road Commission counts, the highest traffic totals within the Township can be found on I-69 west of M-24. This traffic count totals approximately 32,225 vehicles per day (VPD). The second largest total is found along M-24 north of I-69 with totals of approximately 20,020 VPD. The eastern portions of I-69 had the third highest totals at 24,275 followed by the southern portions of M-24 with approximately 18,240 vehicles. Portions of Imlay City Road have average VPD figures between 8,160 and 9,275. Most of the roadways within the southeast corner of the Township carry substantially fewer cars, ranging from approximately 100 to 500 vehicles per day, reflectively of the low density development in this area.

### Road Right of Ways

In the previous master plan the Township adopted a road classification system independent of the state and county classification system established in PA 51. As part of the update of the plan, the Township will use the PA 51 designations.



**Wilder Road**

**Trunkline** – The State Trunkline Highway System consists of all the state highways in Michigan, including those designated as Interstate, United States Numbered (US Highways), or State Trunkline highways. The system is maintained by the Michigan Department of Transportation (MDOT) and comprises 9,669 miles (15,561 km) of trunklines in all 83 counties of the state on both the Upper and Lower peninsulas. In Lapeer Township I-69, M-24 and M-21 are part of the state’s trunkline system.

**County Primary** – County primary roads are those roads that “are of the greatest importance to the county” per PA 51. They tend to carry the greatest share of traffic in the county other than that carried on State Trunkline roads. They tend to connect major population and employment centers. Maintenance of these roads are primarily the obligation of the county road commission

**County Local** – County local roads are any roads outside a city or village that is not a trunkline or county primary road. Their principal purpose is to provide access to connect individual properties to the county primary and state trunkline system. Although under the authority of the County Road Commission, improvements and upgrades of local roads often require local township financial participation.

**Agricultural Residential**  
 Density consistent with Five (5) acre lots

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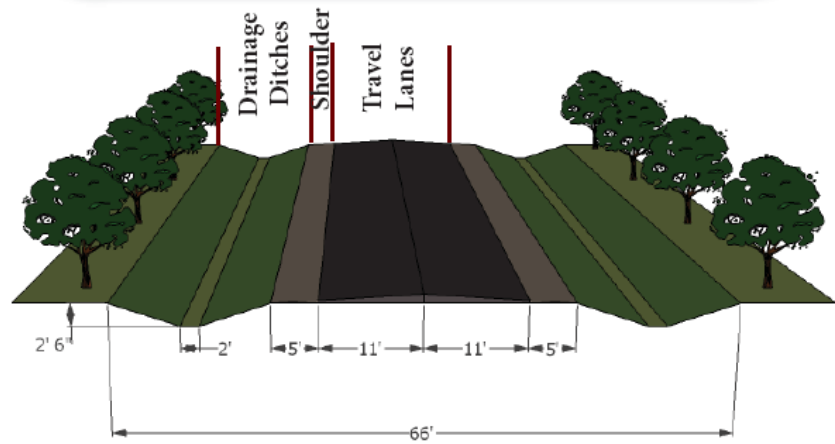
**Single Family Residential - Medium Density**  
 Density consistent with One (1) acre lots.

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**Single Family Residential - High Density**  
 Density Consistent with One-half (0.5) acre lots.

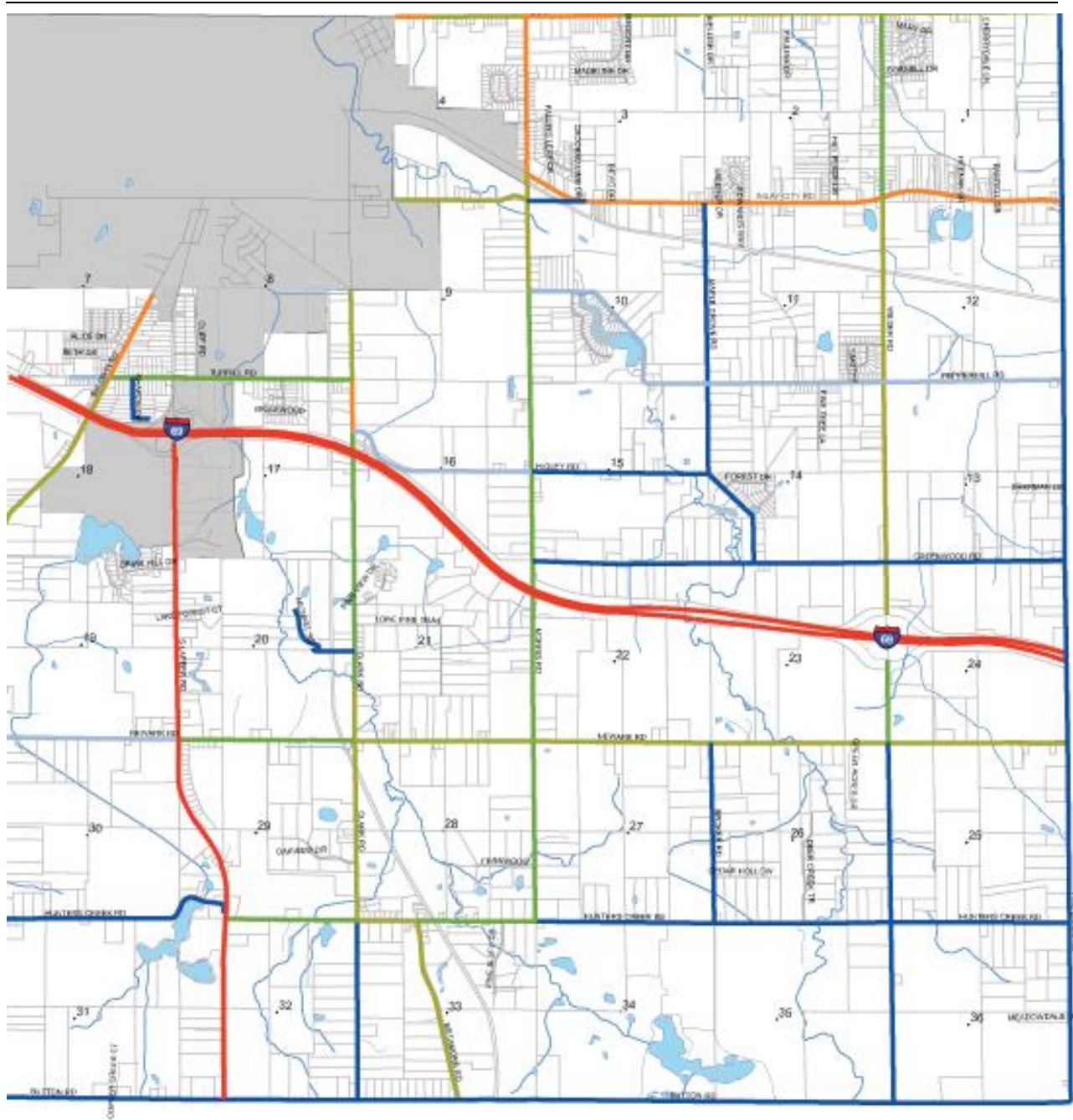
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**Manufactured Housing Community**  
 Density consistent with current development density and as regulated by the Mobile Home Commission.



Typical Road Cross Section - Lapeer County Road Commission

# SECTION



# Lapeer Township

## Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

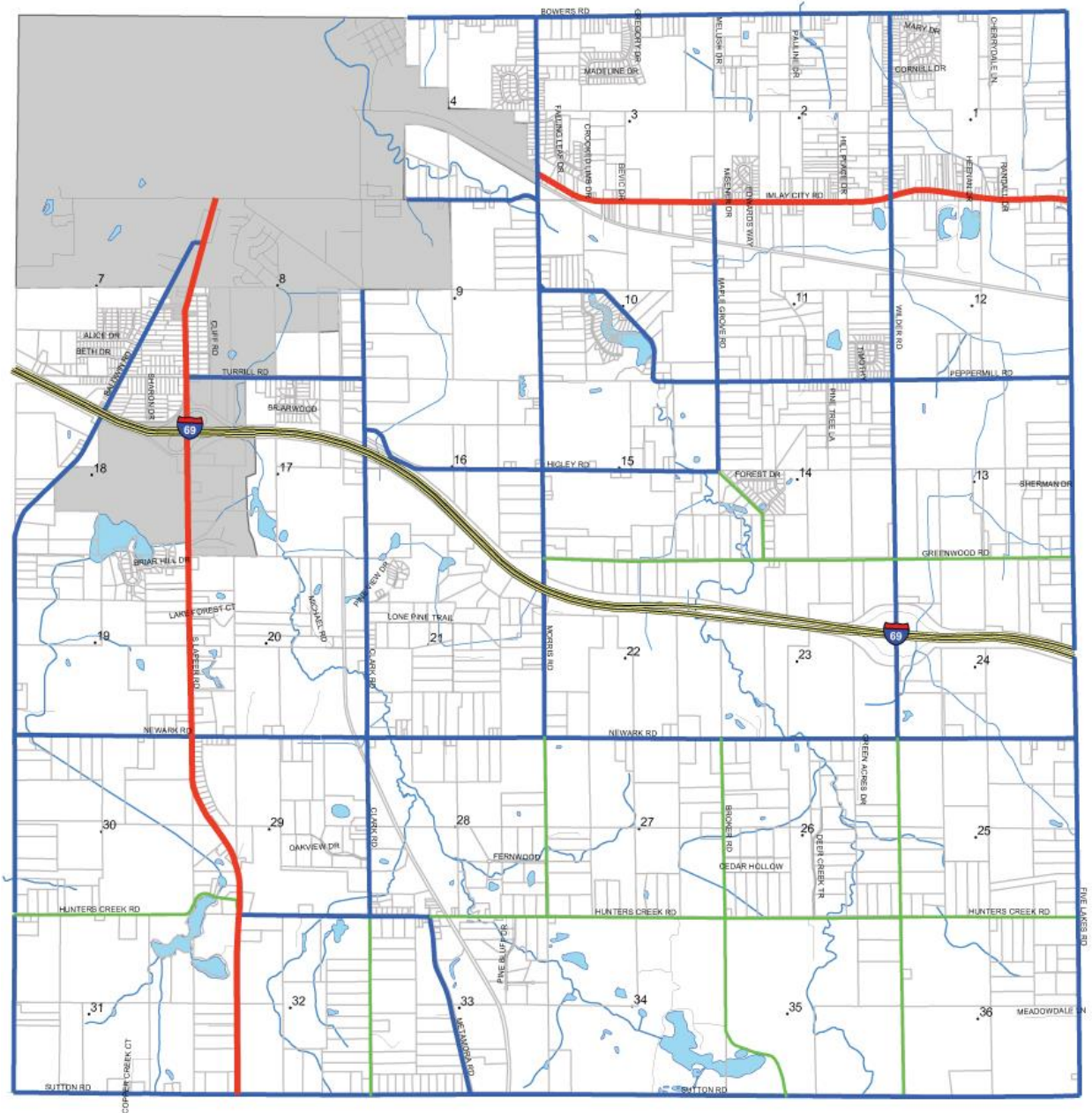
# Legend

Vehicles Per Day		Vehicles Per Day	
<span style="color: blue;">—</span>	1 - 500	<span style="color: yellow;">—</span>	2,501 - 5,000
<span style="color: lightblue;">—</span>	501 - 1,000	<span style="color: orange;">—</span>	5,001 - 9,999
<span style="color: green;">—</span>	1,001 - 2,500	<span style="color: red;">—</span>	10,000 -



# LAPEER TOWNSHIP





# Lapeer Township

## Lapeer County

Map Prepared By:  
Lapeer Township Planning Commission

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

### Legend

Line Style	Right of Way
Yellow line	FREEWAY (Variable)
Blue line	MAJOR (120')
Red line	REGIONAL (120'-150')
Green line	LOCAL (66')



# SECTION



## Thoroughfare Plan

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### Introduction - General Roadway Perception

As a part of the Township's Master Plan development, a visioning session was held to gain input from residents and business owners throughout the Township. One of the specific questions asked was, "Do you feel that the existing conditions of the roadways within the Township are safe" and "Should additional roadways within the Township be paved". This input was factored into the development of the Thoroughfare Plan along with general planning and transportation planning standards in relation to the planned land uses within the Township.

In addition to the issues raised as a part of the visioning session and the input from the Planning Commission and Board members, the Thoroughfare Plan must take into account the plans of the County Road Commission as well as Michigan Department of Transportation (MDOT). For instance, the MDOT has developed Access Management Plans for M-24 both within the Township as well as with the City (which also impacts the Township). These types of Plans must also be considered into the plan process.

### Roadway Safety

Generally speaking the residents and business owners felt the roadways within the Township were safe. A common comment that was reflected in nearly all of the groups, was the actual speed of vehicles as well as the posted speed limits on the Township roadways. With this being said, it may be advantageous for the Township to take a more active role in the review of speed limits with the Lapeer County Road Commission. Working in conjunction with the Road Commission the Township can petition to have lower speed limits on unpaved or roads which have limited site distance or sharp curves like Peppermill. However, being County controlled roads, the County will have the ultimate say in the speed limits for the roads under their control within the Township.

### Preservation and Maintenance of Current Gravel Roadways

The Township still has a number of unpaved or gravel roadways within its boundaries. Typically in a more rural community with gravel roads, one issue that arises is the general maintenance of those roads; including potholes or washboards, road softening due to rain and freeze/thaw cycles, as well as dust in the summer times. The Township does not own or maintain any of the public roadways within the Township, ownership and maintenance lies with the Lapeer County Road Commission. However, if the Township chooses, the Township may participate in the maintenance of roadways by providing additional funds to the County for such purpose (above and beyond that budgeted by the County), typically as a percentage match for any maintenance or regravelling efforts. As traffic continues to increase in and around Lapeer Township it may become desirable or necessary to work with the Lapeer County Road Commission to establish a more regular regravelling program for the remaining gravel roads in the Township to help preserve their level of service and safety.

### Additional Roadway Paving

Most of the remaining unpaved roads within the Township are within the Township's south and southeast corner. These include Five Lakes, Wilder, Sutton, Broker, portions of Morris and Clark Roads, amongst others. The previous Master Plan proposed consideration of three road segments for paving based on public comment. In reviewing these the Planning Commission recommended the segments be revised to:

Morris Road between Peppermill and Bowers

Greenwood Road between Morris and Wilder

Should any paving occur, care should be taken so that the character of the existing roadways is maintained to the greatest extent possible. Massive clear cutting along the road right of way should be avoided where ever possible. In addition, the road and associated improvements should minimally disturb the surrounding terrain and natural features.

### Scenic Roads

One of the most significant visual elements of a community is the actual physical character of the roadways and the view from such roadways. Lapeer Township is no exception to this. Many of the roadways within the Township are tree lined or provide scenic views across vast expanses of farmland, environmentally sensitive lands or rolling residential lots. As noted previously, any road improvements should respect the existing context of the road corridor. The Township should work with the Road Commission to express these desires.

While it is important to preserve the character along all of the Township's roadways, the Master Plan specifically designates Sutton Road as a scenic road. This designation was also noted within the Township's previous Master Plan. With this designation, the Township does not foresee significant alterations to or within the road right of way or any expansions to the roadway width itself which would impact the vegetation along the roadway.

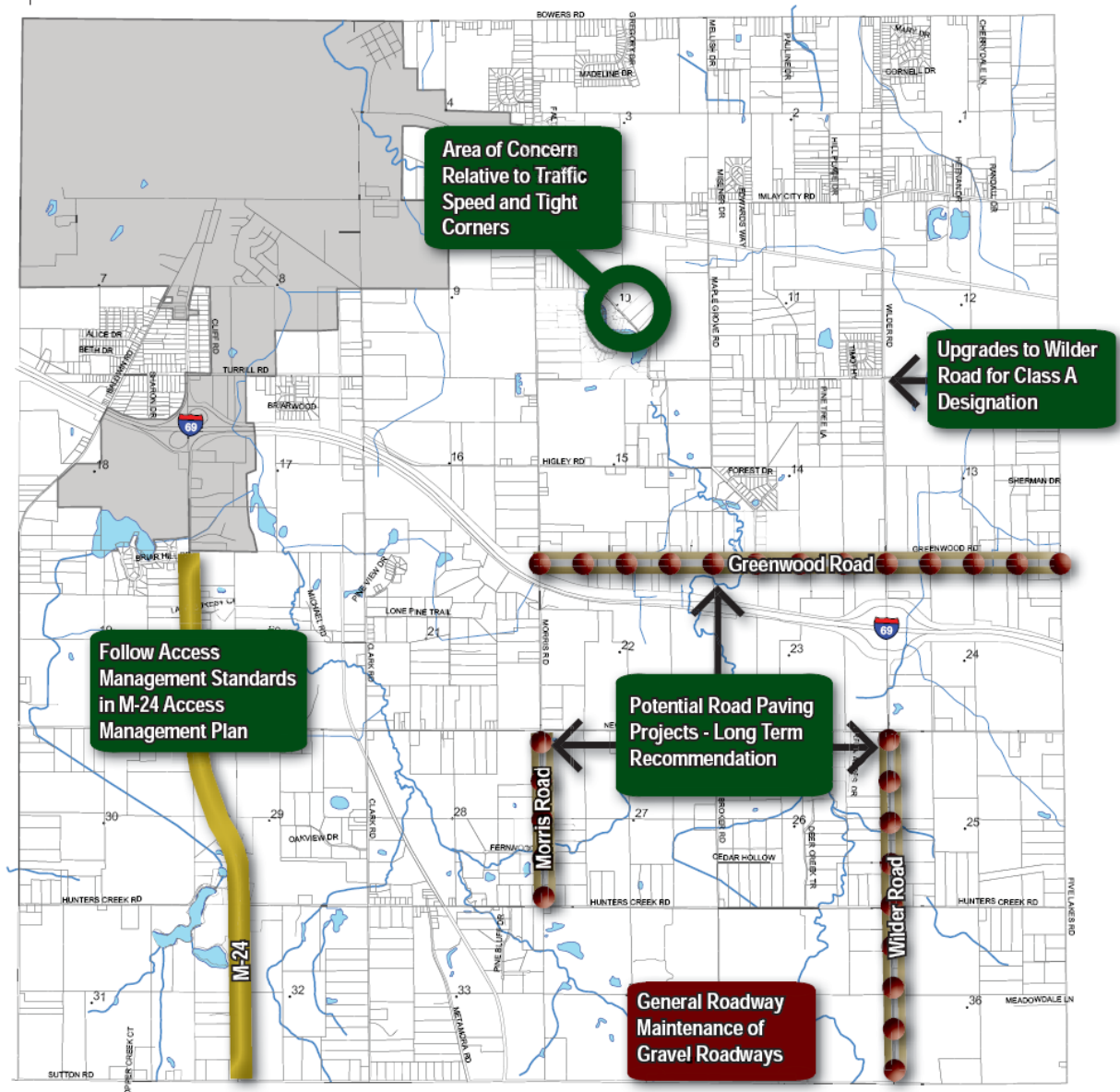


### Designated Haul Routes

Lapeer Township is in a unique physical position as compared to a number of its neighboring communities as well as most of Lapeer County. The Township is traversed by three (3) of the most traveled and most interconnected roadways within the County, including (Interstate) I-69, M-24 (Lapeer Road) and Imlay City Road. Along with these roadways, the Township also has two interchanges with I-69. These interchanges provide substantial east/west access to the region for Lapeer Township, the City of Lapeer as well as a number of other Lapeer communities, either north or south of Lapeer Township. These interchanges provide a means for truck traffic to transport goods from a regional roadway such as I-69 to the businesses and industries within the County. To do this on a regular year round basis for some cargo loads, class A roadways must be available.

M-24 is a class A road from Bowers Rd all the way to I-69, providing north south access through the Township and to the surrounding communities. Wilder Road is designated as a class A road, north of I-69, while the road that extends south of I-69 has not been upgraded and causes issues for year-round truck traffic. The development of that portion of Wilder Road north of I-69 as a designated Class A road would provide a designated haul route for those businesses within the northern end of the Township, the City of Lapeer as well as to the Airport and its surrounding businesses within Mayfield Township. It should be noted that this route may require additional noise and traffic mitigation since most of Wilder Road traverses an area of the Township which is primarily agricultural and/or residential land uses. The other designated Class A roadway within the Township is Bowers Road from Roods Lake Road east to Wilder Road.

# Thoroughfare Projects



**Lapeer Township**  
Lapeer County

**Legend** 

Map Prepared By:  
Lapeer Township Planning Commission

With Assistance From:  
Community Planning & Management, P.C. Base Map: Lapeer County Equalization

## Access Management

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### The M-24 Corridor Access Management Plan

The M-24 Corridor Access Management Plan provides a parcel by parcel plan for managing access drives along M-24 and was developed by the State as a part of the reconstruction of M-24 in an effort to maximize the benefits of investing in the redevelopment of the roadway. The Plan was developed in conjunction with Metamora Township.

- ⇒ The Plan calls for the spacing of any new driveway to be 455 feet from any other driveway or roadway on the same side of the road. The presence of the boulevard addresses the spacing for most of the driveways and roadways.
- ⇒ The Plan also calls for the removal or relocation of several driveways along M-24 near Hunters Creek and to the south.
- ⇒ From Hunters Creek to Newark Road, the Plan calls for the consolidation of some residential driveways along the east side of M-24 near Newark Road for the existing residents in this area. Further, some driveways are noted as being candidates for realignment due to their angle in which they access M-24. Finally, acceleration and deceleration lanes are called for at the intersection of Newark Road.
- ⇒ North of Newark Road, the Plan suggests the removal and relocation or consolidation of several driveways immediately north of Lake Forest Road. Currently the zoning ordinance only allows for consolidated or joint driveways in the case of “panhandle lots”, but these types of lots are prohibited. The zoning ordinance should be modified to allow consolidated driveways when they are recommended by the Plan, even if they do not involve panhandle lots.
- ⇒ Finally, the Plan calls for a significant interior road system for both sides of M-24 near the intersection of I-69. Both of these areas are now within the City’s boundaries and should be required to follow the recommendations of the Plan.

The successful implementation of the plan requires a close coordination with the Township, the Lapeer County Road Commission and the Michigan Department of Transportation to ensure the review process for the proposed site plan and the driveway location are coordinated with all appropriate jurisdictions. The Township passed a resolution to this effect with the adoption of the Access Management Plan.





**Nonresidential Access Management**

There are a number of ways in which access management can occur for nonresidential land uses. These include, cross access easements, driveway consolidation or joint driveways, maximizing driveway separation, frontage roadways, etc. Each of these methods is outlined with the M-24 Corridor Access Management Plan.

The most commonly utilized access management technique is the use of cross access easements. Cross Access easements are legal agreements that allow users of one site the right or ability to traverse multiple properties to gain access to another site without accessing the abutting public road. If used properly, the use of cross access easements will have the effect of providing continuous, interconnected parking lots or access drives between sites.

The use of cross access easements could also have the effect of creating a frontage roadway depending on layout and design and should ultimately lead to driveway consolidation or joint driveways.

The other means in which to consolidate driveways or to maximize the spacing between driveways is to establish minimum spacing standards. This encourages land owners to work together to provide access to nonresidential lots.

The M-24 Corridor Access Management Plan recommends a



**Access Management Standards**  
Lapeer Township Zoning Ordinance

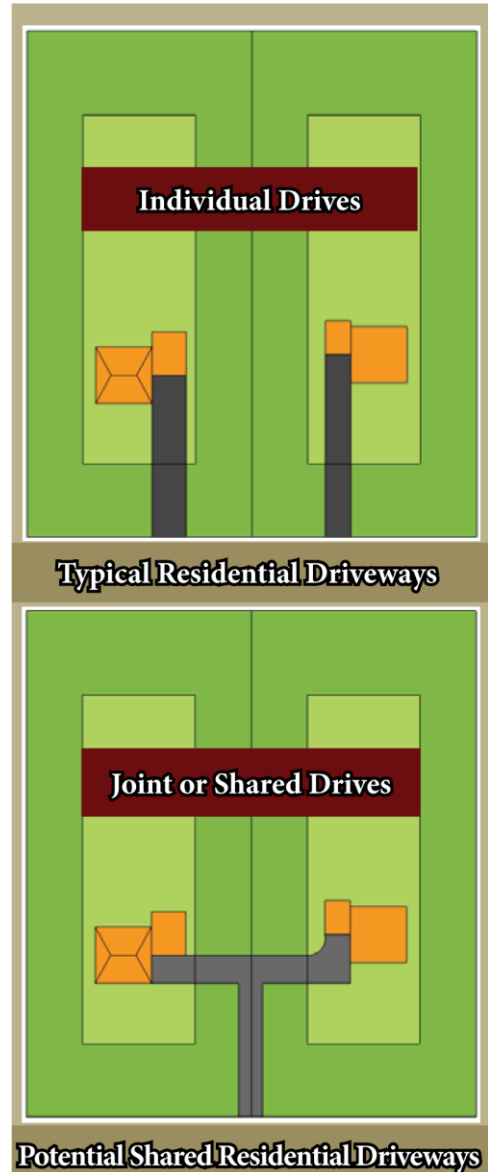
Posted Speed Limit	Minimum Driveway Spacing (in Feet)
25	105
30	125
35	150
40	185
45	230
50 and Higher	275

minimum spacing of 455 feet between driveways due to the speed limit along M-24. The Township has had a long standing access management standards Ordinance even prior to the adoption of the M-24 Plan. The Township spacing requirements as adopted by Ordinance is as follows:

### Residential Access Management

The development of private or public roads providing access to lots or individual land divisions is one method of access management for residential land use. Rather than creating a number of splits along a major thoroughfare which would generate the need for a number of driveways, the development of a single access road which would then provide interior access to additional splits is much preferred.

A secondary method of providing residential access management is to allow for joint or shared driveways between two residential lots. In those cases where public or private road development is not feasible or desirable, the use of joint or shared access drives can provide a simple solution. However the Township does not permit panhandle lots. While typically the use of this method is not as effective as the development of a road, it still provides a potential reduction in the number of driveways.



## Pathways

As noted in the Community Facilities Section, the Township has planned a number of pathways within the community to provide connectivity between identified Township amenities as well as providing linkages to amenities within adjacent communities. The Township amenities include the Township Hall and ultimately the Township property on Maple Grove Road. Adjacent community amenities include sites like the Attica Township Hall and Park site as well as the City of Lapeer Community Center.

The plan indicates that these pathways will likely be a combination of shared pathways with the roadways as well as separate pathways constructed within the road right of way as properties develop within the Township through the site plan process.

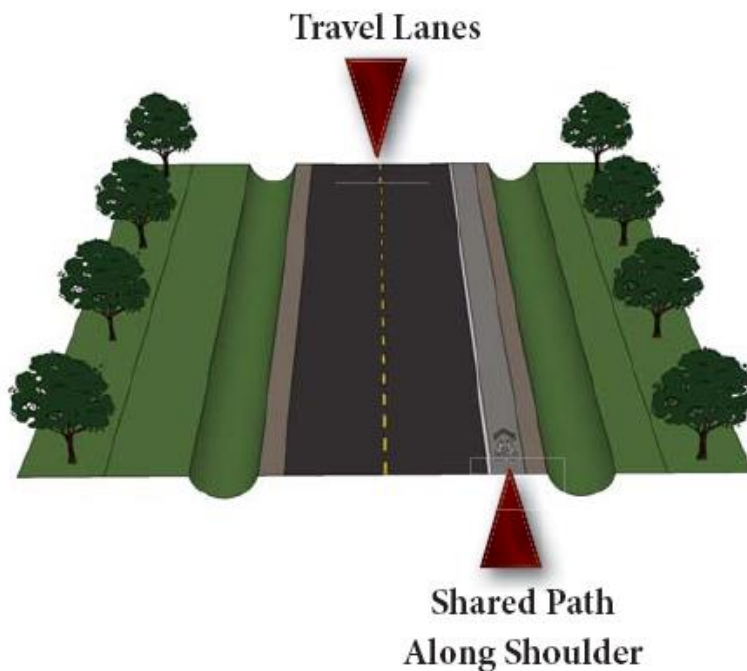
The use of the shared roadway concept accomplishes several things including reducing costs as well as reducing impacts on the environmental assets of the Township. A number of the planned pathway corridors traverse environmentally sensitive areas. A pathway constructed outside of the existing road bed would generate the need for additional fill or the construction of an elevated pathway. The additional fill is undesirable due to the destruction of the environmental area and the use of an elevated pathway is very costly.

In those areas where feasible, the use of separate pathway can also be utilized. The requirement for this can be written into the Zoning Ordinance that an appropriate pathway be provided along the frontage of the property being developed through the site plan process. This would provide separation between pedestrian or bicyclist and automobiles. The connections between those areas which have shared roadway paths and separate paths would need to be closely coordinated to ensure appropriate connections between the two. More specific, defined studies will likely be necessary to review which areas would require shared paths and which could be separated. Further, standards for the development of such paths would need to be coordinated between Township requirements and those of the County Road Commission.

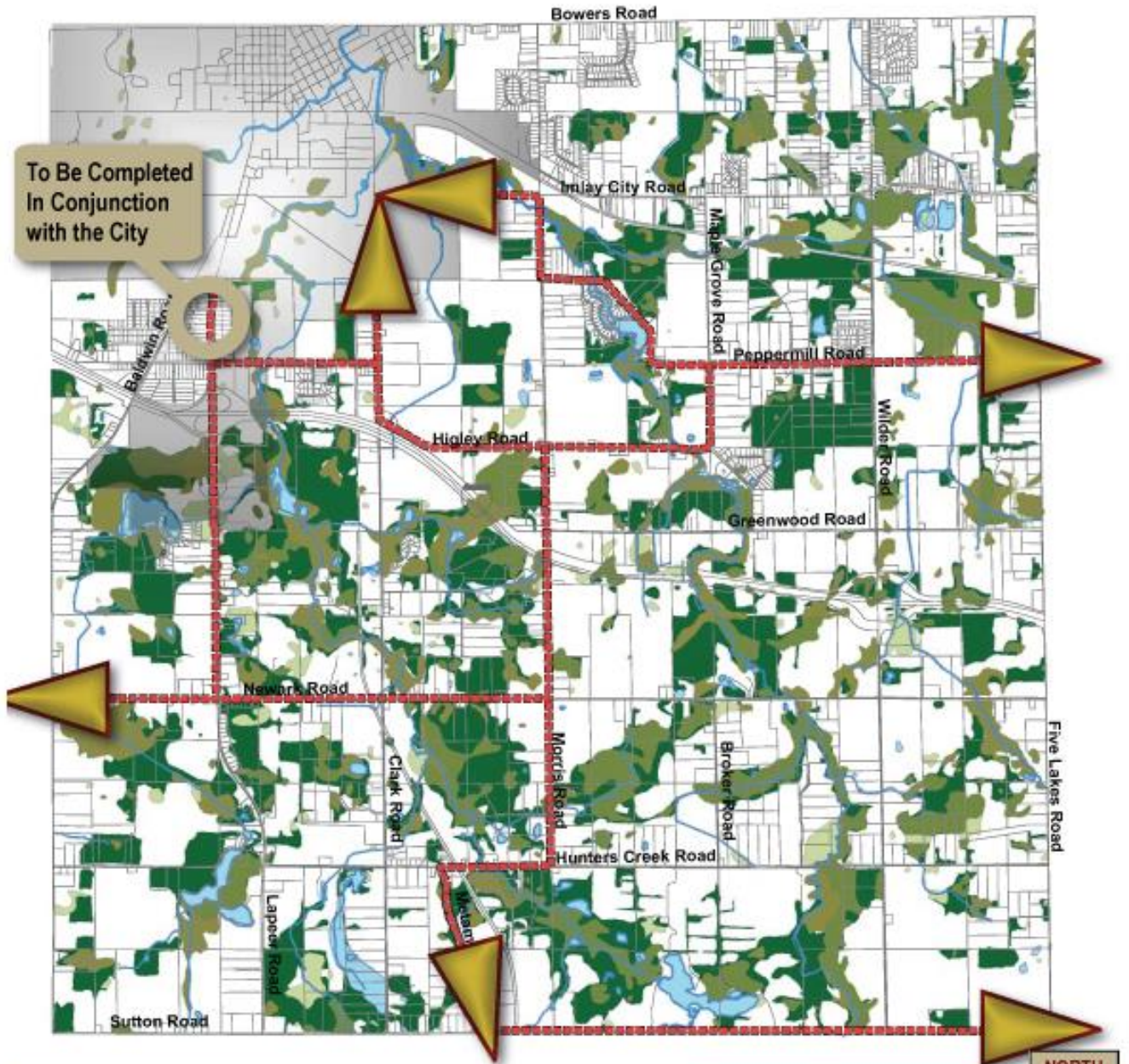
## Land Policy Institute

According to the Land Policy Institute presentation “Regional Strategies to Attract Prosperity: Co-petition, Innovation & Prosperity”, talented people are looking for the following amenities in determining where to live:

- Active / Dynamic living environment with lots of fun:
  - Recreation, culture, social interaction, diverse choices.
- Amenities driven: parks, outdoors, thriving farms, sports, hunting, fishing, waterways, greenery, etc.
- Diverse lifestyle choices:
  - Multi-modal transportation, housing type and price,







**Lapeer Township**  
**Lapeer County**

Map Prepared By:  
 Lapeer Township Planning Commission

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

Base Map: Lapeer County Equalization

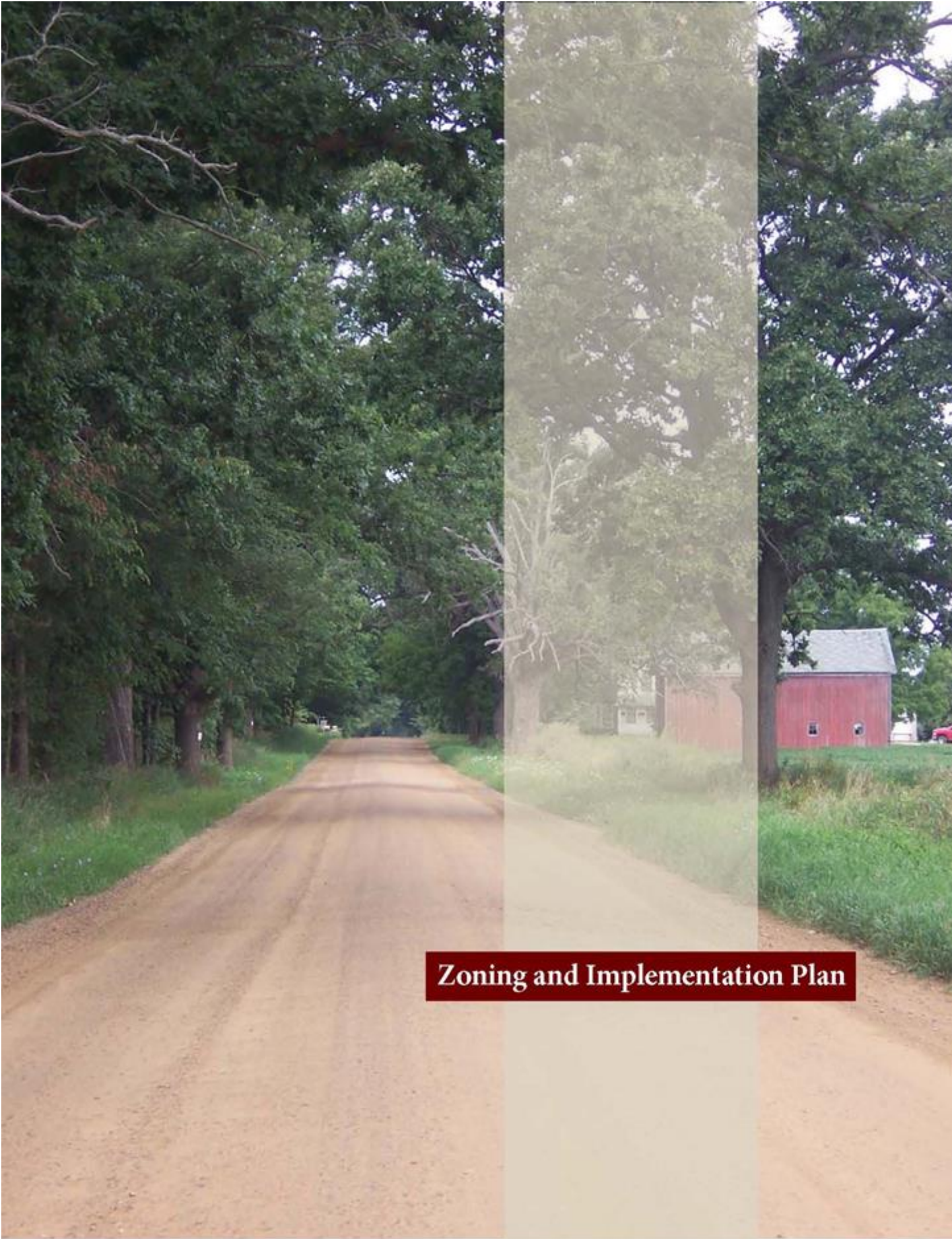
**Legend**

- Emergent
- Forested
- Open Water
- Scrub-Shrub
- Woodlands

NORTH

SECTION





**Zoning and Implementation Plan**



## Section 15. Zoning and Implementation Plan

### Introduction

The Planning Commission's thoughtful preparation and adoption of any plan would be for naught without a program of implementation strategies to bring the Plan to life. The following implementation techniques permit the Township to turn potential issues or concerns into opportunities. The following section attempts to identify each specific plan recommendation with appropriate implementation techniques and the parties involved to facilitate that recommendation. These techniques should be referred to frequently and used systematically so that the outcome is a consistent program of implementation over the lifespan of the Master Plan. This "checklist" can be viewed as just that, a checklist for the Township to use on a day to day basis.



Typical Residence - Interlocal Agreement/Annexation Area

### Implementation Tools

Following is a brief discussion of several key implementation tools available to the Township.

#### Zoning Ordinance Amendments

The Township's most effective tool to implement the land use arrangement of the Master Plan are zoning standards and zoning districts. A zoning ordinance provides the defined regulations of the community but is not immune to change as long term trends and community goals change. The experiences a community undergoes in the application of their zoning rules and the review of new land uses constantly change the body of professional knowledge related to planning and zoning standards. Periodic review of the zoning ordinance will result in the application of the most up-to-date standards in the design of new uses and the maintenance of existing developments. Review sessions may be appropriate at least annually, unless such are needed throughout the year. The Master Plan does note several specific areas of the Zoning Ordinance which may require review.

#### Special Design Plans and Functional Plans

Much like the Zoning Ordinance, the Master Plan needs to be consistently reviewed. Further, sometimes a Master Plan must be followed by more detailed data or design studies in order to further identify issues, provide data for decisions making or to illustrate specific concepts that can only be covered briefly in the plan. These smaller, more specific plans can also help to implement certain ideals outlined in the Plan. The Recreation Plan is one type of these specialty or functional plans. While prepared and reviewed for a specific purpose, the Planning Commission, must work with the Township's Master Land Use Plan and Zoning Ordinance, to help ensure the applicable aspects of the Recreation Plan are implemented appropriately.



### **Coordination with the City Plans**

The Township and the City of Lapeer have a unique working relationship with the establishment of the interlocal agreement area for annexation. Master planning, Zoning and implementation in certain areas of the Township must be coordinated with the City Planning Commission. The two entities must work side by side to accomplish the goals of the interlocal agreement of 2006 as well as the specific goals for each community.

### **Subdivision and Condominium Regulations**

Subdivision Regulations and Condominium Regulations Ordinances are valuable tools in achieving the type of residential development desired by the Township since a large portion of the Township can still be developed in residential subdivisions due to the remaining large tracts. These ordinances should be periodically reviewed and updated to incorporate effective standards that will result in high quality, attractive residential developments.

### **Site Plan, Special Land Use, Planned Development, and Rezoning Approval**

Many essential components of the Plan will be the subject of a site plan or special land use application, perhaps preceded by an application for rezoning or submitted as a combined “planned development.” As part of the implementation of the Master Plan, is an appropriate time to review the Township’s site plan and special land use approval processes and standards. The standards should clearly set forth the ideals and preferences of the Township. Once these standards are in place, the Township Administration and the Planning Commission must adhere to them consistently when reviewing development proposals. The implementation of the Plan will take well over the anticipated 20-year life span of the Master Plan. In order to maintain the vision, consistent application of the Ordinance standards will be essential.

### **Capital Improvement Plans**

The State with the passage of Act 33 of 2008 now requires each community which operates a public sewer and water system to develop a capital improvement plan to help in the implementation of the community’s Master Plan. Starting in 2011, as infrastructure becomes available to those residents in the Township, the Township Planning Commission in conjunction with Township Staff should begin to develop such a plan which can then be forwarded to the Township Board for their review and adoption into the Township’s overall budget. The capital improvement plan is a rolling five year budget for improvement projects such as sewer and water lines, parks, public facilities, etc.

### **Re-Evaluation and Adjustment of the Plan**

The final – and sometimes most difficult – step in the planning process is the last one: reevaluation and adjustment. The process of community planning is never really finished. A community’s population, economic status, goals, land uses, land use problems, and political climate are constantly changing. It is important to assess how well the Plan is addressing the present land use issues in the community, and whether amendments should be made to keep the Plan relevant and make it the most appropriate guide for the Township’s future land use. If the Plan no longer reflects the vision of the community, the Planning Commission can then begin the planning process again. Based on State Statute, the Plan must be reviewed at least every five (5) years to ensure the Plan is up to date and reflects current policy.



CATEGORY	RECOMMENDATION	RESPONSIBLE PARTY	TIMEFRAME
Land Use	Develop an ongoing inventory of used vs. unused sewer taps within the designated 2006 interlocal agreement area.	Administration	Ongoing
Land Use	Ensure the preservation of identified wetland areas as a part of every site plan review.	Planning Commission	Ongoing
Land Use	Ensure the preservation and integration of woodland areas as a part of every site plan review.	Planning Commission	Ongoing
Land Use	Review Township Zoning Ordinance regulations to possibly allow more intensive home occupations when appropriate. <b>PLAN CALLS FOR CONSIDERATION OF TWO-TIERED HOME OCCUPATION PROVISIONS</b>	Planning Commission / Township Board	Short Term
Land Use	Coordinate planning efforts with the City of Lapeer for those properties in the annexation by choice area to ensure land use, maneuvering and landscaping policies are integrated seamlessly.	Planning Commission / Administration	Ongoing
Land Use	Develop a formalized committee along with the City for addressing issues relevant to the 2006 interlocal agreement area.	Administration	Ongoing
Land Use	Develop standards for significant buffers for those residential uses along M-24 as well as at the intersection of Wilder Road and I-69.	Planning Commission / Township Board	Short Term
Land Use	Amend the Zoning Ordinance to eliminate the M-2 Industrial District, add some uses from M-2 including junk yards and drive-in theaters	Planning Commission / Township Board	Short Term
Land Use	Amend the Zoning Ordinance to increase incentives for using open space development option	Planning Commission / Township Board	Short Term
Land Use	Amend the Zoning Ordinance to provide flexibility in applying aesthetic standards to industrial uses	Planning Commission / Township Board	Short Term
Land Use	Amend the Zoning Ordinance to revise classification of road terms to match County Road Commission classification	Planning Commission / Township Board	Short Term

CATEGORY	RECOMMENDATION	RESPONSIBLE PARTY	TIMEFRAME
Community Facilities Plan	Identify the amount of storage space necessary for future needs and the location of such storage	Administration	Short Term
Community Facilities Plan	Continue to seek alternative funding sources for the development of the Township Hall Park site.	Planning Commission / Administration	Ongoing

CATEGORY	RECOMMENDATION	RESPONSIBLE PARTY	TIMEFRAME
<b>Community Facilities Plan</b>	Continue to develop Township Hall Park site in compliance with the adopted park plan	Planning Commission / Administration / Township Board	Ongoing
<b>Community Facilities Plan</b>	Maintain the Township Parks, Recreation and Open Space Plan in an approved form, updating the plan every five years at a minimum	Planning Commission	Ongoing
<b>Community Facilities Plan</b>	Review long term potential uses for Township property located along Maple Grove Road.	Planning Commission	Long Term
<b>Community Facilities Plan</b>	Assess potential parkland and public land acquisition as properties become available.	Planning Commission / Administration / Township Board	Ongoing
<b>Community Facilities Plan</b>	Assess needs for future police service space either as an expansion of current Township Hall or at an alternate location	Administration	Long Term
<b>Community Facilities Plan</b>	Review the contract for fire services with the City of Lapeer to determine if current agreement concept is acceptable or if an alternative agreement with another provider is desirable.	Administration / Township Board	Ongoing
<b>Community Facilities Plan</b>	Develop a working relationship with the Lapeer School District to ensure that any new school facilities or reuse of the former Maple Grove Elementary meet Township requirements for development and respect the context of the area.	Administration / Planning Commission	Ongoing
<b>Community Facilities Plan</b>	Continue to work with service providers to bring broadband or high speed internet access to the Township	Administration	Ongoing

CATEGORY	RECOMMENDATION	RESPONSIBLE PARTY	TIMEFRAME
<b>Thoroughfare Plan</b>	Work with the Lapeer County Road Commission to develop an acceptable road cross section for a road share concept for those segments of roadway within the Township designated as a planned pathway route	Planning Commission / Administration	Short Term
<b>Thoroughfare Plan</b>	Work with the Lapeer County Road Commission to ensure that proper maintenance and grading occur on the Township's gravel roadways	Administration / Township Board	Ongoing
<b>Thoroughfare Plan</b>	Review with the Road Commission the potential and desirability of paving the remaining roadways within the Township	Planning Commission / Administration / Township Board	Long Term
<b>Thoroughfare Plan</b>	Work with the Road Commission to establish reasonable speed limits on Township roadways for those areas which call for such.	Administration / Township Board	Ongoing

## SECTION

<b>Thoroughfare Plan</b>	Work with the Road Commission to establish acceptable designated haul routes and securing the improvements necessary to such roads	Planning Commission / Administration / Township Board	Ongoing
<b>Thoroughfare Plan</b>	Continue to work with the Michigan Department of Transportation and the Lapeer County Road Commission to implement the M-24 Corridor Access Management Plan	Planning Commission	Ongoing

**STRATEGIC IMPLEMENTATION TABLE**

<b>ACTION ITEM</b>	<b>RESPONSIBLE PARTY</b>	<b>TIMEFRAME</b>
Review Township Zoning Ordinance regulations to possibly allow more intensive home occupations when appropriate.	Planning Commission/Township Board	2021
Continue to work with service providers to bring broadband or high speed internet access to the Township	Administration	2021
Develop standards for significant buffers for those residential uses along M-24 as well as at the intersection of Wilder Road and I-69.	Planning Commission/Township Board	2021
Continue to review the potential for expanding the existing Township Hall building for the potential of constructing restroom facilities which are accessible from the exterior, specifically for park pavilion users.	Planning Commission/Administration	2022
Maintain the Township Parks, Recreation and Open Space Plan in an approved form, updating the plan every five years at a minimum.	Planning Commission	2023
Continue to work with service providers to bring broadband or high speed internet access to the Township.	Administration	Ongoing
Continue to work with the Michigan Department of Transportation and the Lapeer County Road Commission to implement the M-24 Corridor Access Management Plan.	Planning Commission.	Ongoing
Conduct Five Year Review	Planning Commission	2024

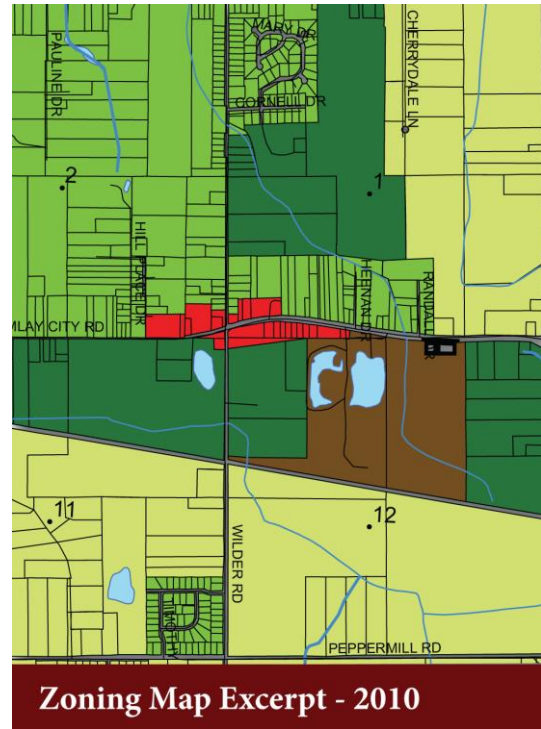
## Zoning Plan

The Michigan Planning Act (PA 33 of 2008) recognizes that a disconnect can occur between the future land use plan and the Township's actual zoning regulations. In response to this recognition, the Act requires that a zoning plan be prepared drawing a correlation between the Master Plan and the Zoning Ordinance. This relates to both the zoning text as well as the zoning map.

The zoning plan itself describes the relationship between the future land use categories shown on the future land use map and the associated master plan text and how those categories relate to either existing zoning districts or those which are intended to be created. The zoning plan is not part of the zoning ordinance nor does it intend to make the master plan a part of the zoning ordinance. It is designed to provide general recommendations that are intended to be maintained or implemented over the time of the Master Plan.

### The Master Land Use Plan

The Master Land Use Plan sets forth the long term vision, goals, objectives, and policies for growth, development, and redevelopment over the next 20-30 years, understanding that some recommendations or policies may not be feasible or even desirable over the short term. However, the State does require that the plan be reviewed every five (5) years to ensure the plan is still meeting the desires of the Township. It is important to note that the plan is a guide and not a regulation.



**Zoning Map Excerpt - 2010**

### The Zoning Ordinance

The Zoning Ordinance provides regulation for the use and development of land within the Township. The Zoning Ordinance provides general regulations in terms of different zoning districts for different types of uses, setbacks and height regulations, landscaping requirements, parking requirements, etc. The Zoning Ordinance however, must be based on a plan (as required in PA 110 of 2006, Michigan Zoning Enabling Act).

### The Correlation

The master plan sets forth a total of twelve (12) future land use designations as depicted on the future land use plan. The Township's Zoning Ordinance contains a total of twelve (12) zoning districts. There are some proposed changes to the zoning districts. The M-2 Heavy Industrial District is proposed to be removed with some of its permitted uses being moved to the M-1 Light industrial District as special land uses. In addition, an overlay zone is proposed south of Imlay Road between Peppermill and Wilder Rd. This overlay zone will permit all uses allowed in the R-1B Single Family Residential Medium District, C-1 Local Commercial District, and M-1 Light Industrial District as special land uses when that use is not permitted in the underlying zoning district.

Future Land Use Classifications Compared to Zoning District	
Future Land Use Classifications	Zoning Districts
AE Agricultural Residential	AE Agricultural Estate
R1-A Single Family Residential Low	R1-A Single Family Residential
R1-B Single Family Residential Medium	R1-B Single Family Residential
R1-C Single Family Residential High	R1-C Single Family Residential

# SECTION



RM Multiple Family	RM Multiple Family Residential
RMH Manufactured Homes Community	RMH Mobile Home Park
O-1 General Office	O-1 General Office
C-1 Local Commercial	C-1 Local Business
C-2 Planned Shopping Center	C-2 Planned Shopping Center
C-3 General Commercial	C-3 General Business
M Light Industrial	M-1 Light Industrial Delete
Overlay	R1-B Single Family Residential O-1 Office C-1 Local Business M-1 Light Industrial

**Proposed Strategies that Impact the Zoning Ordinance**

- Modify Road Planning terms in the zoning ordinance to match those used in the master plan.
- Delete M-2 Heavy Industrial District and add junkyards and drive-ins as special land uses in the M-1 Light Industrial District.
- Develop incentives to encourage open space development.
- Consider 2-tier home occupation approach.
- Review aesthetic compatibility standards for industrial uses to provide greater flexibility.
- Continue to work with the Michigan Department of Transportation and the Lapeer County Road Commission to implement the M-24 Corridor Access Management Plan.
- Incorporate the M-24 Corridor Access Management Plan requirements into the site plan review standards.
- Integrate requirements for planned pathways into the Township’s Zoning Ordinance and site plans in compliance with adopted pathway plan.
- Design concepts for commercial and office uses should be included as discretionary standards in the zoning ordinance’s aesthetic compatibility standards.

**Plan Implementation**

The final and sometimes most difficult step in the planning process is the last one: reevaluation and adjustment. The process of community planning is never really finished. A community's population, economic status, goals, land uses, land use problems and political climate are constantly changing. It is important to assess how well the Plan is addressing the present land use issues in the community, and whether amendments should be made to keep the Plan relevant and make it the most appropriate guide for the Townships future land use. If the Plan no longer reflects the vision of the community, the Planning Commission can then begin the planning process again.

A key aspect of keeping the plan “on-track” is to undertake the implementation strategies that the plan identifies as short-term or on-going. The community cannot expect the plan to be implemented if the strategies identified as necessary for that implementation are not followed through with.

Every year the Planning Commission must review the plan. The review is intended to address two issues:

1. What were the implementation strategies outlined in the plan that should have been undertaken in the preceding year by either the Planning Commission or other stakeholders, such as the Township Board, and were they undertaken?

2. Did anything occur in the preceding year that might impact a basic premise of the Master Plan that should be evaluated to determine if a more formal review process is called for? Potential events could include things such as an extension of utilities into an area of the township that was not anticipated, a substantial change in the economy (good or bad), or a rezoning decision that was inconsistent with the Master Plan.

To ensure that this review is undertaken annually, it will be incorporated into the preparation by the Planning Commission annual report to the Township Board as required by Section 19 (2) of the Michigan Planning Enabling Act (MPEA). The review of the Master Plan should occur one month before the preparation of the annual report. The annual report should address the following:

1. What did the Planning Commission accomplish in the preceding year (number of meetings held, number of requests reviewed)?
2. What implementation items outlined in the plan and the previous annual report were accomplished the previous year and which were not? These should include items that were not the direct responsibility of the Planning Commission.
3. Did the annual review raise issues that would require a formal review of the plan?
4. What activities are to be undertaken by the Planning Commission in the coming year and what implementation items that are the responsibility of other stakeholders should be undertaken in the coming year?

### **Plan Maintenance and Update**

The Master Plan should not be considered a document that is “carved in stone” for the next 20 years. Changes occur all the time in communities and these changes may require that changes or updates be made to the plan. For example, if suddenly an unexpected increase in demand for industrial land occurs, then the plan might need to be updated to meet these needs. Below are steps that the Township should adopt to ensure that the plan is adequately maintained.

#### Five Year Review

Under the terms of the Michigan Planning Enabling Act (MPEA), the township’s Planning Commission must review the Master Plan at least every five years to determine if there is a need to update it. The review should be a formal process if the township intends it to serve as compliant with the requirements of Section 45 (2) of the MPEA. The township should create a report that outlines the findings that serve as the basis for a decision on the necessity of updating the plan. MPEA requires that the findings of the review and determination should be recorded in the meeting minutes and through a resolution attached to the appendix of the plan.

It is recommended that the Planning Commission conduct a less formal review annually, based on those issues that have risen through use of the plan in making zoning decisions. This is discussed in the section dealing with the preparation of the annual report.

#### Standards for Review

In conducting the five-year review or a less formal annual review, the township’s Planning Commission should evaluate the plan using the following criteria:

1. *There have been significant changes in the township.* The formation of this plan was made by certain assumptions concerning the growth of the Township. It is important for the Township to regularly monitor these assumptions to determine if these assumptions are still valid. If the assumptions become invalid, the Township must determine what the changes in circumstance mean for the plan goals and policies.

- a. **Population Growth** – Population growth in the past 17 years has been flat for the township. Because of dropping household size there is still limited growth in housing, but nothing beyond the capability of the land already planned for residential growth to absorb. If population growth as shown in the decennial census or the American Community Survey increases substantially, that could indicate the need for reassessing the allocation of land for residential development.
  - b. **Loss of Rural Character and Agricultural Land** – The plan's primary focus in the rural portion of the township is to preserve rural character rather than farmland for agricultural production purposes. However, farmland is a component of rural character and if there is an increase in the splitting of farms into large lot rural residential sites without open space and rural character preservation, consideration should be given to increasing incentives or adding requirements that protect rural character as discussed in this plan.
  - c. **Housing Growth and Mix** – As noted above, the plan assumes that the areas set aside for residential development are adequate for future growth needs. In addition, it assumes a mix of housing types, with large lot and rural residential sites for single family residences predominating. If future demand for housing turns to higher density development, property may require rezoning and utilities may need to be extended to meet those needs that the plan does not currently anticipate.
  - d. **Housing Cost** - Housing costs should be monitored to see if they are increasing more rapidly than household income during the planning period. A marked increase in housing costs in relation to income may require more aggressive efforts in providing low cost housing, while stable costs may indicate that current strategies are working in providing a broad range of housing costs.
  - e. **Adjacent Planning and Zoning** - Changes or proposed changes in Master Plans or Zoning Maps of adjacent Townships or the City of Lapeer should be reviewed to consider their impact on the Township's plan. If the Township has an opportunity to be involved in the planning review process before the adjacent community makes a decision regarding the planning or zoning matter, it provides the Township with the opportunity to influence the adjacent community's decision.
  - f. **Transportation** - The Township should monitor changes in condition of roads within the Township. The County Road Commission's road improvement schedule for area roads should also be reviewed annually for their impact on the plan. Traffic counts on M-24 should be monitored to help identify any changes in potential demand for commercial development along the corridor from the City of Lapeer south to Sutton Road.
  - g. **Utilities** - The township and the city have an existing agreement for utility expansion. Demand for extension of city utilities into the township under that agreement should be evaluated. Generally, when public utilities are extended in rural areas, development usually follows and this should be taken into account.
2. *There was a significant error in the plan that affects the plan policies, goals, or recommendations.* Sometimes a plan is based on an assumption that turns out to be incorrect. An area was thought to be a wetland, but turns out not to be. Any changes in the facts as a community knows them should be considered to see if it changes the appropriateness of proposals in the plan.

3. *There has been a change in the community's attitude about some basic goal of the plan, or on a proposed strategy to achieve a goal.* A community's values may change over time, and a goal that was an important priority in the past may be less so today. In other cases, a major strategy may turn out to be ineffective or otherwise inappropriate. These changes may be highlighted by decisions made by the township that are inconsistent with the plan. These inconsistencies should be recognized and addressed.
4. *New issues that should be addressed by the plan have come up and are either not addressed in the plan or not adequately addressed by it.* Issues important to a community may crop up after a Master Plan has been adopted. In those instances, it might be an issue that requires amendment of the Master Plan to ensure that the city's policies regarding the use are clear.
5. *New information addressing a major policy or strategy has come to light and should be incorporated into the plan.* New information is constantly being released about the community and its region that may impact the Master Plan. This can include new best practices proposed by planners or related professions.
6. *The plan is out of date.* This plan is prepared using a 20-year scope. If the plan has not been revised or significantly updated by the time the plan has reached the end of its "life", then it should be updated at that point.

#### Standards or Criteria to be Used for an Amendment to the Zoning Ordinance

In considering a rezoning request or a proposed text amendment, the primary question to ask is; "Does this zoning amendment conform to our Master Plan?" Subsidiary questions follow that are related to the points used in considering a plan review including: "Was there an error in the plan that affects the appropriateness of the proposed amendment?"; "Have there been relevant changes in conditions since the plan was approved that affect the appropriateness of the proposed amendment?"; and "Have there been changes in the community's attitude that impacts the goals and objectives of the plan and affect the appropriateness of the proposed amendment?". Answering these questions should answer the question whether or not a zoning amendment is appropriate and that should frame the reason within the context of the plan.

The following are items to consider when approving a rezoning or text amendment:

- **Consistency with Master Plan.** The proposed change is consistent with the Master Plan. This means for rezoning changes it should be consistent with the relevant goals and policies and as well as the future land use plan. In the case of a proposed text amendment, consistency means it is consistent with most of the relevant goals and policies.
- **Mistake.** A mistake in a Master Plan can be an assumption made based on incorrect data, an area on a future land use map that is incorrectly labeled, or other factors that, if known at the time of the Master Plan adoption, would have been corrected.
- **Changes in Condition.** The development of this plan is based on the current conditions of the city. If conditions change within the city, that may cause the adopted goals, policies, and land use decisions to no longer be valid. A text amendment that was previously not recommended may be appropriate now.
- **Change in Policy.** This Master Plan document is the Planning Commission's vision for the city. When the vision changes, then so should the Master Plan. When a zoning issue results in a change in vision, a decision can be made that is contrary to the current Master Plan as long as that changed vision is explicitly incorporated into the Master Plan.

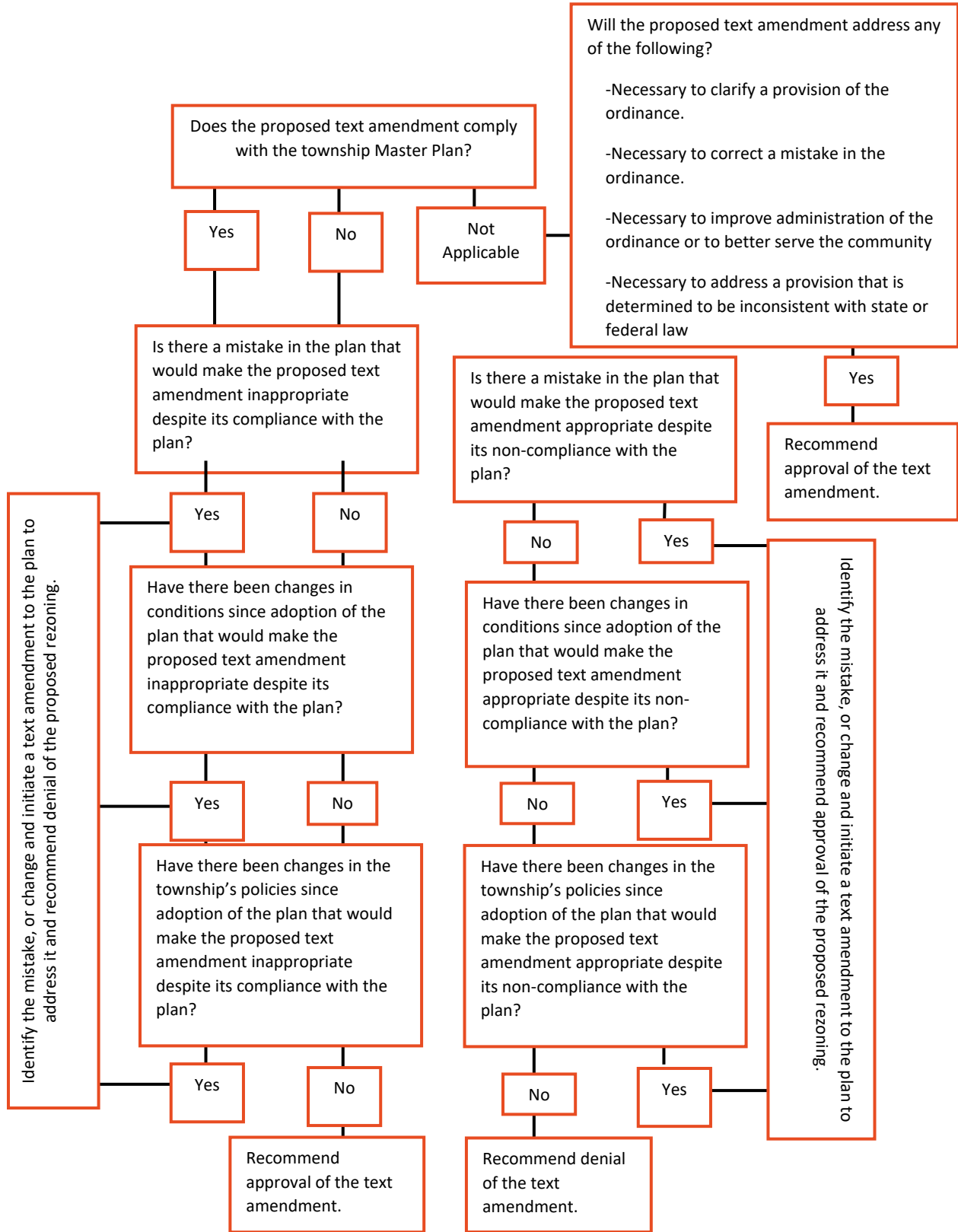
## SECTION



- Additional Considerations Related to Text Amendments. The changing of text of the zoning ordinance should be evaluated on the above standards, but also changes that may not have any impact on the goals and objectives of the Master Plan. These neutral changes are appropriate when:
  - The text change is necessary to clarify a provision in the zoning ordinance.
  - The text change is necessary to correct a mistake in the ordinance.
  - The text change is necessary to improve administration of the zoning ordinance or better serve the community.
  - The text change is necessary to address a provision that is determined to be inconsistent with state or federal law.

Two points should be made. First, the factors for consideration (oversight, change in condition, or change in goals or policy) can work in reverse; making a proposal that otherwise seems appropriate, inappropriate. Secondly, these factors should not be used to create excuses for justifying a decision to violate the Master Plan or to change it so often that it loses its meaning. The following Figure 1 and Figure 2 illustrate the decision trees for reviewing a proposed rezoning or text amendment using this approach.

FIGURE 1: DECISION TREE FOR PLANNING COMMISSION REVIEW OF A PROPOSED TEXT AMENDMENT



SECTION

FIGURE 2: DECISION TREE FOR PLANNING COMMISSION REVIEW OF A PROPOSED REZONING

