City of Lapeer Master Plan







Adopted in 2008
Amended April 2014
Amended February 2021

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Chapter 1: An Introduction to the Lapeer Master Plan

An Introduction to Lapeer

The first settler in Lapeer was Alvin N. Hart, who was born in Cornwall, Connecticut. He came to Lapeer in 1831 and platted the Village of Lapeer in 1833. The plat was registered four years before Michigan became a state and Lapeer became a county.

Lapeer was incorporated as a village in 1857 and as a City in 1869. Lapeer became the Lapeer County seat after the purchase of the Historic Courthouse by county commissioners in 1858. The Lapeer County Courthouse is one of the ten oldest courthouses in the United States.

Lapeer has enjoyed success with lumbering, dairy industries, and more recently with industrial development. Lumbering was the sole industry in the early days of Lapeer. The growing lumber industry attracted the New York Central Railroad and Grand Trunk Railroad. Lapeer later became the intersection of M-21 and M-24. Adequate supplies of water, fuel and electricity, and many various forms of recreational facilities, provided the foundation for the growing community.

Lapeer has maintained much of its small town atmosphere while providing the convenience of a larger city with a number of businesses, retail stores, churches, and specialty shops. The City of Lapeer is located along I-69, approximately 20 miles east of Flint and 48 miles west of Port Huron. The City is bounded by Elba Township, Lapeer Township, Mayfield Township, and Oregon Township. As the Lapeer County seat, the City is home to the county offices and courthouse. The City also provides services and businesses to the surrounding township residents.

What is a Master Plan?

The Master Plan is a document created by the City of Lapeer Planning Commission and adopted by the City Commission to guide the future growth and development of the community. A sound Master Plan helps ensure that Lapeer remains a highly desirable community in which to live, work, or visit. This can be accomplished by preserving and enhancing the qualities of the community that the residents, businesses, and property owners consider important.

The Master Plan identifies and examines a wide range of physical issues including population, housing, land use, transportation, neighborhoods, community facilities, and natural resources. The implications of each are analyzed and translated into a series of goals and objectives for the City. This effort culminates in the creation of a Master Plan,

which provides recommendations for future land use, neighborhood improvements, transportation improvements, and special strategies for key areas in the City. Because the plan offers a balance between the interest and rights of private property owners with what is best for the future of Lapeer, overall this plan will effectively assist City leaders in making substantive, thoughtful decisions for the community which considers long-term implications.

Using the Master Plan

The Master Plan is intended as a guide for City officials in land use, development, zoning, and capital improvement decisions. The City Commission, Planning Commission, and the public should continuously strive to ensure effective use of this document and should reference the Master Plan in order to:

- Review development proposals – to confirm the proposal meets all goals and objectives of the Master Plan.
- Review rezoning requests – to confirm the request is consistent with the City's criteria to consider rezonings including existing conditions, the Future Land Use Map, the appropriate timing of the change, consistency with the goals and policies of the Master Plan, and potential impacts on the City.
- Provide a basis for amendments to the Zoning Ordinance and Zoning Map - to help realize and enforce plan goals.
- Understand expectations for the future land use pattern and desired land use types in the community to guide new development and redevelopment.
- Identify and recommend physical improvements to important resources such as roadways, access management, streetscape and entryways, non-motorized pathways, parks, and public facilities.
- Provide specific design standards related to buildings, landscaping, and other site improvements for development and redevelopment throughout the community.

The Differences Between a Master Plan and a Zoning Ordinance

The Master Plan provides general direction on the future development patterns, policies, and actions for community leaders to consider. While the Master Plan does not change the Zoning Ordinance or zoning of any property, some of the plan recommendations will be implemented through text and map amendments. Some of the other differences between the Master Plan and the Zoning Ordinance are listed below.

Master Plan	Zoning Ordinance
Provides general policies, a guide.	Provides specific regulations, the law.
Describes what should happen in the future – recommended land use for the next 20 years, not necessarily the recommended use for today.	Describes what is and what is not allowed today, based on existing conditions.
Includes recommendations that involve other agencies and groups.	Deals only with development-related issues under City control.
Flexible to respond to changing conditions.	Fairly rigid, requires formal amendment to change.

The Planning Process

The City of Lapeer followed a very comprehensive planning process in developing this Master Plan to ensure participation from the public, regional agencies, public officials, City staff, and from experts on the different subject areas. It was also important for the City to go above and beyond the new Master Plan review and adoption procedures set forth in the amendments to the Municipal Planning Act. To ensure compliance with the act and maximum involvement from both the public and outside agencies and communities, additional steps were taken to involve all those affected by, and have influence on, the plan.

Process Overview. The document was prepared primarily in cooperation with the City of Lapeer Planning Department, the Planning Commission, and City Commission. The following is an overview of the planning process that was followed:

- Project Kick-Off - At the beginning of the project, the City got the word out to alert residents and others that the project was beginning. In accordance with the Municipal Planning Act, as amended, the City also distributed a 'Notice of intent' to not only the required agencies such as surrounding communities and the county, but also the regional planning agency, the airport, local utility companies, and other jurisdictions that are involved in the City.

- Three-Day Intensive Work Session - Members of ROWE and LSL conducted an intensive three-day work session in the City in early July 2007. During this session, team members familiarized themselves with the community, carried out field visits to each of the critical planning areas, and met with City staff members and other community officials.

- Stakeholder Interviews - Two (2) meetings were held with key stakeholders in July 2007.

- Open Houses - Two (2) interactive public open houses were held to present background information that had been assembled regarding the City's planning issues and to receive public input on these issues. A written opinion survey was also provided to open house participants to document responses to a series of questions regarding Lapeer, the critical planning areas, and to help identify the issues that should be addressed by the Master Plan.

- Joint Meeting with City Commission and Planning Commission - A meeting was held with the Lapeer City Commission and Planning Commission to review the findings from the open houses, responses to the surveys, and to review the issues related to the eight (8) critical planning areas.

- Meeting with the Lapeer Downtown Development Authority (DDA) - A meeting was held with the Downtown Development Authority in August 2007. Other attendees at the meeting included members of the Economic Development Commission, LDFA, Tax Increment Finance Authority, and Parks Boards.

- Draft Plan Preparation - Based on comments received through the public involvement process, a draft plan was prepared and reviewed by staff, the Planning Commission, City Commission, and others. The document was revised based on their comments.

- Agency Review and additional public involvement - Once the Planning Commission was satisfied with the draft plan, the City Commission passed a resolution to initiate the required agency review period in accordance with the Municipal Planning Act, as amended. During this time period and immediately following this process, additional public meetings were held to receive comments before the adoption process began. Comments were received from the Lapeer County Planning Commission and the Lapeer Township Planning Commission.

- Adoption Process - Upon completion of the agency review period, a public hearing was scheduled at a Planning Commission meeting. Following the hearing, both the Planning Commission and the City Commission adopted the Master Plan.

Five-Year Review

In 2013, the Planning Commission, facilitated by Planning Department staff, conducted a mandatory five-year review of the plan. Minor updates where made throughout the plan. The update process is outlined in greater detail in Appendix B: Planning Process Documentation.

In 2019, the Planning Commission, facilitated by Planning Department staff, conducted a mandatory five-year review of the plan. The update process is outlined in Appendix B: Planning Process Documentation**.**

Planning Considerations

Regional Influences

The City of Lapeer's location, relative to I-69 and to the larger metropolitan Detroit area, has had a profound impact on the development of the City. With convenient access to I-69 and I-75, travelers are provided with links to key Michigan destinations including Flint, Lansing, Detroit, and Port Huron. This prime accessibility has allowed Lapeer to be a desirable location for businesses and increasingly attractive for residential development.

- Lapeer Township

  Lapeer Township's land use is guided by two plans, the Lapeer Township Master Plan adopted in 1994 and the Lapeer Road/M-24 Corridor Plan. The corridor plan addresses future land uses in an area 1 mile east and west of M-24 from Sutton Road to the southern City of Lapeer boundary. The plan designates agricultural uses in the areas south of the I-69/M-24 interchange with low and moderate density residential development and planned unit developments clustered around the interchange. The land bordering on M-24, north of the interchange to the southern city limits, is designated for office/transition.

  The Lapeer Road/M-24 corridor plan identifies the planned unit development designation as providing for large-scale mixed-use developments which are broader in regional orientation and incorporates several anchor uses that are accompanied with supporting residential developments. The plan goes on to state that the township recognizes the economic significance that the commercial portion of the planned development would have on the City of Lapeer market.

  The recent annexation agreement between the City of Lapeer and Lapeer Township provides for the annexation of approximately 700 acres around the I-69/M-24 interchange. The agreement specifies that the City will make land use and zoning decisions in the future that are in general conformity with the Lapeer Township Master Plan and Zoning Ordinance.

  The Future Land Use Plan in the township's Master Plan addresses uses in other parts of the township adjacent to the City of Lapeer. The principal land uses in these areas are identified as moderate and low-density, single-family development. The Master Plan's definition of low density residential development is single-family detached homes that are developed at a density of approximately one unit per acre. The plan's definition of moderate density single-family development includes developments at a density of between two and three units per acre. This can include cluster development and open space development concepts.

- Elba Township

  Elba Township adopted their current Master Plan in 2002. The plan calls for a mixture of open space/agricultural and low-density residential/lake residential land uses in the areas adjacent to the City of Lapeer, north of the rail road tracks. Land along Lake Nepessing Road between the railroad tracks and the I-69/M-24 interchange is designated as a mix of general commercial and highway commercial uses. The area south of the interchange is designated as a mixture of neighborhood commercial, medium-density residential, and low-density residential/lake residential uses.

- Mayfield Township

  Mayfield Township is located northeast of the City of Lapeer. Mayfield Township adopted their current land use plan in 2005. Proposed future land uses in the portions of Mayfield Township adjacent to the City of Lapeer include single-family residential, mixed-use, and mobile home park development.

  An existing mobile home park is adjacent to the City of Lapeer and is designated on the Master Plan's Future Land Use Map. Other existing uses adjacent to the City include single-family residential dwellings, while a mixed-use designation has been applied to primarily vacant land along the east side of M-24, north of Lapeer. This designation is designed to accommodate higher density residential, office, and commercial uses. The Master Plan notes that the development of those lands is dependent upon the availability of public sewer and water.

- Oregon Township

  The Oregon Township Master Plan is currently being updated. The updated plan is out for public hearing. The plan identifies Section 36, which is adjacent to the northwest corner of the City of Lapeer as a mix of commercial, moderate-density residential (for development of apartments, townhouses, and condominiums), single-family residential (for development at a density of 1.5 to 2 units per acre), and a manufactured housing park. The bulk of the land in the rest of the township is classified as agricultural-residential and some single-family residential around the lakes.

  The township and the City of Lapeer have entered into an interlocal agreement that includes extending sewer and water taps for 725 customers in Section 36 and 275 taps in Sections 27, 28, and 33 during the next 10 years in return for allowing annexation at owners' request for property in Sections 34 and 35. This agreement will allow for the higher density development proposed by the township in Section 36. The land in Sections 34 and 35 are planned primarily for agricultural-residential development, with some single-family residential included in the southeast corner of Section 35.

Opportunities and Constraints

Based on the detailed analysis contained in this plan, the following are the major opportunities and constraints considered during the planning process.

Opportunities

- Farmers Creek offers the opportunity to improve orientation of downtown uses and activities towards an attractive natural feature.
- Annexed lands at I-69 and M-24 interchange provide opportunity to add desired commercial and residential uses to the City's tax base.
- Annexed lands extend the City's boundary further to south and can serve as gateway to the City, providing more likelihood that travelers heading east and west along I-69 and north on M-24 will travel into Lapeer.
- Downtown remains a vibrant commercial area and serves as focus for civic activities.
- City's location on I-69 provides convenient access to I-75 and I-94 and ability to attract business to Lapeer.
- City possesses stable residential neighborhoods, including historical dwellings in the neighborhoods to the north and west of downtown.
- Significant lands in southwest portion of Lapeer (also commonly known as Oakdale) are under City ownership, providing an exceptional leisure and educational resource.
- All areas of the City are provided with municipal water and sewers.
- City has easy access to Bishop International Airport.
- City possesses historic residential neighborhoods.
- A range of housing types are available.
- City currently has extensive parks and recreation opportunities.
- Farmers Creek provides an opportunity to provide an even greater range of parks and recreational facilities.
- Significant natural features, including wetlands, ponds and tree cover, exist in southwest quadrant.

Constraints

- The City needs to coordinate with townships on development of annexed lands.
- Efforts are required to ensure that Downtown Lapeer remains a special commercial area that offers residents and businesses a unique experience.
- There is a lack of alternate north/south traffic connections.
- There is a lack of satisfactory west-east traffic connections, particularly to development area in southwest portion of the City.
- Natural features in southwest quadrant require conservation and future land uses must be designed and built so they are not unduly harmed.
- Commercial development beyond the areas currently designated for such use must be restricted.

- There is an unsatisfactory differentiation of commercial areas
- Additional affordable housing and a greater variety of housing types are needed.
- The conversion of single-family homes in historic areas threatens the character of these areas and must be restricted.
- Residential properties on M-24, between Nepessing Street and Second Street, are under threat due to traffic volumes.
- Spot commercial development on West Genesee Street.
- Although potential redevelopment of Rolling Hills Golf Course not currently an issue, it could resurface in future.
- Traffic congestion at DeMille/M-24 intersection.
- Lack of design cohesiveness and access management along M-24.
- Too many surface parking lots in downtown.

Chapter 2:
A Vision for Land Use and Development in Lapeer

Introduction

'Land use' is a term that describes how a particular piece of property is being used. Planning for future use is important to understand because it significantly shapes a community's character and quality. In order to create this vision for the future, it is important to know what exists today because that becomes the framework for the future. Next, the City needs to understand its priorities in terms of its character and quality.

This chapter evaluates the land use patterns of the City of Lapeer. Beginning with a description of the City's existing land use pattern, and an understanding of regional influences, planned projects, and desires of the City, a summary of key issues was developed to help focus attention on important land use issues in the City. In order to address key issues, the chapter includes goals and objectives to be used to guide future land use decisions. To further support the goals and objectives, a Future Land Use Plan is provided for the entire city and for special sub-areas.

Key Land Use Concepts

- *Retain elements of the mixed use, urban land use pattern*
- *Provide diverse residential options*
- *Create nodes of commercial to serve neighborhoods*
- *Concentrate regional commercial uses*
- *Create new opportunities for business development*
- *Eliminate the sporadic pattern*

Factors Considered

The Future Land Use Map was prepared to reflect input received during the public participation process, discussions with government officials, existing land use patterns, and the consideration of proper planning principles. This input and other factors affecting land use patterns were taken into consideration in preparing the Future Land Use Map and the plan including:

Existing Land Use. Extensive changes to the existing land use pattern are not proposed. A significant amount of the City's land has been developed for residential purposes. The locations of many existing commercial and industrial developments are appropriate and will continue to serve as the primary business centers. The community land use patterns have evolved in a relatively orderly manner and will be built upon, with slight modification, rather than altered in a significant fashion.

Existing Zoning. Existing zoning designations were a factor considered in the Future Land Use Plan. There are no guarantees that zoning of some lands will not change, and

zoning changes are suggested by this plan. However, such changes must be carefully considered to ensure the general development arrangement remains consistent and landowners will retain a reasonable use of their land.

Existing Master Plan. The previous Master Plan was prepared and adopted in 1986. This plan was reviewed and is used as a guide for the current version of the Master Plan. The land use plan contained in the previous plan has been re-evaluated based on current trends and conditions. Other reports considered include: the DeMille/Millville Corridor Study, the Imlay City Road Corridor Study, the Baldwin Road/Genesys Master Plan Study, the Barry drive/LRMC Master Plan change, and other smaller Master Plan amendments carried out over the years.

Infrastructure and Public Facilities/Services. The density of residential uses and the designation of land for industrial and commercial development are dependent on the availability and capacity of the community's infrastructure. Accessibility to and the capacity of the road network limits the type and intensity of uses that may be served in an area of the City without adversely impacting traffic operations. The proximity to community facilities such as schools and recreational facilities determines the areas that are especially attractive for residential development, while the level of police and fire protection limits the range and quality of service provided to all land uses.

Land Use Patterns in the Region. Land use patterns for the surrounding townships were considered to ensure that the new plan would be compatible with those patterns.

Desires of the City. The land use pattern desired by City officials and property owners has been an integral consideration in the development of the Future Land Use Plan. The public provided input during two public open houses.

Existing Land Use

In June 2007, the consultant team conducted an inventory of existing uses. This inventory included a review of aerial photography and tax assessment records, and a windshield survey of the entire City. This inventory is a 'snap shot' of the City's existing land use pattern and will be used to evaluate key issues and strategies related to future land use and development character. Subsequent changes to land use and new development that occurs during the Master Plan update process will be taken into consideration, but may not be reflected on the Existing Land Use Map.

Each land use category is described in this section. Refer to the Existing Land Use Map for the location of the various land uses. Table 1 provides an acreage breakdown of each category.

Table 1: Existing Land Use Acreage Breakdown		
Existing Land Use Category	**Acres**	**Percent of Total**
Single-Family Residential	486	10.6%
Duplex Residential	24	0.5%
Multiple-Family Residential	119	2.6%
Manufactured Housing Community	95	2.1%
Commercial	380	8.2%
Medical	55	1.2%
Office	33	0.7%
Industrial	224	4.8%
Institutional	352	7.6%
Cemetery	25	0.5%
Governmental	127	2.7%
Recreation	284	6.1%
Undeveloped Land	1,817	39.3%
Right-of-way, river, other	598	12.9%
Total	4619	100.00%
Source: Existing Land Use Map – March 2014		

Single-Family Residential. Single-family residences comprise over 10 percent of the land area of the City. This land use is located in almost every part of Lapeer, but is concentrated around the downtown, along South Saginaw Street and north of Oregon Street.

- *Low-Density Single-Family Residential.* This category comprises single-family homes on lots of 12,000 square feet and greater. These lots represent most of the single-family residential development that has occurred in Lapeer over the last 40 years and are located outside the urban core of the City.

- *Medium-Density Single-Family Residential.* This category comprises single-family homes on lots less than 12,000 square feet. The majority of these lots are located within the urban core of the City and represent most of the single-family residential development that was built in the earliest years of the City and up to the 1950s.

Duplex Residential. This category consists of two types of homes. The first are homes located within the City's urban core that were originally constructed as single-family residences but have since been converted into duplexes. These tend to be distributed throughout the single-family residential districts that surround the downtown area. The second type consists of residences that were purposely built as duplexes.

Multiple-Family Residential. The multiple-family classification consists of structures that contain three or more dwelling units. These include former single-family homes that have been converted to multi-unit apartments as well as buildings purposely built as multiple-family dwellings.

Manufactured Housing Community. There are two mobile home parks in the City. The larger development is located on the south side of DeMille Road east of M-24. The other park is located on the northern boundary of the City along N. Saginaw Street and is part of a development in Mayfield Township.

Commercial. Commercial development in the City of Lapeer comprises 7.6 percent of the land in the City and consists of general commercial and neighborhood commercial uses.

- *General commercial* uses are those businesses that serve the entire community, the region, and motorists along heavily-traveled roadways. These businesses are auto-oriented, meaning they may include drive-through windows and offer extensive parking. The largest concentration of general commercial uses is along M-24, Genesee Street, and DeMille Road.

- *Neighborhood commercial* uses are small-scale businesses that meet the needs of nearby residents, such as pharmacies and sit-down restaurants. In some cases, gas stations were included as neighborhood commercial uses because they were located in an isolated, neighborhood setting for convenience to the residents. These uses serve lower volumes of customers and are not always auto-oriented. Pedestrian orientation is important for neighborhood commercial uses, particularly in the downtown.

Medical. Medical uses consist of major facilities such as the Lapeer Regional Hospital on northbound M-24 and the medical facility on Baldwin Road. Other uses such as individual doctor and dentist offices and small office complexes are scattered throughout the City.

Office. Office uses are limited to medical, dental, banks, and professional offices and are scattered throughout the City. Some are situated near industrial areas as professional support and others are located near neighborhoods and commercial areas to serve residents.

Industrial. Industrial uses in the City of Lapeer account for 5 percent of the land area in the City and consist of light industrial and general industrial uses.

- *Light industrial* uses are operations that are oriented towards warehousing, light assembly of products, and research and testing facilities. These uses typically have less of an impact on surrounding uses, generate less truck traffic, and keep regular business hours. These uses are primarily found along McCormick Street and DeMille Road, east of M-24, and along South Saginaw Street.

- *General industrial* uses are manufacturing and distribution facilities. These uses generate more significant off-site impacts than light industrial including truck traffic,

noise, and odors. These businesses tend to operate 24 hours a day and impacts are intensified in the evening hours. These uses are generally concentrated in the City's two industrial parks off DeMille Road near South Saginaw Street and off Lake Nepessing Road north of the I-69 interchange.

Institutional. These uses include semi-public uses that are not owned and operated by the City of Lapeer. Representative uses include schools, churches, and cemeteries. Institutional uses are important to the quality of life for residents by ensuring nearby services.

Recreational. This category consists of open space recreational land uses. They include City-owned parks, private parks operated by condominium associations and the Rolling Hills Golf Course. These facilities improve the quality of resident's life by providing leisure recreation, open space in an urban area and protection of natural resources.

Governmental. Governmental uses include sites owned by the City of Lapeer such as the City Hall, the Department of Public Works, and fire and police stations. They also include the County Courthouse and other county and state buildings in the City.

Existing Land Use Ratios

Table 2 shows a comparison of the existing land use ratios in the City of Lapeer and the averages of U.S. cities under 100,000 population listed in the Planning Advisory Service (PAS) Memo "Bringing Land Use Ratios Into the 1990's". The comparison shows that the City's current percentage of residential acreage is well below the percentage outlined in the report, while the percentage of commercial land is twice the reports average. Industrial and institutional uses are also higher than the average listed but not to the same extent as commercial development.

Table 2: Comparison of Exiting Land Use Ratios

Type of Land Use	Percent of Developed Land City of Lapeer	Average Percent of Developed Land for Cities Under 100,000
Residential	33.2	52
Commercial	20.4	10
Industrial	10.3	7
Public (Institutional, Utilities, Transportation, Parks)	36.1	31

The current mix of land uses indicate that the City's property tax base should be significantly stronger than most cities its size. It is a generally accepted principal of fiscal impact analysis that residential uses do not generate as much tax revenue as demand for city services as industrial or commercial land uses. The higher percentage of institutional

uses that are often tax exempt are outweighed by the even higher percentages the commercial and industrial uses. It should also be noted however, that the commercial uses demand customers to continue to thrive and an increase in the percentage of residential development may be necessary to support additional commercial growth.

In reviewing these numbers, two points should be considered. The City is part of the larger Lapeer urban area and these ratios would be much more in line with the average ratios if the urbanized portions of adjacent townships were included in the calculation.

Existing Zoning

The City's existing Zoning Ordinance was adopted in 1986 and has been amended several times since. The ordinance includes 20 zoning districts.

The Nonconforming Uses Map compares the existing land use of property in the City with current zoning. Where the current use of the property does not conform to the requirements of its current zoning classification, it was noted. Map 2-2 shows the non-conforming parcels. The non-conformities fell into two classes, those lots where the current use is more intensive than the current zoning and those where the current use is less intensive.

The majority of non-conforming lots are located in the residential neighborhoods north and west of the downtown. Most of these are residences previously converted into duplexes or multiple-family uses on lots zoned for single-family residences. As noted previously, the City continually strives to remove these non-conformities for the single-family residential neighborhoods.

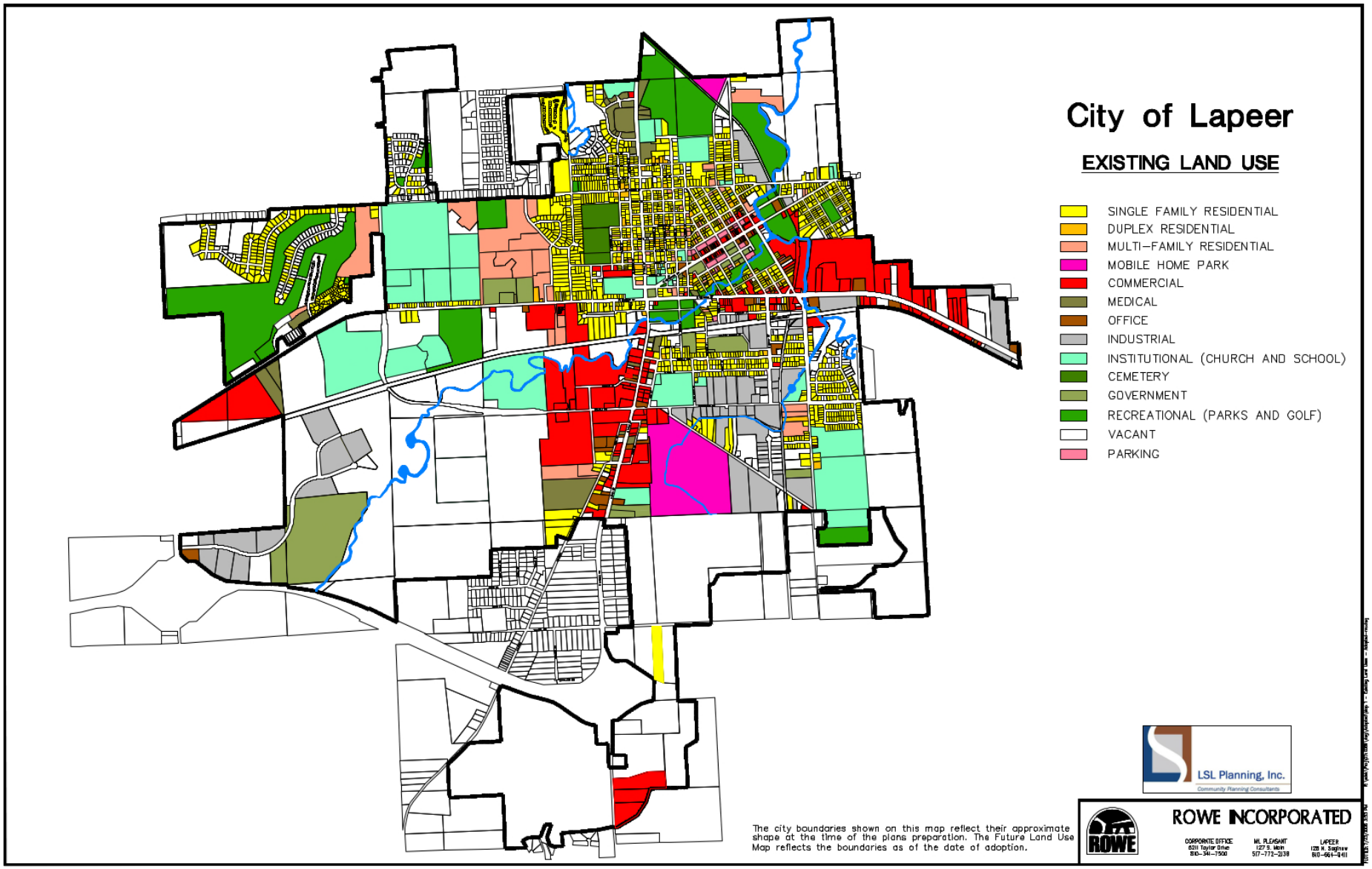
The other major concentration of non-conforming lots are industrially zoned parcels along East Genesee Street used for commercial and office purposes, industrially zoned parcels along the railroad between South Saginaw Street and South M-24 that are used for residential and commercial purposes, and parcels between the downtown and South Saginaw Street that are zoned for multiple-family residences but are used for single-family homes.

The parcels with existing uses that are less intensive than the uses they are zoned for are normally the result of an attempt by zoning to transition an area from one zoning classification to another. The area is mass zoned for a more intensive use with the expectation that the non-conformities will convert to the more intensive use over time. In the case of the parcels along East Genesee Street however, the trend is towards commercial uses, so a rezoning to this use could address this trend and eliminate current non-conformities.

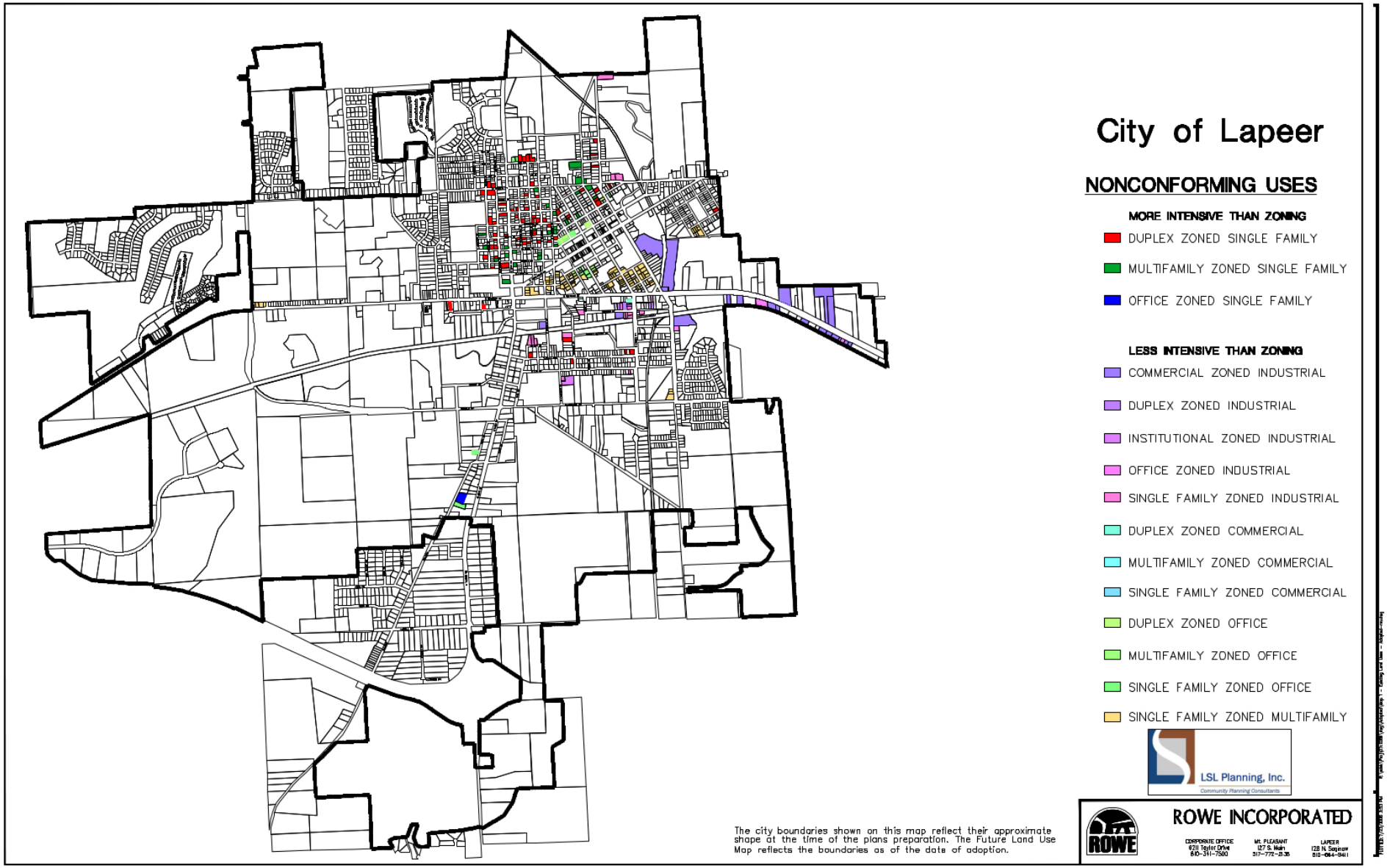
The parcels with existing uses that are more intensive than the zoning classification they are in are normally the result of down zoning of an area or other changes to the text of

the ordinance that removes a previously permitted use from the items now allowed. This is the case of the multiple-family residences in the single-family residential areas north and west of downtown. These non-conformities will tend to linger until forced to change. The rapidity of the change will be based on market forces and the stringency of the community's non-conforming use provisions in the Zoning Ordinance.

Map 2-1: Existing Land Use



Map 2-2: Nonconforming Uses



Summary of Key Land Use and Development Issues

The City has a strong foundation for a mixture of land uses that offer conveniently located neighborhood commercial areas. The following briefly describes major considerations when developing the future land use and development plan for the City.

- The City's greatest hidden and underutilized resource is its downtown. The downtown currently offers a traditional downtown mixture of residential, civic uses, and much needed convenience commercial services in a quaint environment. Special attention is needed for this area and is addressed in a separate sub-area portion of the land use plan.

- There is an adequate supply of commercial land in the City. Many of the commercial uses along M-24/Main Street are convenience types of uses that are geared towards serving motorists on I-69 and providing convenience services to City residents. This area has developed in a somewhat haphazard pattern and lacks a common and consistent character. Other uses along this corridor include commercial operations that serve the larger community and surrounding areas. The current mixture of uses is expected to continue in the future on both sides of M-24/Main Street, except for the lots between Turrill Road and Tower Drive along M-24. Future uses include shopping centers, drive-through businesses, financial institutions, and restaurants. While the majority of this the area north of Tower Drive is currently developed, there are some opportunities for redevelopment and new construction.

All uses except drive-through restaurant businesses are allowed on lots between I-69 and Tower Drive along M-24. These large, deep lots are occupied primarily by dwellings, offices, and institutional uses. Buildings and parking areas are typically set back far from the road and their site designs contribute to an attractive, well-landscaped and low-intensity business area which serves as a transition between the intense commercial uses to the north and the extensive commercial development planned at the I-69/M-24 interchange. While additional commercial development is anticipated in this transitional area, the City's zoning regulations should promote the retention/establishment of landscaped greenbelts, screened parking areas, and other site features to retain the existing suburban character. In addition, permitted uses should not include drive-through restaurants, and auto service businesses (gas stations, vehicle sales establishments) should be encouraged to locate along East Genesee Street where such uses are already established, as the additional traffic created by these uses would contribute to increased congestion on M-24. For these reasons, this area should be retained as a lower intensity commercial area that is suburban in character.

- Future projects should be designed to balance the quality image of the City while accommodating convenient vehicular circulation. Buildings should incorporate high-quality, durable materials for long-term viability. Larger buildings should incorporate methods to minimize the mass. Sites should be designed to provide a safe balance

between pedestrian and vehicle circulation. Landscaping is also important to enhance the site and break up parking areas. Potential land use conflicts must be minimized through screening, setbacks, and minimal use of site lighting.

- The southern gateway, at the intersection of I-69 and M-24/Lapeer Road, is a new development area that will present opportunities for larger-scale commercial uses and freeway service uses for motorists on I-69. A portion of this area is also expected to be used for housing that will be oriented towards significant natural areas found at the southwest quadrant of the I-69/Lapeer Road interchange. Freeway service uses are commercial operations oriented toward the needs of freeway travelers along I-69 and M-24. Uses include drive-through fast food restaurants and banks, convenience stores, sit-down restaurants, lodging, and other auto-oriented uses. Auto service uses should be limited to gas stations and vehicle sales establishments. Some of the annexed area along the east side of Lapeer Road is currently occupied by these uses, with much more opportunity for new construction.

- Special design considerations will be required to develop an attractive entrance into the City at the southern gateway. The I-69/Lapeer interchange is one of the key entrances into the City of Lapeer. As a gateway to the City, future projects must provide an instant reflection of Lapeer's character. Gateway treatment at the interchange is encouraged to welcome visitors, residents, and workers into the community and signify Lapeer's presence along the expressway. Therefore, the manner in which properties in this area are developed will be very important. Design guidelines have been prepared to ensure that the commercial uses on these properties are attractive and serve as a gateway between the activity associated with the freeway and the rest of the City. Uses on these properties should not compete directly with those in the downtown business area. Instead, the use of large front yard setbacks, shared access to M-24, high quality building designs, and a continuous pedestrian link to the rest of the City are examples of the standards that should apply to these properties. Streetscape elements such as street trees, lawn areas, and entry signage also contribute to this sense of arrival into Lapeer.

Quality access management and improved road conditions are important to handle the higher volumes of traffic. Buildings should incorporate durable materials for long-term viability. Sites should be designed to provide a safe balance between pedestrian and vehicle circulation. Business signs should be easy to see without creating clutter. Landscaping is also important to enhance the site and break up parking areas.

- Commercial development has occurred along major roadways such as M-24, Genesee Street, and DeMille Road in a manner that is sporadic and sprawling and has resulted in impacts to abutting residential, creates aesthetic challenges, and creates traffic flow problems with the high number of driveway cuts.

- Existing residential neighborhoods must be protected from being converted to

nonresidential uses. The older historic neighborhoods surrounding downtown and the stable residential area along M-24, between Genesee Street, and Oregon Street should be protected. The latter area serves as a welcome break between the nonresidential areas.

The City must also focus on providing a variety of housing types to supplement the typical single-family neighborhoods.

Goals and Objectives

Based on desires of the community, existing conditions, and major challenges, the following listing of goals has been developed to set forth a vision for the future of the City. Following each goal statement are objectives that provide more specific direction to accomplish the City's vision.

Goal Create a diversified and balanced mixture of land uses that will support the economic vitality, tax base, and livability of the City.

Objectives

a. Respect the current mixed-use development patterns/ nonconforming uses for its unique character and convenience for residents while improving land use relationships.
Strategies:
- Allow isolated locations of commercial development to continue but restrict their expansion.
- Review the zoning ordinance to ensure the list of mixed uses is compatible with residential uses.
- Evaluate zoning ordinance to ensure the nonconformity section is as strict as necessary.

b. Provide residential areas that offer varying degrees of density and housing.
Strategies:
- Review zoning district uses to allow for multiple attached units in certain zoning districts.
- Explore appropriate locations for tiny houses or regulation to control them.

c. Accommodate an acceptable amount of commercial and office development in various forms to balance the needs of immediate neighborhoods, the community as a whole, and the region.
Strategies:
- Watch and review local and regional use trends to anticipate desired new uses in the community.

- Designate areas for office and light industrial that support the high level of market demand in the City in proper locations to minimize adverse impacts on remaining development.
- Continue to accommodate community support uses such as public facilities and institutional uses.

Goal The City of Lapeer has an environment that promotes entrepreneurship.

Objective

a. Promote entrepreneurship throughout the City.
   Strategies:
   - Establish an attractive gateway at the north end of M-24 consisting of signage, landscaping, and other design elements.
   - Work with landlords/stakeholders on housing programs/rental ordinance.
   - Continue work to complete the Redevelopment Ready Community (RRC) program.

Goal The City of Lapeer is transparent and coordinates well between different departments.

Objective

a. Continue to maintain and update planning documents as needed.
   Strategies:
   - Conduct a five- year review of the master plan.
   - Conduct a five-year update to the parks and recreation plan.
   - Continue to provide an annual report from the Planning Commission to the City Commission.
   - Continue to update the City's website on a regular basis.
   - Continue to aggressively explore grants and alternative funding opportunities for improvement projects.

Residential

Goal The City of Lapeer is a safe community that provides for high quality residential areas with a variety of housing types and community character for current and future residents.

Objectives

a. Provide a solid residential base that will accommodate expansion of existing neighborhoods, protect residential areas from incompatible land uses, offer a variety of housing opportunities, and support the needs of Lapeer residents.

Strategies:

- Identify locations for additional residential to expand the boundaries of existing residential neighborhoods and promote in-fill redevelopment.
- Offer a node of neighborhood commercial uses in the southwest area to service the residents that will live there, provided that a market demand is demonstrated and the use is part of a larger development project. This should be located so as to buffer the regional commercial uses from the residential uses to the west and south and would be part of the PUD designated on the Future Land Use Map.
- Consider the reuse of the former school property and Perkins Nursery at the northwest corner of Genesee Street and M-24 for residential, office, and commercial purposes. Uses might include a mix of senior housing, live-work units, and clustered single-family units. Residents in this location would enjoy convenient access to downtown Lapeer.
- Continue to prohibit single family conversions and encourage existing multiple-family conversions to be converted back into single family homes.
- Stabilize residential areas by preventing the encroachment of incompatible land uses into residential neighborhoods and eliminating non-conforming uses.

b. Encourage housing opportunities for a variety of preferences, lifestyles, and household types at appropriate locations.

Strategies:

- Evaluate and review the zoning ordinance to allow a variety of housing styles.
- Identify locations for specialized senior housing
- Distinguish opportunities for high density residential that could include attached single-family and more innovative housing options in the downtown and other areas of concentrated development.

c. Encourage existing housing to maintain high quality neighborhoods.

Strategies:

- Continue to work with Lapeer Neighborhoods Inc.
- Review and explore the existing blight ordinance.
- Encourage and maintain the level of safety of all residential neighborhoods. Street lighting, landscaping of public spaces, sidewalks and paths, orientation of dwelling "front rooms", and other residential design features can be effective in discouraging crime. Consider implementing the design principles of programs such as "Crime Prevention Through Environmental Design (CPTED)".
- Examine the existing housing stock and promote maintenance and rehabilitation of existing housing and residential neighborhoods.
- Require high standards in housing developments so that attractive neighborhoods, good housing design and construction, privacy, and access to usable and convenient open space are achieved. Adopt residential design standards to accomplish this.

- Maintain an environment that encourages pride of ownership and contributes to an affordable and easily marketable housing stock that helps in making Lapeer an attractive place to live.
- Consider implementing an awards program that recognizes landscaping and upkeep of individual residential properties or blocks.
- Encourage the retention of existing housing stock since this contributes to the attractiveness of residential neighborhoods.
- Evaluate strategies to help preserve and protect neighborhood character and historic qualities.

Goal The City of Lapeer has high quality new residential development.

Objectives

a. Develop reasonable design and location standards for residential development.
   Strategies:
   - Provide for continued residential growth within the ability of the community to economically provide the necessary infrastructure and services.
   - Promote the development of infill housing and dwellings of various sizes and design to provide a housing mixture for a range of costs.
   - Require that new development be compatible with the character of existing, nearby neighborhoods. New housing should consist of a mix of housing sizes and designs so that a more interesting and integrated built-form is created.

Commercial

Goal The City of Lapeer has a variety of high quality commercial establishments that are in harmony with neighboring uses.

Objectives

a. Provide office uses appropriately located for convenience and safety, and maximize design potential to create aesthetic business areas in the City that reflect the intended character of the area.
   Strategies:
   - Create an office development pattern that is grouped together with commercial uses in strategic locations on main roads that creates limited concentrations of activity, rather than uncontrolled non-residential growth along the corridors.
   - Allow mixed use within nodes that integrate high-density residential development into neighborhood office areas.
   - Ensure office developments reflect the quality and character of Lapeer through site and building design standards that ensure proper circulation, access management, landscaping, architectural design, and other elements.

- Utilize office districts as a means of transition between more intense uses and residential neighborhoods.
- Encourage and facilitate an appropriate mixture of high-quality commercial uses that will provide services and goods for citizens.
- Provide suitable sites for the growth of business in keeping with a growing population.
- Define areas for development as general business commercial.
- Provide retail and services that are convenient to neighborhoods but are of limited intensity to ensure compatibility.
- Continue to review new uses and regulate accordingly.

b. Enhance the image of heavily traveled business corridors.
Strategies:
- Adhere to strong building design and landscaping guidelines/requirements reflected in recent Zoning Ordinance changes.
- Ensure commercial areas reflect the quality and character of Lapeer through site and building design standards that ensure proper circulation, access management, landscaping, architectural design, and other elements.

Goal The City of Lapeer has a prominent and successful downtown with attractive historic character.

Objectives

a. Encourage an attractive historic character in the downtown area that is high functioning.
Strategies:
- Continue to encourage the implementation of the building improvement program.
- Consider landscaping improvements to both north and south parking lot areas in the downtown areas.
- Explore the implementation of community dumpsters in the northern areas that are consistent with the existing southern areas. That community dumpsters meet the needs of existing and future needs of downtown.
- Consider the elimination of the north parking lot near the Farmers Creek to be open space.
- Consider constructing a parking structure in the downtown area.
- Implement the preliminary concept plan.
- Continue to encourage historic character along Nepessing Street.

b. Attract new businesses to the downtown area to fill vacancies or encourage existing establishments to expand.
Strategies:
- Continue to review new uses and regulate accordingly.
- Work with property owners to market buildings for redevelopment.

- Support/help upgrading and bring up the older buildings to current and future needs. To make more marketable (wiring, wifi,).
- The Planning Commission will continue to collaborate and work with the DDA. Coordinate land use and development strategies for the downtown with the Downtown Development Authority to promote continued investment and reinvestment.
- Carry out a 'void' or 'gap' analysis to identify those businesses that might be attracted to one or more of the City's commercial areas.

Industrial

***Goal** The City of Lapeer's industrial areas are an organized pattern of various industrial land uses that is flexible for business development, properly minimizes negative impacts such as noise and truck traffic, is located away from residential areas, and reflects a quality design image of the City.*

Objectives

a. Maintain industrial development to areas in the City separated from residential to minimize impacts and improve the quality of life for residents.
   Strategies:
   - Orient industrial development on major roadways to ensure direct routing for truck traffic to main routes that can handle high volumes and heavy cargo loads such as Lake Nepessing Road and Saginaw/Clark Road. (existing along Demille).
   - Target and recruit specific industrial development to capitalize on accessibility to the transportation network.
   - Designate areas for strictly light industrial to serve as a transition or land use buffer between more intense industrial and other areas of the City.
   - Continue to review enforceable performance standards that regulate the levels of noise, fumes, and other impacts of industrial development. Include these standards in the zoning ordinance and ensure that proposed industrial developments demonstrate conformity with them.

b. Expand the diversity of industrial-type uses through offering planned areas for office research uses that serve as high-intensity office areas that likely require trucking, indoor storage, and light assembly or testing.
   Strategies:
   - Apply design standards to new industrial developments to ensure land use compatibility and quality design. Examples of standards to address include outdoor storage screening, orientation of overhead doors, landscape enhancements, setbacks, and long-lasting building materials.
   - Continue review new uses and regulate accordingly.

c. Promote development and redevelopment of sites and buildings that fulfill the City's land use goals and maximize the desirability of the City for future development.
Strategies:
- Develop an established list of improvement projects and project locations that are targeted priorities for the City.
- Use the City's resources for incentives and a source of funding to stimulate development and redevelopment of priority areas.
- Utilize the resources of a Brownfield Redevelopment Authority to encourage development and redevelopment of contaminated sites.
- Continue to coordinate land use and development strategies with the City's Tax Increment Financing Authority (TIFA) planning effort. The City currently has four (4) TIFA districts.
- Carry out a 'void' or 'gap' analysis to identify those businesses that might be attracted to one or more of the City's industrial areas.

Community Facilities & Natural Resources

Goal The City of Lapeer provides superior utility and public safety services for current and future residents and businesses.

Objectives

a. Continue to provide a range of services to enhance residents' quality of life.
Strategies:
- Link future development to expansion of City services adequate to meet the demand for these services.
- Identify opportunities for cooperation with adjacent jurisdictions to provide services cost effectively and establish development partnerships or shared resource partnership opportunities.
- Create incentives for developments to provide recreation, trails and other neighborhood-based amenities.
- Update facilities to accommodate improvements and changes in technology.
- Establish development partnerships or shared resource partnership opportunities
- Continue to offer renter and owner-occupied housing assistance programs and expand programs as needed as demand for affordable housing increases.

b. Plan for expansion of services as needed to address future development.
Strategies:
- Continue to support a diversity of cultural resources to serve the residents of the City of Lapeer.
- Encourage the use of Low Impact Development principles to reduce the burden on storm sewer capacities.
- Pursue funding sources to assist with the cost of facility improvements as needed.

- Expand police and fire protection as needed as the City's population continues to grow.
- Plan additional emergency response facilities in underserved areas of the City and as recommended by the need's assessment completed for the Fire Department.
- Identify and implement necessary improvements to the City's sewer treatment capacity to provide capacity for future development in the City and authorized adjacent areas.
- Identify and implement necessary improvements for aging infrastructure: Replace clay sanitary mains to assist in removing infiltration inflow; replace old and undersized water mains to improve flow characteristics and water quality.

c. Acquire, develop, maintain and preserve sufficient open space and recreation facilities.
Strategies:
   - Maintain and enhance existing recreational resources, ensuring all equipment and facilities meet current ADA standards and National Recreation and Park Association equipment standards.
   - Update and develop recreational programs that serve the needs of persons of all ages. Support timely expansion of recreational facilities to support anticipated growth such as additional parkland.
   - Continue to collaborate with the Planning Commission and implement the recommendations of the City of Lapeer Recreation Plan and update the plan every five years.
   - Pursue all available funding sources to implement park development recommendations of City of Lapeer Recreation Master Plan.
   - Initiate various efforts to acquire or preserve open space and parkland, concentrating on developing recreation space in underserved and new neighborhoods.
   - Have residents assist in planning for and developing additional open space and parks.
   - Support park improvements to provide non-motorized connections throughout the City and expand the range of recreational opportunities in the City, in accordance with the Non-Motorized Master Plan.
   - Require developers to dedicate sufficient land for parks and recreation when new residential subdivisions are proposed, especially in areas of the City that are underserved and where the additional need for parks and recreation has been identified in Lapeer's Parks and Recreation Master Plan.

Goal Protects sensitive natural features as applicable.

Objective

a. Protect and preserve significant natural features in Lapeer.
Strategies:
   - Continue to enforce the protection of natural features by requiring setbacks.

- Consider encouraging storm water best practices such as bio swales, non-mowing areas, etc. to minimum impact to these features.
- Develop guidelines for open space to ensure it meets key goals.
- Identify and preserve areas with key natural features and wildlife habitats.
- Work to remove invasive species.

Goal Open space elements are incorporated into the land use pattern in a manner that creates an interconnected, unified system and provides green space, recreation.

Objectives

a. Seek opportunities to acquire public land for recreation and open space where appropriate and where it complements the City's extensive system of parks and other open space. For example, additional land should be acquired in cases where connections can be made between parks, community facilities, pathways, and other open spaces.
   Strategies:
   - Require natural features to be identified on all site plans and establish standards for their protection.
   - Support developments that increase access and view of the rivers and creeks in the City.
   - Follow recommendations in the City's Parks and Recreation plan to increase accessibility within City parks by creating internal pathways at applicable parks.
   - Require open space in new development proposals.
   - Participate in implementation of regional greenway systems.
   - Incorporate access to natural features in the community into the City's non-motorized transportation system.
   - Follow recommendations in the City's Non-Motorized Master Plan to link open spaces in implementing the Off-Road Trail System.
   - Follow recommendations in the City's Non-Motorized Master Plan for the Riverwalk to connect the off-road trail system to the Farmer's Creek and downtown.
   - Provide incentives for open space conservation, particularly in areas with concentration of wetlands or woodlots. For example, encourage the use of PUDs and cluster forms of development to preserve significant features while offering developers with reasonable returns on their investment.
   - Develop new and utilize existing partnership programs between public agencies and private citizens to monitor the City's air and water quality.
   - Continue existing comprehensive and innovative efforts to promote sensitive and responsible storm water management practices and protection of the four watersheds/subsheds in the City (Farmers Creek, Hunter's Creek, Unity Drain and Flint River).

- Develop ordinances which preserve the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for their enforcement.
- Encourage developers to integrate existing natural features into new developments.
- Consider the presence of natural features in road construction and improvements.

b. Encourage integration of natural features into site development as aesthetic and functional features, while protecting their quality as well as residents' quality of life.
Strategies:
- Regulate tree clearing through a tree preservation ordinance by preserving landmark trees and requiring effective tree preservation methods during construction.
- Require open space areas in new developments proportionate to the scale, character and type of project.
- Encourage developers to integrate existing natural features into new developments.

Transportation

***Goal** The City is a safe and coordinated transportation system adequate to support existing and future land uses, and economic vitality that balances traffic needs with actions to ensure the City remains an attractive place to live.*

Objectives

a. Provide alternatives to the automobile through multi-modal transportation options which connect neighborhoods, schools, the library, businesses and other activity areas in accordance with the City's comprehensive pathway plan established by the Parks and Recreation Department and the Non-Motorized Master Plan adopted by the City Commission.
Strategies:
- Follow recommendations in the City's Nonmotorized Master Plan.
- Follow recommendations in the City's Parks and Recreation plan to develop pathways for multiple users including walker, jogger, runner, rollerblader and bicycle.
- Follow recommendations in the City's Parks and Recreation plan to consider opportunities to incorporate the City pathway system into a regional network.
- Explore and Work to connect the existing trail system " trail name" to John Conley.
- Promote alternative modes of transportation (such as pedestrian, bicycle, ride-sharing and forms of mass transit) through capital investment.
- Pursue development of a continuous system of pathways and sidewalks as an alternative travel mode and to improve the City's quality of life.

- Require pedestrian and transit-oriented site design including links between the public and on-site pedestrian systems.

b. Provide adequate and safe transportation throughout in the City.
Strategies:
- Utilize proper access management standards when permitted new development or when an existing site is redeveloped and subject to site plan review.
- Direct more intense land uses, especially those that generate significant truck traffic, to locations where capacity is available and negative impacts on residential areas are minimized.
- Coordinate transportation issues of regional significance with area communities, the Lapeer County Road Commission, Greater Lapeer Transportation Authority and the Michigan Department of Transportation (MDOT).
- Use contemporary access management standards to reduce the number of access points, regulate their design and placement, and in some cases require shared access systems through easements to help preserve capacity and improve safety along arterial roads.
- Reinforce with all new development and road improvements that the level of service on all streets and intersections should not fall below level of service 'D'.

c. Continue to be financially fit to address transportation needs.
Strategies:
- Ensure roadway capacity can accommodate site-generated traffic at the time of occupancy. Since funds from road agencies typically lag well behind need, this may require funding participation by the developer or a public agency.
- Set aside adequate financial resources to maintain transportation facilities (roadways, bridges, sidewalks, bikeways) as a priority before funds are allocated for capacity expansion.
- Evaluate capital investments on the basis of capacity needs, safety, pavement condition, relationship to other transportation improvements, planned land use and impacts on the environment and community character.
- Maximize the lifespan of roadways through transportation system management techniques (such as intersection signalization, intersection improvements, and access control).

d. Improve the visual appearance of the City through street and related improvements.
Strategies:
- Work with MDOT, local business/tourism organizations and other communities along the I-69 corridor to improve views and add aesthetic design features along I-69 and M-24.
- Consider the character of the surrounding area as part of the design of new streets or major improvements.
- Upgrade the appearance of key corridors through tree preservation, streetscape improvements, and upgraded site design standards.

City-Wide Land Use Plan

Future Land Use Plan

The Future Land Use Plan includes text and a supporting map that is to be used as a guide for new development and redevelopment initiatives. This Future Land Use Plan is a representation and vision of the City's appearance, character, and function at the time of full development. Full development and attainment of the end vision will require the commitment and talents of untold individuals during the term of this plan. The recommendations and concepts contained in this chapter should not be expected to occur instantaneously upon adoption of the plan.

Instances may arise when the plan is used as a guide for future modifications to the City's Zoning Ordinance, consideration of development proposals, rezoning requests, variance requests, and other planning and development concerns.

Development will proceed in a manner and timeframe that is consistent with policies on the environment, infrastructure, and other matters. Deviations from the Future Land Use Map should be carefully considered to ensure that general consistency is maintained when making decisions on planning and development matters.



Low-Density Single-Family Residential. The low-density single-family residential land use classification promotes neighborhood development and larger lot sizes. The permitted density ranges between 1.9 and 2.9 dwelling units per gross acre, which can reasonably accommodate a mixture of new subdivisions, new land divisions, and existing parcels. Uses anticipated include single-family detached housing and other ancillary uses such as family childcare homes, churches, and public facilities.

Areas designated for low-density single-family residential are found primarily in the outer limits of the current City boundary and correspond with the current R-3 zoning district. Appropriate future areas include additional land annexed into the City where a market demand for low-density residential lots exists within the City. This could allow for a significant area for residential neighborhood development. Development should reflect a natural environment and protect open space and natural features. Low-density residential development will more likely occur as unified neighborhoods and must be done so in accordance with the recommendations of Chapter 3: Downtown Area. In addition, the density accommodates a mixture of housing options including typical single-family homes, attached single-family condominiums, townhouses, and duplexes if a proposed development qualifies for the cluster housing option under the City's Zoning Ordinance.

Medium-Density Single-Family Residential. Medium-density single-family residential supports neighborhood development at a higher density than low-density with a range of 3.6 to 4 units per acre. Intended uses include single-family detached housing and ancillary uses such as family childcare homes, churches, and public facilities.

The medium-density single-family residential designation is intended to apply to existing development and allow new developments that provide a transition between high-density or non-residential areas and lower density residential areas. This land use category corresponds with the R-2 zoning district. Development should reflect a more urban neighborhood character, as recommended in Chapter 3: Downtown Area, and support the existing neighborhood framework. In addition, the density accommodates a mixture of housing options including typical single-family homes, attached single-family condominiums, townhouses, and duplexes if a proposed development qualifies for the cluster housing option under the City's Zoning Ordinance.

High-Density Single-Family Residential. High-density single-family residential also supports neighborhood development at a higher density than medium-density with more than 5 single-family dwellings per acre. This land use category corresponds with the R-1 zoning district. Intended uses include single-family detached housing and ancillary uses such as family childcare homes, churches, and public facilities.

The high-density single-family residential designation is intended to apply to existing historic neighborhoods and to other neighborhoods primarily north and south of the downtown. These attractive neighborhoods add to the City's character and are a source of affordable housing. These areas should be preserved for single-family dwellings ancillary uses such as family childcare homes, churches, and public facilities. In addition, the density accommodates a mixture of housing options including typical single-family homes, attached single-family condominiums, townhouses, and duplexes if a proposed development qualifies for the cluster housing option under the City's Zoning Ordinance.

Multiple-Family Residential. Multiple-family residential offers a mixture of housing opportunities at the highest residential density range of 8 to 21 dwelling units per acre. This designation is provided primarily for existing high-density residential land uses including apartment complexes. This land use designation corresponds with the RM, RM-1, and RM-2 zoning districts.

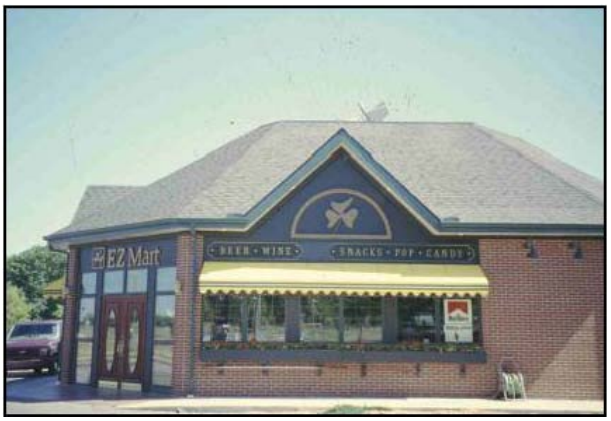
Manufactured Housing. The manufactured housing land use classification provides locations for developments regulated by the Michigan Mobile Home Commission and corresponds to the mobile home park (MHP) zoning classification.

The areas designated manufactured housing on the Future Land Use Map are the two existing sites in the City. This plan does not propose development of new manufactured housing sites. Although the 2007 housing study completed by Vogt, Williams and Bowen Research recommends additional mobile homes to meet affordable housing demand,

other approaches for providing affordable housing should be considered. Such efforts might include allowing small 'cottage' style homes in areas designated for medium or higher densities or encouraging more multiple-family dwellings. If a demand for manufactured housing is identified in the future, appropriate locational criteria would include a site with a minimum of 40 acres, adjacent to a major street or state highway with access to municipal water and sewer and adequate buffering from single-family residential development.

Commercial - Downtown. The Downtown Commercial future land use classification corresponds with the City's traditional downtown area. This area is characterized by buildings located along the fronts of lots forming a solid wall of building fronts. The structures are primarily 2+ stories in height, front on public sidewalks, and are served by on-street parking and off-street parking lots.

This land use classification corresponds with the CBD-1 and CBD-2 zoning districts and is intended to support the on-going efforts to maintain the downtown's vitality as the City's primary community gathering place.



Commercial - General Business. The General Business commercial future land use classification allows for a wide range of commercial uses, but excluding big box retailers, malls and other regional commercial uses. The designation corresponds with the existing commercial development along south M-24 and West Genesee Street. Design standards are established in this plan to address aesthetic issues with the current development in these areas and promote a unified visual character to these gateways to the community. Access management standards are anticipated to be developed as part of a follow-up study with the Michigan Department of Transportation.

Commercial – Regional. Regional commercial includes commercial operations that serve the entire community, surrounding areas, and travelers along the expressway. This designation is planned primarily to support shopping center type projects, or multiple shopping centers. These areas are located near the DeMille Road/M-24 intersection, and in the I-69/M-24 interchange sub-area. The existing Wal-Mart on E. Genesee Street is also regional; however, no expansion of this area is proposed.

Planned uses include those such as shopping centers, gas stations, car washes, financial institutions, entertainment uses, hotels, offices, and restaurants. There are existing hotels and restaurants and some shopping centers; however, there are ample

opportunities for more unified development that can serve as a successful destination point for City residents and for the region.

Office. The Office designation applies to medical and non-medical office uses. It recognizes the existing tendency for medical office uses to cluster together and promote the development of similar non-medical development. Uses include hospitals, clinics, individual offices, and office parks. Designated areas include existing medical office nodes. Additional office areas are identified as a transition between the downtown and residential areas north of downtown.

Future office parks should be developed in a campus-style environment with high quality site, open space, landscaping, and building design features. They are an excellent transition and buffer between industrial areas and residential uses.



Industrial. The Industrial land use designation serves to provide appropriate locations for uses such as warehousing, manufacturing and assembly, distribution/trucking, major automobile repair (e.g. painting, collision, engine overhauling), and metal plating. Industrial involves operations with significant impacts such as noise, odor, trucking, traffic, and large building massing. Important site design and appearance expectations are also included in Chapter 6: A Vision for Community Facilities and Natural Resources.

The existing Industrial area is found in an area east of M-24 along DeMille Road and McCormick Drive.

Planned Industrial. This classification provides for suitable areas large enough and appropriately located to allow for development of a community of light industrial, warehouse, distribution, and office uses.

Similar to Industrial development, the current land use pattern revealed many circumstances where industrial uses are adjacent to residential uses. To eliminate or minimize this situation as it concerns Industrial development, two areas in the City have been planned to accommodate future Industrial development with the intent of eventually phasing out existing industrial uses within residential areas. This strategy maintains a consistent balance of available industrial acreage, but properly locates these businesses in order to support the City's goal to strengthen and expand quality neighborhoods.

Public. This designation includes existing land owned by the City, county, state, and public schools. City-owned facilities could include City Hall, parks, maintenance facilities, public safety buildings, fire stations, and police stations. Though the exact uses designated as Public may change in the future, the City should ensure to the extent practical that future use continues to serve residents in some manner. Further, the City

should continue to evaluate facility needs and consider opportunities for expansion and additional land acquisition that may not be indicated on the map. Attempts should be made to locate these facilities in different areas of the City to improve the convenience of access and service to all residents.

Institutional/Recreational. The designation accommodates facilities that assist in supporting public needs such as religion, private education, and recreation but are not operated or owned by the City or other public entity. Currently, these uses include churches, private schools, golf courses, and cemeteries. If the sites are unavoidably reused, they should revert to other types of quasi-public or public uses or one that is compatible with the surrounding area, which will likely be residential of a similar density of the surrounding planned area.

PUD. PUD or "Planned Unit Developments" are projects planned as a single development that may include a mixture of different land uses and are often constructed in a series of phases. Many PUDs incorporate clustering of development on a portion of the site to protect natural resources. The City of Lapeer recently amended their Zoning Ordinance to establish a PUD zoning district. Several sites are proposed for future PUD development on the Future Land Use Map.

- The Future Land Use Plan identifies a portion of the annexed area adjacent to the I-69/M-24 interchange as PUD development. This area was designated PUD by Lapeer Township prior to its annexation with a proposal for a mixture of residential and commercial uses. The intention of the plan is to permit development consistent with this approval.

- The PUD area south of the mobile home park and north of the interchange is intended to be developed with mixed uses, with residential uses buffered from the commercial and industrial uses.

- The E.T. White property in the northwest quadrant of the intersection of M-24 and Genesee Street is intended to allow for a mix of residential, commercial, and office uses, with consideration for live-work arrangements. To minimize impacts on adjacent single-family residential areas, commercial uses should be located adjacent to M-24 or Genesee Street and buffered from single-family residential uses by office, multi-family commercial, and open space.

- The Rolling Hills Golf Course area PUD is designed to allow for future development to permit for a mixture of recreational and residential uses with clustering used to preserve the existing open space.

- The PUD areas on the north side of DeMille and the south side of West Genesee Street are intended to promote clustering to address the wetland and other natural features in the area. Limited commercial is appropriate immediately adjacent to the

commercial uses east of these sites, but the balance is intended for office, institutional, and residential uses.

Another potential area for its use is in the southwest quadrant, where it could provide flexibility in lot sizes to promote clustering and protect the natural features on the site. The Future Land Use Map does not show that area designated as PUD because it is not intended to promote a mixture of uses. PUDs may also be appropriate to address multiple uses in small in-fill sites.

Because a PUD rezoning is dependent on the concept plan submitted as part of the request, it is not appropriate to rezone a parcel to PUD until an applicant has requested it, and has submitted that plan. Areas designated PUD should retain their current zoning until a PUD rezoning application is submitted by the applicant.

Mixed Use. The portion of the City bordered by the railroad on the south, Saginaw Street on the east, Farmers Creek on the north, and M-24 on the west is a mix of single-family, multiple-family, commercial, office, and light industrial uses. The Master Plan calls for creation of a mixed use zoning district that would allow for a wide range of residential, commercial, and office uses while establishing performance standards to ensure that any changes in existing uses do not unreasonably impact nearby properties negatively. Performance standards might include requiring buffering or separation distances between single-family and non-residential uses, limited building heights for non-residential uses when beside a residential use, restricted open storage, etc.

Future Land Use Acreage

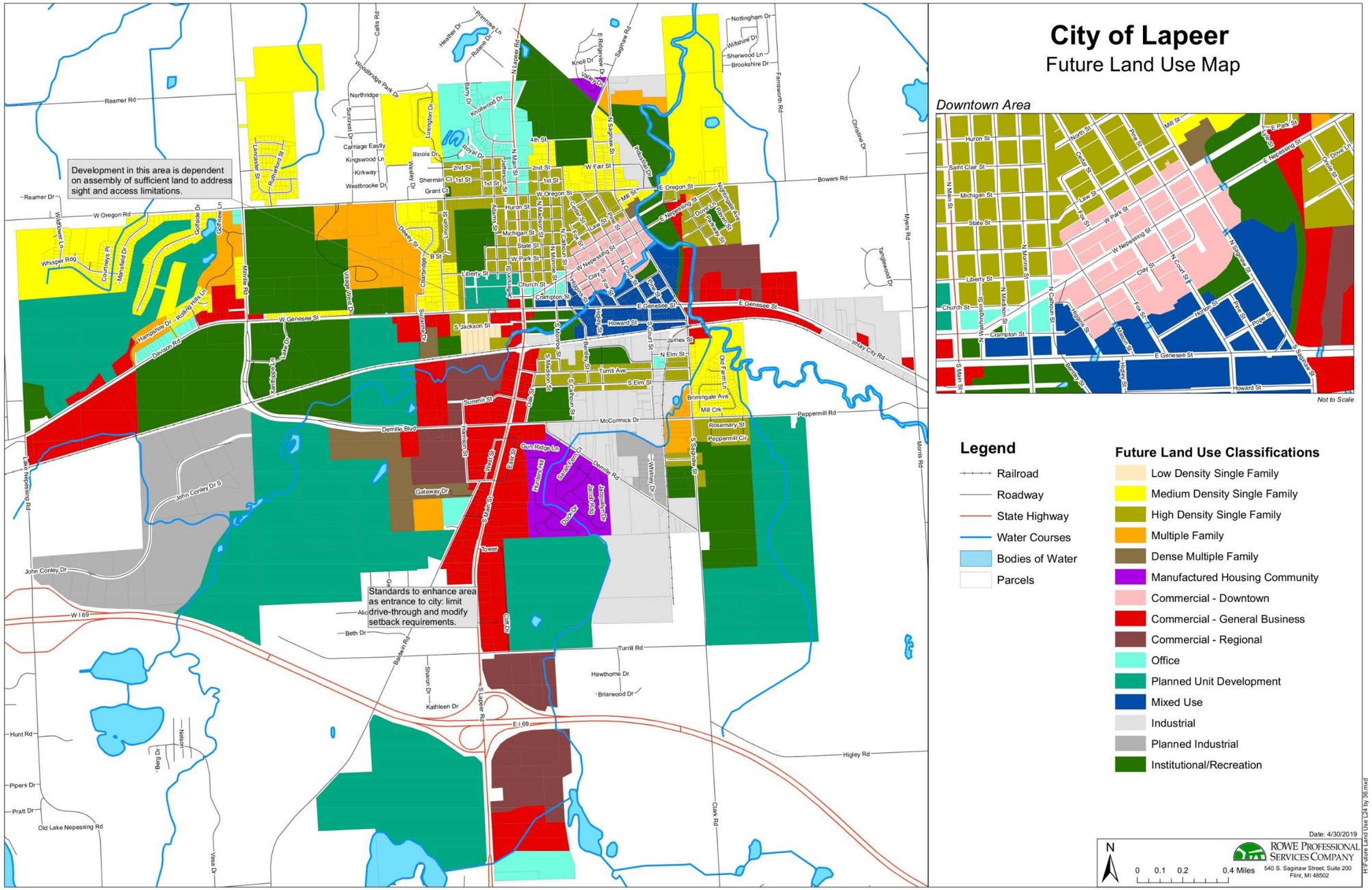
Table 3 identifies the total acreage of land uses based on the Future Land Use Map. Although the total acreage of commercial uses increases, its percentage of total developed land at build-out would be approximately 14 percent of land area. Residential uses increase to almost 40 percent of developed land. The variables in this analysis are the areas classified as PUD and Mixed. It is expected that these areas would be developed as a mix of commercial, residential, and open space/recreational. It should also be noted that the analysis does not take into account the areas of the City that are unbuildable due to wetlands, the bulk of which are in the portions of the PUD in the southwest quadrant of the I-69/M-24 interchange and Single-Family Medium-Density areas.

Table 3: Future Land Use Acreage

Land Use Classification	Acreage	% of Land*
Commercial - Auto	114.5	2.5%
Commercial - Regional	195.7	4.3%
Commercial - Downtown	31.6	0.7%
Commercial - General	238.9	5.3%
Industrial - Heavy	285.9	6.3%

Table 3: Future Land Use Acreage		
Land Use Classification	**Acreage**	**% of Land***
Industrial - Light	221.0	4.9%
Recreation/Institutional	743.2	16.5%
Mobile Home Park	95.1	2.1%
Mixed	62.2	1.4%
Multi-Family	166.4	3.7%
Office	161.5	3.6%
PUD	533.3	11.8%
Single Family- High Density	222.9	4.9%
Single Family - Low Density	435.3	9.6%
Single Family - Med Density	1,004.7	22.3%

Map 2-3: Future Land Use

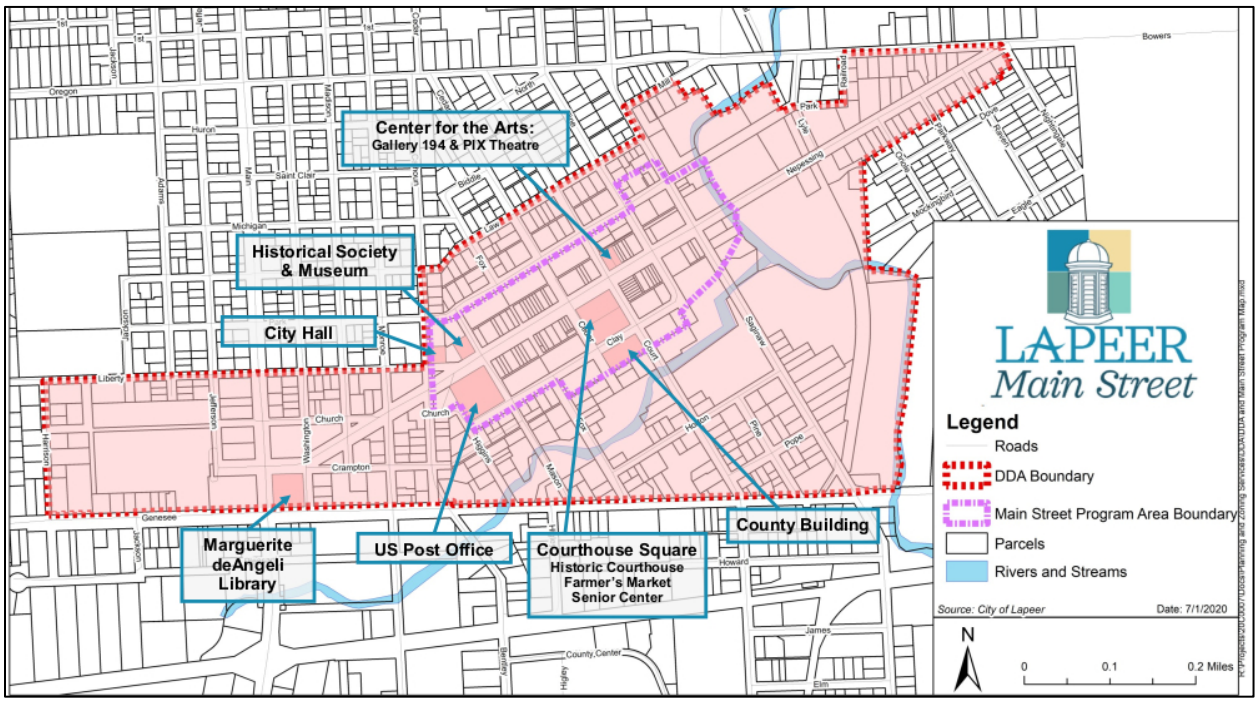


Chapter 3: Downtown Area

Introduction

Downtown Lapeer is the historic center of the City. The downtown covers approximately 180 acres, primarily along Nepessing Street, between M-24 and Saginaw Street. It is a traditional downtown characterized primarily by two-story buildings and on-street parking. Other parking is provided by several large surface parking lots north and south of Nepessing Street. The entire downtown streetscape was renovated in 2003. Map 3-1 shows the DDA boundary.

Map 3-1: DDA Boundary



Lapeer Main Street District

The Main Street district is a 14-block, 46-acre area within the DDA that consists of primarily commercial development. Developments in this area should have focus on keeping the historical look and feel of the downtown. Additional opportunities made possible by the State of Michigan's Michigan Main Street program and National Main Street Center exist within this district.

Surrounding Areas

The area surrounding the DDA is primarily residential. West of Harrison Street which is the western boundary, there is a neighboring block of single-family neighborhood. North of Liberty Street west of M-24 to the north is a single-family residential neighborhood and Mt. Hope Cemetery. North of Liberty Street and Park Street, east of M-24 is a more historic single-family neighborhood. The intent of the DDA is to have a harmonious nature and transition to the single-family residential neighborhoods to the north. The intent is to keep the integrity of maintaining single-family homes.

Just outside of the DDA along E. Nepessing Street east of the DDA are some commercial and multiple-family uses. There is a residential area surrounding Audubon Park to the east of the DDA along E. Nepessing Street. The intent of the City is that this area is to stay single-family homes. Prior to getting to this residential area, you cross a bridge over Farmers Creek and Rotary and East Annrook Park. These park spaces and water feature act as a natural barrier to help ease the transition from the downtown area to a residential setting.

To the south of the DDA west of W. Genesee are single-family homes but are zoned B-2 General Business. To the south across W. Genesee Street east of M-24 Cramton Park is a primarily commercial corridor. The intent is to have the W. Genesee Corridor to be a commercial thoroughfare.

Existing Uses

Downtown Lapeer includes a diverse number of institutional uses, retail stores, restaurants, offices, galleries, and professional services. Other key uses in the downtown include Lapeer City Hall, the Historical Society, the historic Pix Theatre, Gallery 194, the Lapeer County Court House, and the Post Office.

Downtown Lapeer has become a popular location for civic functions and public gatherings including:

- Lapeer Cruise Nights during the summer
- Farmer's Market during the summer and fall
- Summer Concert Series
- Ladies Night Out
- Holiday events such as Winterfest, Halloween Treat walk, and Witches Night Out
- Lapeer Days Festival
- Holiday parades

Key Issues

- As shown in Image #1, some of the historic buildings have been restored while others are in need of visual improvements. Efforts should be made to bring back the historic appearance of buildings that have undergone insensitive façade changes in the past, as shown in Image #2. In Image #3 and Image #4 you can see an additional example of a before and after of façade restoration. Historic character is encouraged for properties along W. Nepessing Street. Attempts should be made to preserve historic buildings and materials and be true to the style and time period of the building. Creating something that never was should be discouraged when addressing façade improvements and restoration. New buildings within the DDA district and Main Street district should be compatible with existing buildings.









- For the businesses along W. Nepessing Street, the alleyway along the rear part of the building is in need of improvements to make it more inviting. A clearer rear pedestrian entrance, rear entry signs of the various businesses, and improved rear facades that are similar to the front of the buildings. Image #5 shows some areas of the downtown that have not had investment into the alley appearance. Image #6 shows some of the desired assets to be added to the alley entrance such as a sign, pedestrian feature (covered entrance), and landscaping.





- The downtown has some improved dumpster enclosures, but often there are trash bags left outside the enclosure area or not located in the dumpster. Enforcement to ensure only businesses are utilizing the dumpster enclosures and are kept clean may be needed.

- It is the desire of the DDA to see the installation of dumpster enclosures along Park Street parking areas to the north of Nepessing Street. These should be done to match the enclosures along the Clay Street parking lots to the south of Nepessing Street.

- Downtown businesses are threatened by businesses in higher profile locations, such as along M-24 and at the M-24/I-69 interchange. Downtown Lapeer must be promoted as a special place in comparison to other commercial areas in the City.

- Retail uses are not as prominent as in the past. While efforts must be made to retain existing retail businesses and attract new specialty retail, downtown Lapeer will be home to a diverse range of uses including office, restaurants, personal service uses, and residential. Business recruitment should focus on attracting family-friendly businesses that offer unique experiences focus on the arts, entertainment, or family-friendly dining options.

- There are a variety of vacant second-story apartments or office space areas in the downtown. The DDA would like to strive to have more intense pedestrian traffic businesses to be located on the first floor while less intense uses are on the second story. It is desired to have full occupancy within the downtown area.

- There is a prominence of large and unattractive surface parking lots both north and south of the downtown district. Those south of the downtown separate it from Farmers Creek. There is a need to improve links to Farmers Creek, including safer, more pedestrian-friendly walkways and green space, as well as better orientation of uses. A better transition to the riverfront is desired.



Those on the north side of Nepessing Street are unattractive due to the lack of landscaping, poorly located waste receptacles, uninviting rear facades and entrances, and lack of clearly-defined pedestrian links to Nepessing Street.

- There is a need to enhance downtown as a civic center and gathering place. This will assist in establishing a niche for downtown Lapeer in comparison to other business areas. As the City looks to encourage more pedestrian traffic and connection with the neighboring residential areas, there is more of a desire to have bike lanes in the downtown area. More pedestrian-friendly signage is also encouraged including wayfinding signs.

Visioning Efforts

As the DDA looks into the future, there are specific uses and characteristics that are encouraged. The DDA has identified "family-friendly" as its transformation strategy and ongoing efforts should reflect that strategy. This section will discuss various visioning efforts on what the desired downtown feels and looks like.

Uses

Along the north side of the downtown north of Park Street, is residential, office, or other low intense uses are desired. For the E.T. White Junior High property along W. Genesee on the west side of the DDA, it is desired to have mixed use development that includes unique retail and specialty stores on the lower levels with high-density residential to act as a buffer for the nearby neighborhood. The area south of Clay Street it is desired to have this area convert into more commercial uses. Currently, many of the single-family homes are rental units.

Design

The streetscaping in the downtown includes decorative lighting, pedestrian amenities such as benches, and decorative pedestrian walking areas (brick areas in the sidewalk or cross walks). There are some additional/improved amenities to various streetscapes in the downtown area are desirable.

- Along Court Street to add a bike lane.
- Along Park Street/north parking lot is to provide a better pedestrian connection to W. Nepessing Street including a designated crossing areas and designated pedestrian areas in the parking lot to the rear facades of the buildings along W. Nepessing Street. Other amenities to add include lighting, better barrier-free accessible ramps, landscaping, and dumpster enclosures.
- Along Pope Street to add curb and gutter.
- Along Pine Street to add curb and gutter.

For the alleyways behind the rear of the businesses along W. Nepessing Street, various features that would improve the friendliness of the alleyway include a clearer rear pedestrian entrance, rear entry signs of the various businesses, improved rear facades that are similar to the front of the buildings, murals, benches, or rear landscaping (likely in pots). Areas that have these features include downtown Ferndale and Oxford. Green spaces should be encouraged and added at the time that parking lot improvements are made.



There are a variety of receptacles in the downtown area; however, additional cigarette butt receptacles and recycling bins are needed. This will help with the appearance and needs of those who are visiting in the downtown. This would need to be done in partnership with the City to ensure a program is in place for recycling. Environmentally-friendly practices should be encouraged.

There are some existing designated gateways to the City's downtown area which include cupolas and raised garden areas. They are located at the intersection of M-24 and W. Nepessing, W. Nepessing and Calhoun Street, and N. Saginaw at M-21. Other desired gateway locations include along Park Street, Court Street and M-21, and W. Nepessing. Different gateway markers could include archways over the roadway, signs, landscaping, or more cupolas.

Goals and Objectives

1. Create and capitalize on a physical environment that is engaging and inviting to families.
2. Improve the downtown business environment and available resources to support investment.
3. Build a family-friendly brand that is Historic Lapeer.

Strategies

1. As shown in the following photos, areas with large surface parking lots should be redeveloped for buildings that could be used for residential, commercial, mixed uses, artist lofts, etc. Due to the seasonal flooding in the River Front area, it would be ideal to increase the density and encourage more landscaping. The buildings should be arranged to frame heightened access to the waterfront from the downtown business area.

   Areas along Farmers Creek are deemed a flood zone and any redevelopment along this area will need to take that into consideration. Additional redevelopment options could include more attractive landscaping elements, a sculpture park, decorative walk way, or entertainment options like an outdoor amphitheater.





2. A portion of the redeveloped parking lots immediately adjacent to the north edge of Farmers Creek should be converted to open space. This would strengthen the existing linear park that follows the creek. The addition of paths along the creek would invite greater use of this significant natural feature, improve recreational activities, and provide an important link in the City's non-motorized transportation system. The Non-Motorized Master Plan adopted in 2012 provides specific recommendations for a "River Walk" development.
3. Evaluate the one-way roads in the downtown area to see if it is still efficient.
4. Will partner with the Lapeer Area Chamber of Commerce, Lapeer County, Center for the Arts, and Lapeer Development Corporation.
5. Encourage more public-private cooperation.
6. Encourage the development of underutilized spaces, such as parking lots or public space for mixed use development to increase density downtown. Consider doing a study to identify underutilized properties in the downtown.
7. Continue encouraging the implementation of a building improvement program. Replacing facades will enhance the appearance of the downtown and will restore the area's historic character. This will assist in creating a unique commercial area. This will include both rear and front facades of the building and interior components of the building.
8. Encourage specialty retail and entertainment uses downtown through review of the Zoning Ordinance.
9. Encourage signage and lighting to be more pedestrian-friendly through review of the Zoning Ordinance, policies, and other incentives.
10. Provide attractive, well-designed, safe, and inviting connections between the parking lots behind businesses and Nepessing Street. Fox Street provides an opportunity to provide such a link, having recently been upgraded to provide a relaxing and welcome refuge for those visiting downtown Lapeer. Suggested additional upgrades shown in the following concept plan provide attractive landscaping that anchors each end of the connection, a water feature (fountain or water wall), attractive seating, and decorative lighting. Other improvements that might be considered are painted murals on the building walls, and wall-mounted "gas lights".

Concept Plan

The preliminary concept plan shown on the following page identifies some of the changes that could be made to improve Downtown Lapeer. Additional research would be required before any of the recommendations could be implemented. In addition, various funding sources would need to be identified and secured. Therefore, this preliminary concept plan is very generalized and it is expected that changes would likely be made to the size, location, and inclusion of some of the components. Nonetheless, it provides the City with an ambitious plan that might be realized to improve the function and viability of downtown as a unique and attractive area of Lapeer. Key components included in the concept plan are:

1. Removal of some of the existing surface parking areas for new buildings and additional open space along the north side of the waterway.

2. A linear pathway system on both sides of Farmers Creek. Where lots on the south side are privately owned, the City will investigate the feasibility of gaining rights-of-way, some other manner of access, or routing the pathway to publicly-owned property.

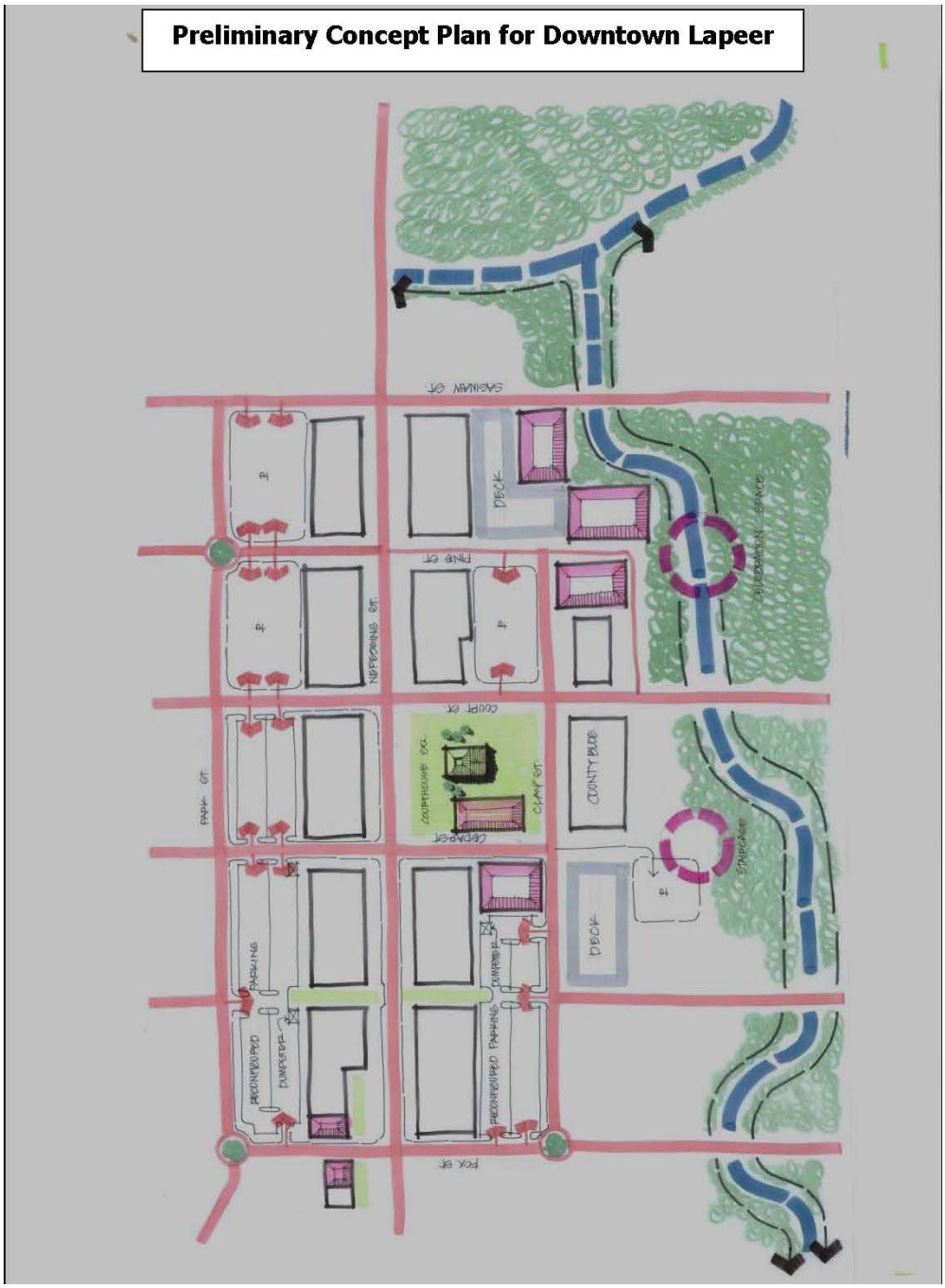
3. A realignment of the parking areas on the north edge of the downtown to maximize the number of parking spaces, add landscaping, and improve the flow of traffic into and between the parking areas; a parking study could be done to determine a more efficient layout for parking spaces.

4. Infill buildings to utilize the vacant and underutilized properties at the west end of the downtown.

5. Improvements to pedestrian connections between the Nepessing Street businesses and the parking areas behind them and the open space along the river.

6. To the south of Nepessing Street add a pedestrian throughway to connect/transition Pine Street to the bridge connecting Annrook Park.

Map 3-2: Concept of Downtown Lapeer



Chapter 4: Critical Issues – By Area

Introduction

There are seven areas of Lapeer that warrant special consideration. These are:

1) Residential Neighborhoods
2) Southwest Quadrant
3) M-24/I-69 Interchange Area
4) M-24 Corridor, from south City limit to Genesee Street
5) M-24 Corridor, from Genesee Street to north City limit
6) West Genesee Street, from M-24 to west City limit
7) East Genesee Street, from M-24 to east City limit

Residential Neighborhoods

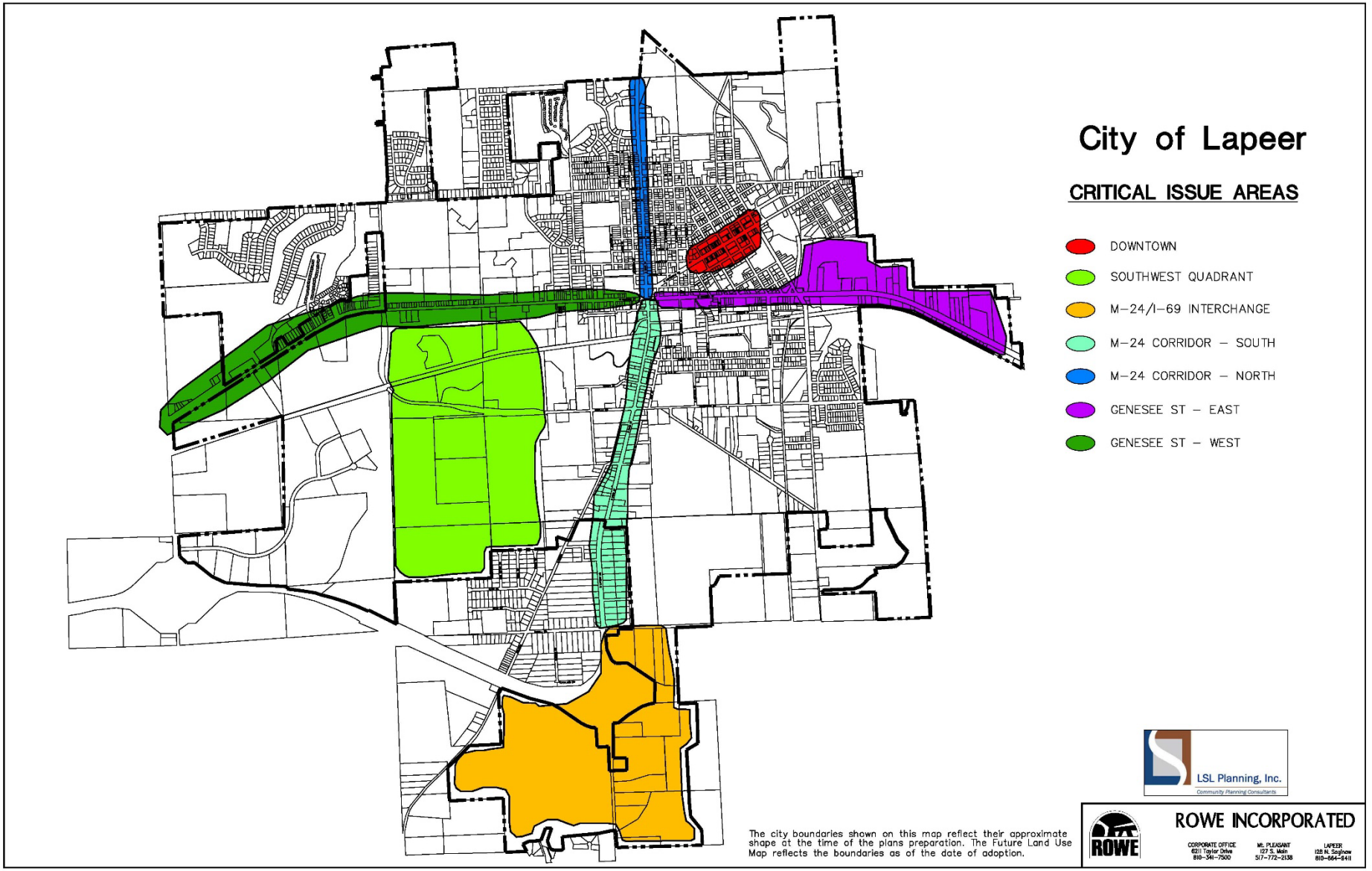
Overview



The largest concentration of established residential neighborhoods within the City of Lapeer is located to the northwest of the downtown extending from Nepessing Street to Second Street near the northern City Limit. The majority of the homes within these neighborhoods date to pre 1940s and contain a range of architectural styles.

This is not the only residential section of Lapeer however; there are other established neighborhoods located south of downtown near the Cramton Park area as well as the northwest quadrant of town north of Genesee Street and west of M-24 and to the northeast of the downtown, east of East Annrook Park. Lapeer also is location to several apartment complexes and a host of mobile home parks. A more detailed analysis of housing issues and recommendations has been prepared Vogt, Williams and Bowen Research, completed in May of 2007. This study should be referenced for future decisions regarding housing and market conditions for all housing including single-family, multi-family, and affordable housing.

Map 4-1: Critical Issues Areas



Existing Uses

Existing uses consist of single-family residential, duplex dwelling units, multi-family dwelling units, and personal service businesses within residential districts.

Key Issues

- Single-family dwellings which have been converted to multi-family dwelling units
- Deteriorating housing stock
- Narrow streets
- Deteriorating infrastructure (storm drain, curb and gutter)
- Deteriorating sidewalks
- High rate of rental units and dwellings within single-family districts
- Inadequate street lighting
- Need for additional affordable housing units

Lapeer Neighborhoods Inc. (LNI) is a non-profit organization formed by the City of Lapeer in September of 1991. LNI's mission is to improve the quality of life in the residential neighborhoods. Their goals and objectives include:





- Provide information and educational assistance to residents on home repairs, home maintenance, homeownership skills, and home purchasing.
- Encourage and assist historic preservation activities in the neighborhoods of the City of Lapeer through professional and financial assistance.
- Purchase multi-family homes, in single-family zoned neighborhoods, and convert them to back to single-family houses.
- Sponsor a paint rebate program for City residents making exterior paint improvements.
- Fund a rental conversion grant program for home buyers

purchasing multi-family homes in single-family zoned neighborhoods to provide resources to convert the home back to single-family.
- Partner with the City of Lapeer and Lapeer Intermediate School District to construct quality in-fill housing within the City of Lapeer.

Strategies

1) Protect the established neighborhood character and preserve the historical qualities of the residential neighborhoods north of and adjacent to the downtown district through the use of historic districts where appropriate.

2) Enforce zoning regulations within established residential neighborhoods to ensure that existing non-conformities are not expanded upon and modify zoning requirements in residential districts to encourage the elimination of non-conformities.

3) Continue to prohibit the conversion of large single-family housing units into multi-family apartments.

4) Encourage existing single-family conversions to convert back to single-family residences from multi-family residences.

5) Continue to monitor the condition of existing infrastructure within established residential neighborhoods and update infrastructure as needed. This includes street paving, street lighting, storm sewer, curb and gutter, sidewalk, and other infrastructure related items within the neighborhoods.

6) Provide a range of housing types suitable for all ranges of income levels and household types. This could include infill housing development in established residential neighborhoods, live-work condominium development, and older housing rehabilitation.

7) Encourage new residential development and neighborhood development where infrastructure is adequate and adjacent land uses are non-conflicting and where a demand for new housing exists.

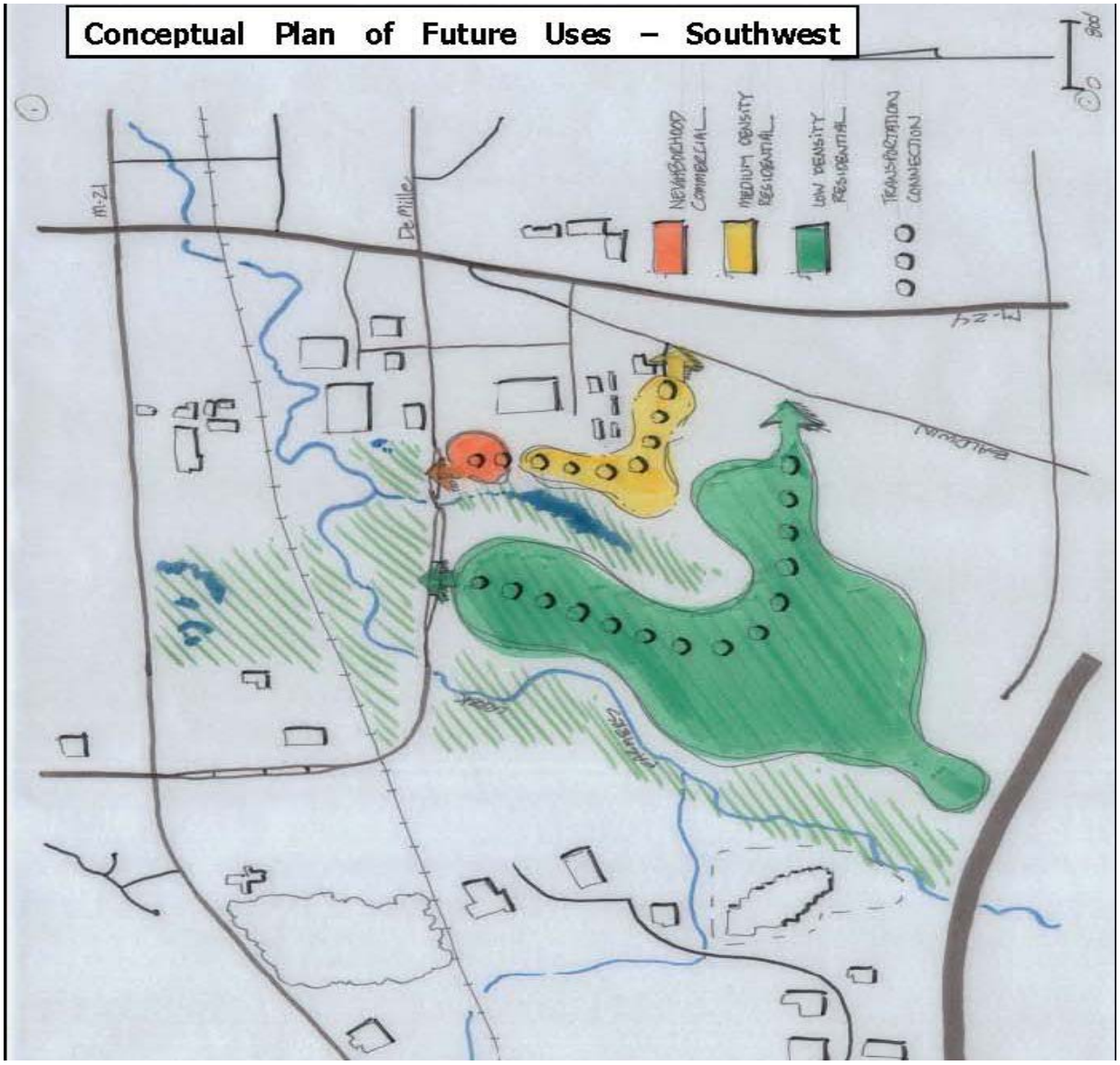
8) New residential or infill residential development should meet the architectural and urban characteristics of the areas immediately adjacent to the development to maintain neighborhood continuity.

Southwest Quadrant

Overview

The Southwest Quadrant is defined in this plan as the area south of Genesee Street and west of M-24/Baldwin Road. The current land uses include several institutional uses along Genesee Street and south from Genesee Street along DeMille. Big box retailers have developed west of M-24 on DeMille. Development along Baldwin Road is a mix of multiple-family residential and medical offices. The City's industrial park backs up to the area's west side.

Map 4-2:Concept of Future Use - Southwest Area



Key Issues

- Need to protect existing natural resources in the area
- Need to provide transportation links between southbound M-24 and DeMille Road
- Need to create an identity for the area
- A buffer is required between the commercial and industrial uses on the periphery of the area and any residential development.
- Must create a western boundary for commercial expansion along DeMille Road
- Future utility capacity

Strategies/Land Use Concepts for the Southwest Quadrant

Residential Open Space Development. The center of the Southwest Quadrant is undeveloped and is dominated by a host of natural features including a small lake, Farmers Creek, extensive wetlands, and woodlots. This plan proposes to take advantage of these attributes by developing an open space single-family residential neighborhood in this area, connected to DeMille and Baldwin Roads. The area would be buffered from the industrial park by a portion of the wetlands and the creek and from the commercial uses to the east by a proposed mix of multi-family and medical office. Alternative approaches to protecting natural features should be available to the City and developers. These could include a developer donating land containing natural features to the City or a conservation trust or establishment of protected open space under Zoning Ordinance procedures.

Institutional Center. The area between Genesee Street and DeMille Road is currently dominated by institutional uses, primarily educational in character. The plan proposes to reserve the balance of the undeveloped portion of the area for similar uses. Mott Community College recently purchased the building and grounds it had been leasing from the City affirming their intent to become a permanent fixture in Lapeer and reinforcing the educational center aspect of this area. By providing improved pedestrian connections through Prairies and Ponds Nature Center to the other schools in the area and to the schools north of Genesee Street and the surrounding neighborhoods, the City can maximize the educational opportunities for collaboration between secondary and post-secondary facilities.

Office/Multiple-Family Buffer Area. This development area represents a band stretching north from the Genesys Medical Center to DeMille. The purpose of the area is twofold; to provide an opportunity to integrate medical facilities with multi-family and assisted living developments and to provide a transition between the commercial development on the east end of DeMille and the proposed institutional and single-family residential uses.

M-24/I-69 Interchange Area

Overview



In 2006, the City of Lapeer and Lapeer Township entered into an agreement which annexed approximately 700 acres at the I-69/M-24 interchange into the City. The annexed land is located on the west side of M-24 south of I-69 and east M-24, on both the north and south sides of I-69.

The large area of land located on the west side of M-24 is the subject of a proposed planned unit development that would include a mix of commercial and residential uses. The east side of M-24 includes smaller areas of land that will likely develop with highway commercial uses.

Existing Uses

Almost all of the annexed lands are vacant. The only existing use is an automobile sales business, occupying approximately 5 acres in the southeast quadrant of the interchange. An existing gas station is adjacent to the land annexed to the City but remains in Lapeer Township.





Key Issues

Safe and efficient circulation between proposed development and within the interchange area.

- Consolidated access points
- High-quality building design
- Consolidated signs
- Attractive landscaping
- Streetscape “gateway” improvements
- Link identity to City

Strategies

1) Require all buildings to be constructed of similar high-quality materials.

2) As shown on the Transportation Plan Map and further defined in the City's Non-Motorized Master Plan, require the City's pathway system to connect this area to the rest of Lapeer.

3) Require an internal system of sidewalks and paths to provide pedestrians and cyclist the ability to travel between the uses and from the parking areas to the building entrances.



4) Ensure that all components of the development are well landscaped.

5) Utilize site features such as lighting, signage, landscaping to be compatible in character and quality. This will help provide a cohesive appearance to the developments.

6) Utilize proper access management standards to ensure that traffic generated by the uses does not unduly impact the capacity of M-24. Follow the requirements of the M-24 Access Management Overlay zoning district to limit and control the number, location, and design of access points and require alternate means of access through shared driveways, service drives, and access off cross streets in certain locations. Avoid the proliferation of unnecessary curb cuts and driveways.



7) Encourage the Michigan Department of Transportation (MDOT) to use context sensitive solutions (CSS) at the M-24/I-69 interchange when the opportunities arise.

8) Utilize other design standards set out in Chapter 7: A Vision for Development Design and Appearance.

M-24 Corridor – South City Limit to Genesee

Overview

This area serves as the main entry into the City from I-69. It consists primarily of an older highway commercial strip, with a mix of building designs, landscape treatments, and signage. There are also several dwellings north of Farmers Creek.

Existing Uses

This section of the M-24 corridor includes a wide variety of commercial uses. Businesses include a number of fast-food restaurants, dine-in restaurants, offices, gas stations, car washes, and a K-Mart department store.

Key Issues

- Need for improved landscaping, including along the lot frontages and within properties.
- Extensive number of large signs, including pole signs.
- Poor and unsafe access arrangement on various lots.
- Lack of cross connections between properties.
- Lack of cohesive building quality and design.



Strategies

1) Require all buildings to be constructed of similar high-quality materials.

2) As shown on the Transportation Plan Map and further defined in the City's Non-Motorized Master Plan, require the City's pathway system to connect this area to the rest of Lapeer.

3) Require an internal system of sidewalks and paths to provide pedestrians and cyclist the ability to travel between the uses and from the parking areas to the building entrances.

4) Ensure that all components of the development are well landscaped.

5) Utilize site features such as lighting, signage, landscaping to be compatible in character and quality. This will help provide a cohesive appearance to the developments.

6) Utilize proper access management standards to ensure that traffic generated by the uses does not unduly impact the capacity of M-24. Follow the requirements of the M-24 Access Management Overlay zoning district to limit and control the number, location, and design of access points and require alternate means of access through shared driveways, service drives, and access off cross streets in certain locations. Avoid the proliferation of unnecessary curb cuts and driveways.

7) Utilize other design standards set out in Chapter 7: A Vision for Development Design and Appearance.

M-24 Corridor – Genesee to North City Limit

Overview

This area serves as the main entry into the City from the north. It consists primarily of single-family dwellings and the Lapeer Regional Hospital.

Existing Uses



- Lapeer Regional Hospital
- Single-family dwellings
- Medical clinics and offices

Key Issues

- More prominent gateway treatment is required.
- Need to protect the character of existing residential portion of corridor and its role as an attractive break between the business areas along M-24.
- Potential encroachment of commercial uses and extension of linear commercial district.

Strategies

1) Establish an attractive gateway at the north end of M-24 consisting of signage, landscaping, and other design elements.

2) Retain residential zoning on area comprised of stable housing stock.

West Genesee - M-24 to West City Limit

Existing Uses

- Retail plazas
- Rolland-Warner Middle School, Chatfield School, St. Paul Lutheran School
- Single-family dwellings, multiple-family dwellings
- Lapeer School District former junior high school
- National Guard Armory
- City Public Safety (Police and Fire Departments)



Key Issues

- Potential extension of commercial development westward from M-24
- Protection of residential neighborhoods
- School property redevelopment
- Long-term plans for greenhouses

Strategies

1) The construction of a Rite Aid store at the northwest corner of the M-24/Genesee Street intersection is the first step in redevelopment of the former E.T. White school property. The remainder of the former junior high school property as well as the adjacent Perkins Nursery property should be considered for redevelopment as a mixed use PUD as discussed in Chapter 2: A Vision for Land Use and Development in Lapeer. Redevelopment of this area must consider traffic impacts on M-24 and must be designed so it is compatible with nearby single-family residences.

2) Land in the southwest quadrant of the intersection has been designated for future commercial development. However, because of traffic congestion, potential safety concerns due to sight and access limitations, small parcel sizes, and potential impacts on the residents to the west, additional commercial development must be dependent on developer acquiring sufficient property, through the assembly of existing lots, to address these.

3) The existing commercial nodes along this corridor should be recognized but should not be permitted to increase in size except as part of identified PUD developments.

East Genesee – Main Street (M-24) to East City Limit

Overview

This section of Genesee Street is primarily an older commercial district that has attracted a number of businesses that serve motorists, City residents, and the surrounding townships.



Existing Uses

- Automobile sales establishments
- Automotive repair businesses
- Wal-Mart department store
- Restaurants
- Retail stores
- Marguerite DiAngeli Library
- Residences

Key Issues

- Need for improved landscaping, including along the lot frontages and within properties
- Extensive number of large signs, including pole signs
- Poor and unsafe access arrangement on various lots
- Lack of cross connections between properties
- Lack of cohesive building quality and design

Strategies

1) When opportunity arises, require all new buildings to be constructed of high-quality materials.

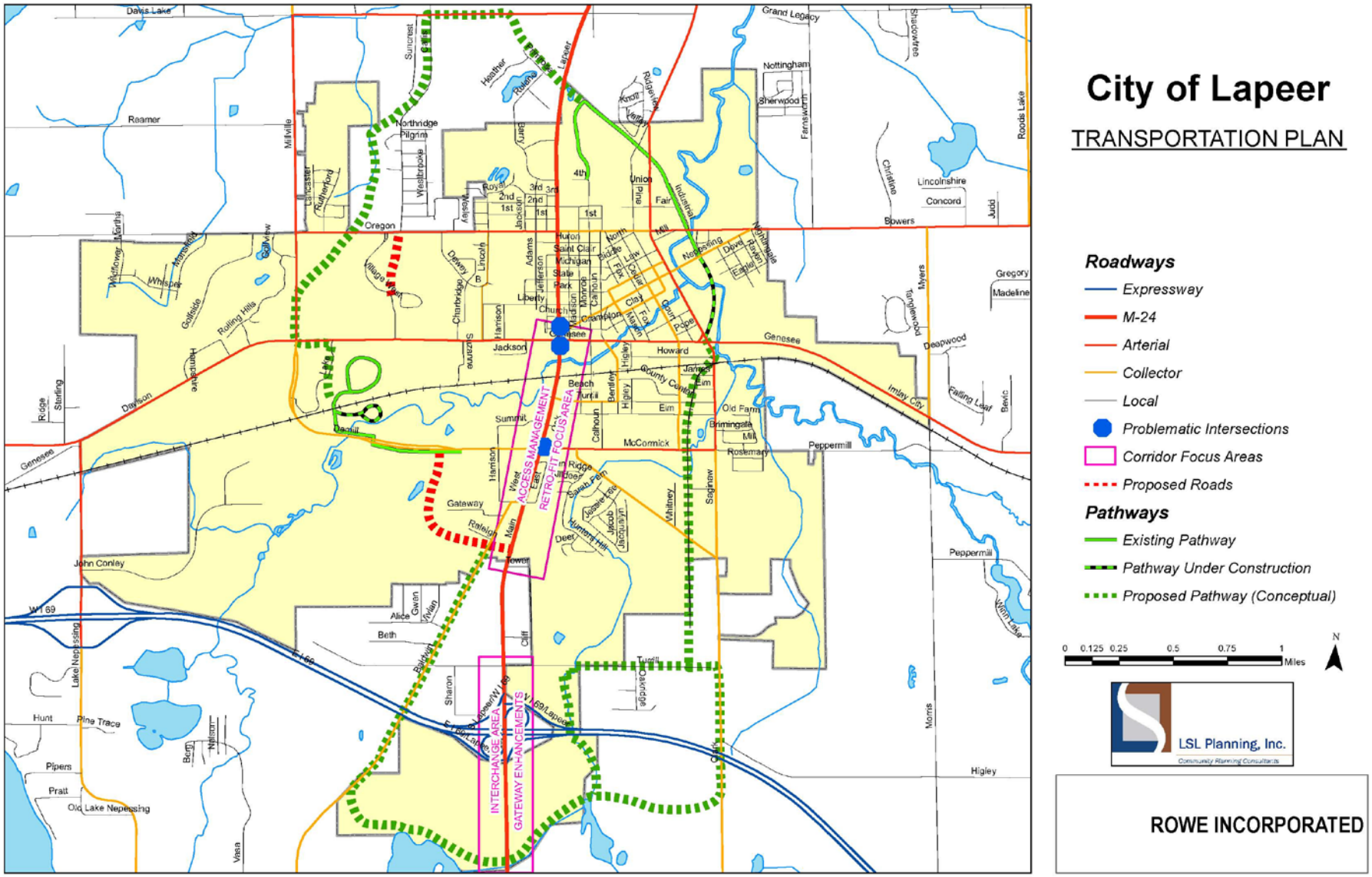
2) Direct space extensive auto related uses such as car sale uses and car washes from M-24 to East Genesee corridor.

3) Utilize site features such as lighting, signage, landscaping to encourage a more attractive and cohesive appearance to the corridor.

4) Utilize proper access management standards when permitted new development or when an existing site is redeveloped and subject to site plan review.

5) Utilize other design standards set out in Chapter 7: A Vision for Development Design and Appearance.

Map 4-3: Transportation Plan



Chapter 5: A Vision for Transportation in Lapeer

Introduction

Transportation routes affect the movement of people, shape the character of the City, and influence development trends. It is important to consider transportation when planning for the future to ensure these systems can support other goals for the City, such as land use development. Transportation as it applies to Lapeer includes not only the road system, but also pathways, sidewalks, railroad lines, and transit. All modes of transportation are addressed in this chapter.

To begin the chapter, existing transportation conditions are described. This includes factual information about the transportation systems in the City. Following this discussion is a summary of key issues that were revealed during the analysis of these conditions, and of course the public input process. Based on the key issues, a set of goals and objectives are listed that provide a framework for decision making and more specific recommendations. Finally, the chapter provides a future plan for the City's transportation system.

Key Transportation Concepts

- *Balance all modes of transportation - street, pathway, transit, and rail.*
- *Ensure the transportation system reflects the intended character of the area.*
- *Control driveway spacing and locations.*
- *Consider road improvements, re-alignments, intersection changes, and new technology to improve traffic flow.*
- *Create an interconnected pathway and sidewalk system throughout the City.*
- *Improve visual appearance of all major transportation corridors.*

Relationship between Transportation and Land Use

A well-developed Master Plan must consider plans for land use in the context of transportation planning. Future traffic patterns within the road network will be closely related to specific land use. The intensity of land uses should, in part, be considered in relationship to the suitability of the transportation system. Future traffic volumes will be dependent upon the amount, type, and intensity of development. Table 4 provides the estimated traffic generated by various land uses. The figures represent averages and are given for the peak hour and a typical weekday. The peak hour represents the hour during the AM or PM where traffic is greatest (i.e. rush hour); typically from 7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. The fractional numbers represent an average (e.g. 0.75 of single-family homes will have someone leaving during the AM peak hour). For example, a 100-unit single-family development would create 75 vehicle trips in the morning peak hour

(i.e. 100 units x 0.75 trips) and 957 vehicle trips during a weekday (i.e. 100 units x 9.57 trips).

Table 4: Traffic Volumes - Comparison of Trip Generation Rates	Trips In Peak Hour	Trips In Weekday
Residential (per unit)		
Single-Family	0.75 (AM)	9.57
Apartment	0.51 (AM)	6.63
Condominium	0.44 (AM)	5.86
Office (per 1,000 sq. ft. gross floor area)		
General Office Building	1.56 (AM)	11.01
Medical Office Building	2.43 (AM)	36.13
Commercial (per 1,000 sq. ft. gross floor area)		
Shopping Center	3.74 (PM)	42.92
Supermarket	11.51 (PM)	111.51
Quality Sit-down Restaurant	7.49 (PM)	89.95
Service Station (per pump)	14.56 (PM)	168.56
Convenience Store	53.73 (PM)	737.99
Drive-in Bank	54.77 (PM)	265.21
Drive-through Fast Food Restaurant	53.11 (AM)	496.12
Industrial (per 1,000 sq. ft. gross floor area)		
Light Industrial	0.92 (AM)	6.97

Note: A trip is a one-way movement, 10 trips = 5 in and 5 out
Source: Institute of Transportation Engineers, Trip Generation Manual, 6th Ed.

Existing Transportation Conditions

Public Roads

Functional Classification. All Michigan streets, roads and highways have a National Functional Classification (NFC) designation. The NFC is a planning tool which federal, state, and local transportation agencies have used since the late 1960s to help organize roadway hierarchy. The Federal Highway Administration (FHWA) developed this system of classifying all streets, roads, and highways according to their function.

The NFC system has a five-tiered hierarchy in Lapeer and the Transportation Plan Map, should be referred to for exact delineation. Streets should be designed, constructed, and maintained in accordance with this hierarchy.

- Interstate/Freeway. Interstate freeways are at the top of the NFC hierarchical system and function as important shipping and travel corridors. Interstates provide a national network of freeways that carry traffic between states and within Lapeer, I-69 is included in this category. This interstate is a key transportation route within Michigan, providing an important east-west route. However, I-69 creates a barrier separating

the recently annexed lands south of the interstate from the remainder of the City. The Motorized Transportation Plan section of this chapter and Chapter 7: A Vision for Development Design and Appearance identify some of the strategies to be used to better incorporate the annexed lands into the City.

- Principal Arterial. Principal arterials generally carry long-distance, through-travel movements. The primary function of these roads is to move large volumes of traffic; therefore, access to these roads must be properly managed in order to maintain safe and effective movement. They also provide access to important traffic generators, such as major employment centers, downtown, and shopping areas. These routes include Lapeer Road (M-24), Lake Nepessing Road, and Genesee Street. They are important routes to access different areas of the City and are primary entrances, or 'gateways', into the City from outlying areas and from the interstate.

- Minor Arterial. Minor arterials provide important roadway links into the City and to major activity areas and are considered secondary gateways. The primary function of minor arterials is to move traffic between principal arterials and local streets, and between major parts of the City such as neighborhoods, employment, and shopping. Similar to principal arterials, the primary function of these roads is to move large volumes of traffic; therefore, access to these roads must be properly managed in order to maintain safe and effective movement. Key routes in the City classified as minor arterials are McCormick Street, Oregon Street, and Saginaw Street.

- Collector Streets. The collectors serve to gather traffic from local roads and subdivision streets of residential neighborhoods and deliver it to arterial roads. Collectors also serve to provide access to abutting properties. Collector streets include Millville Street, DeMille Road, Nepessing Street, Baldwin Road, Peppermill Street, and Suncrest Drive.

- Local Streets. Local or neighborhood streets primarily provide access to individual properties and homes. These roadways are generally short, and provide connection to collector streets.

Non-Motorized Transportation

The term non-motorized transportation refers to sidewalks and pathways that are to be used exclusively for walking, biking, rollerblading, and other modes of travel that do not involve motorized equipment such as a car, motorcycle, or moped. Providing a separate system for non-motorized travel is important to improve accessibility throughout the community, to promote a healthy lifestyle for its residents, and to help relieve congestion on the roads.

For these reasons, the City Commission adopted a Non-Motorized Master Plan and Complete Street Streets Resolution in 2013. These documents underscore the City's commitment to facilitating all modes of transportation wherever appropriate and feasible throughout the City.



Many parts of the City are served by sidewalks. In some cases, the sidewalks do not properly align with crosswalks (Photo #1). In some areas, sidewalks are missing or are not connected. For example, there is a lack of sidewalks along Oregon Street, near Pine Street; along Oregon Street, east of Saginaw Street; at the northeast corner of Genesee Street and Main Street; and in the Audubon Park area. Intermittent sidewalks are found along the east end of Genesee Street near the Wal-Mart. The lack of sidewalks results in these areas not being linked to other segments of the City.



A multi-modal pathway system has been installed within a portion of an abandoned rail corridor extending from Rowden Park at the north boundary of the City to a point east of downtown. A pathway is also located along DeMille Street, west of Harrison, and looping under the rail corridor to traverse to the Prairies and Ponds property and within the Chatfield School property.

Transit. Transit (bus) service in Lapeer is provided by the Greater Lapeer Transit Authority. This service provides curb-to-curb service on a demand-responsive basis for medical appointments, for travel to work or school, and to shopping centers. The service operates Monday through Friday, from 6 a.m. to 6 p.m. In addition to the City of Lapeer, the service is provided to Mayfield, Oregon, Deerfield, Elba, and Lapeer Townships.

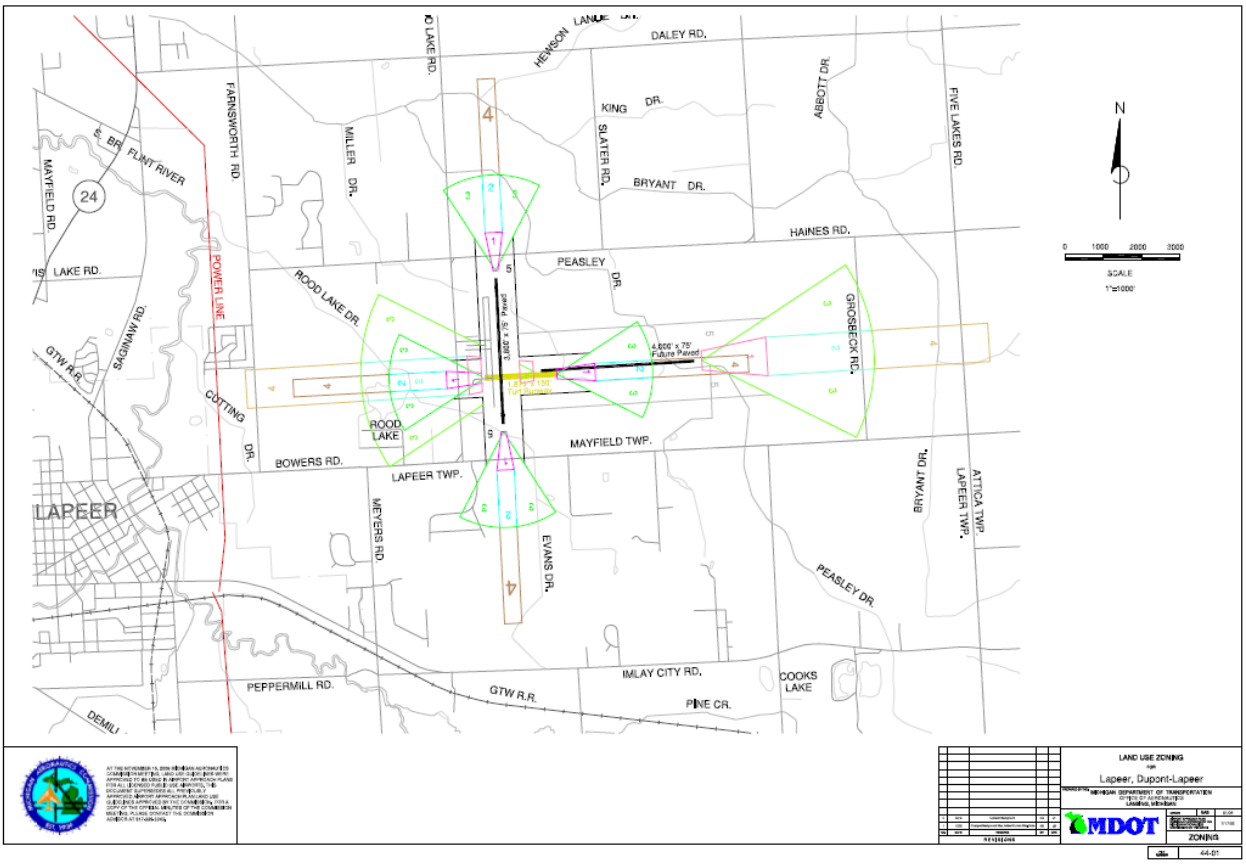
Rail. Lapeer is bisected by a Canadian National Railways line. The railway provides service to several industries. Amtrak also uses this line for its passenger service between Port Huron and Chicago. Amtrak has a station in the City and Lapeer residents can board the Amtrak train on a daily basis at 6 a.m. and at 10 p.m.

The rail line is an important asset in supporting further economic development in the community. Land use decisions should continue to capitalize on its availability. An additional spur line is proposed into the City's industrial park in the southwest corner of Lapeer. Except for the DeMille rail bridge, the CN rail line has rail crossings along its entire length within Lapeer.

Air. The City of Lapeer is located approximately 25 miles from Bishop International Airport which provides flights to a wide variety of destinations. City residents also have access to Wayne County Metropolitan Airport approximately 75 miles to the south.

DuPont-Lapeer Airport is located just outside the City northeast boundary and provides freight transport and is home to private aircraft. The Dupont-Lapeer Airport has their own approach plan for the possibility of four different approaches for aircrafts. Below is a picture of the proposed approach plan.

Map 5-1: Dupont Lapeer Airport Approaches



Motorized Transportation Plan

Street and Corridor Character





Street width and scale, presence of on-street parking and sidewalks, block length, building setbacks, design speed, street trees, and even pavement markings and signs all contribute to how the street functions and the perceptions of the driver. Driver perceptions can affect vehicle speed and the care used in driving. The character of the street corridor as viewed by the motorist also impacts the image of Lapeer.

Successful commercial corridors should be free of unsightly clutter and easy to navigate to find your destination. Streets in residential areas should make you intuitively drive at a low speed. In some cases, the road design elements in the City reinforce the desired image. In other cases, improvements need to be considered. This plan relies on a range of approaches to help ensure the future transportation system operates safely and efficiently, but also in context with the character of the City. This section addresses three main character elements: expressway and road view sheds, entryways, and wayfinding. All recommendations are described in the text with a few of the corridor enhancement recommendations noted on the Transportation Plan Map.

Expressway and Views from Expressway

Motorists' perceptions of the City of Lapeer will largely be created from views along the expressway or from their experience at the M24/I-69 interchange. A number of techniques can help promote a quality community image.

- Work with the MDOT to ensure improvements to I-69 include context sensitive solutions (CSS) to add character and quality at this important gateway into the City. Diverse materials for bridges and medians (not just standard concrete), extensive landscaping, and appropriate lighting should be used so the expressways contribute to the urban landscape. The photos on the preceding page illustrate how CSS might improve the area immediately south of the I-69/M-24 interchange.

- Promote use of the state's standard freeway logo signs and informative signs along the expressway to help direct motorists to activity areas and the downtown.
- Apply design guidelines to help ensure uses near the interchange are well-designed in terms of access, landscaping, lighting, and signs.
- Use a coordinated system of directional signs (sometimes called wayfinding) to help direct visitors to various destinations throughout the City.
- New buildings should be attractive when viewed from the roadways and incorporate creative, eye-catching elements that are tasteful and do not distract motorists.
- Visible building elevations from both M-24 and the expressway should be designed as a front elevation.
- Associated on-site facilities (such as parking, loading, and outdoor storage) should be attractive through the use of interior landscaping and screening where necessary.
- The City should work with the county to encourage plantings along exit ramps and entrance ramps to provide a welcome gateway into the City through flowering shrubs and trees and year-round color and design.
- Promote state-funded landscape and beautification on the I-69 side slopes.

Gateways. The City has established downtown gateways on M-24, just north of the railway line; at the M-24/Nepessing Street intersection; and at the Genesee Street/Saginaw Street intersection. These gateways include cupolas from the Oakdale Regional Center Hospital that closed in 1992. Similar treatments can be used to announce more significant community gateways into the City. Locations of these gateways may include the I-69 expressway interchanges or along select major streets at or near the City corporate limits. Gateways could include features such as "Welcome to Lapeer" signs with landscaping or sculptures or other structural elements. The key is to develop a design and use it consistently, though not every element must be used at every gateway. In some cases, the gateway feature could be at the first major intersection along an entrance route, if the right-of-way at the border only has sufficient room for the standard MDOT green and white sign.

Wayfinding. Way-finding is also referenced in Chapter 2: A Vision for Land Use and Development in Lapeer and in Chapter 3: Downtown Area to improve circulation within the sub-areas and within neighborhoods. This term quite literally refers to 'finding your way around' and can apply to finding your way around the downtown, to City Hall, or to neighborhoods. This concept must be considered in terms of the City as a whole in order to improve circulation and to overcome physical barriers. In Lapeer there are several key destination points for people to find, for instance Downtown Lapeer, City Hall, the library, schools, recreational facilities, and the Farmer's Market.



A comprehensive wayfinding system is recommended in order to improve accessibility for residents, visitors, and workers of

Lapeer. This can be accomplished in several different ways. Typically, wayfinding is provided by a consistent signage system that points travelers in the direction of their destination. It is important that all these signs look the same because the sign becomes a trademark and the user quickly learns what to look for to find the next piece of information. Entryway treatment previously discussed is also a form of wayfinding because it indicates arrival to the destination.

Streetscape. Significant road corridors in the City must be treated as design elements that represent the quality and character of Lapeer. This will distinguish the City from other communities located along roads that extend beyond Lapeer's boundaries (e.g. M-24, Genesee Street). Streetscape enhancements can also be utilized as a unifying element in the community to define Lapeer as a unique place.

Roads classified as arterials should be considered for streetscape enhancements, as these roads typically carry through traffic moving into and out of Lapeer, and have the greatest impact on the perceived quality of the area. Existing woodlands along collector roads and residential streets need to be preserved to maintain the residential character and enhanced through the addition of landscape greenbelts.

With all new development, landscape greenbelts should be provided along roadways. For commercial sites where visibility from the road is important, the landscape greenbelts should be designed to enhance the aesthetics of the site and soften views of the parking lot with canopy trees and shrub plantings within a greenbelt along the road frontage. For industrial developments, a greater amount of landscaping may be needed to compensate for the scale of buildings and evergreen trees may be necessary for screening. With residential developments where individual dwellings access streets internal to the development, greenbelts along a major road will include berms with a mixture of trees, evergreens and shrubs to screen views of the backs of homes and to enhance the privacy of the residences.

In addition to greenbelts, streetscape enhancements can include street trees. Street trees should continue to be provided between the curb and sidewalk for all new residential developments. New roads should continue to have an urban cross section with curb, gutter and sidewalks, and street trees should be planted along the road.

Ornamental street lights are an important element to a streetscape design. These not only provide aesthetic enhancement, but also improve the comfort and safety of the roadway for pedestrians. Ornamental street lights can serve as a strong unifying element for certain districts or areas such as the M-24/I-69 interchange and the link between the interchange and the portion of M-24 north of Tower Street. Ornamental street lights should also be required in new residential developments.

Community entrance signage may be provided at entrance locations to the City to help further define Lapeer as a unique place.

All streets need to be considered from a multi-modal perspective and be designed to that serve all users, moving by car, truck, transit, bicycle, wheelchair, or foot. Sidewalks and non-motorized pathways need to be included as part of the streetscape. Sidewalks should be required along all new residential streets and the City should continue its practice of requiring sidewalks when a site is redeveloped along a street that does not have sidewalks. Non-motorized pathways should be required along major roadways.

Corridor Focus Areas - Issues and Opportunities

North Main Street. Currently, Main Street is 4 lanes (2 in each direction) with no left turns at the Oregon intersection, and 3 lanes (1 center turn lane) north of Second. The three-lane configuration should be extended south through the Oregon intersection and left turns should be allowed from the center turn lane. This would ease left-turn volumes at other intersections in the corridor.

Baldwin/Main/West/Meijer Intersection. Currently, the Baldwin Road connector to M-24 Main Street intersects two other access/local roads before it makes its turn to the southwest. This segment of Baldwin should be reconfigured to form conventional 90-degree intersections at each leg (Meijer Drive, West Street, and SW Baldwin). Alternatively, consideration might be given to a roundabout in this area. Either of these options will alleviate confusion and improve traffic flow as the area immediately southwest develops in the future. In addition, Baldwin south of this area should serve as a rear service drive and limit to the M-24 Main Street commercial, providing alternate access to the rear of parcels fronting on M-24 and a primary access for parcels fronting on Baldwin as they are converted or developed as commercial in the future.

Also, a street connection between Baldwin and M-24 is under construction along the north side of the National City Bank property. In the future, the City is expected to consider another M-24/Baldwin connection in the 'annexation by choice' area south of the current City limit.

DeMille Street West of M-24. Existing commercial development along the DeMille corridor west of M-24 has contributed to high traffic volumes at or approaching capacity and failing levels of service at the DeMille intersection with M-24 Main Street. In addition to strengthening the alternate access opportunities at Baldwin and Summit Streets, general commercial land use must not be extended any further west (currently Kohl's and Meijer are the western-most). If the area west and south develops into new neighborhoods in the future, a small amount of neighborhood commercial may be appropriate immediately west of Kohl's/Meijer (but east of the creek).

Third Street/M-24 Main Street Intersection. Existing awkward configuration of Third Street at and immediately west of M-24, with Third Street making an offset "T" with Jefferson one block west. Consider closing Third at M-24 to eliminate this unnecessary short segment.

DeMille Street/Saginaw Street Intersection. Current four-leg offset intersection handles high volumes of school traffic, including students and sporting events, and has a high crash rate. A signal should be installed, that could have limited hours of operation to coincide with these periodic high volumes.

Turrill Road/M-24. Current intersection has limited separation from I-69 ramps and poor sight distance to north. As any development occurs in the future adjacent to this road, a signal should be installed.

Saginaw/Genesee Intersection. Recent improvements including a dedicated left-turn phase have alleviated past crash problems. The City has also established a dedicated right-turn lane from northbound Saginaw to eastbound Genesee and this will further improve traffic flow.

North Saginaw Street. Saginaw Street north of Oregon Street is currently configured with two lanes (one each direction) and wide gravel/dirt shoulders frequently used for parking. The roadway should be improved with a third, center-turn lane, and curbing to eliminate on-street parking. This will improve the traffic flow and safety with a dedicated left-turn lane, while also improving aesthetic appearance.

Saginaw Street Traffic Calming. Saginaw Street, between Genesee and the City's north boundary, currently serves as a straight north-south connector/collector road that could evolve as an attractive cut-through route between these two major east-west roads. Conditions should be monitored and traffic calming measures should be considered as speeds and volumes increase to reduce speeds and maintain safety for local motorists and pedestrians.

Downtown Traffic and Circulation. Several transportation improvements and reconfigurations are recommended for the downtown in conjunction with other sections of this plan.

- The counterclockwise loop road that accesses the rear parking lots is recommended to be returned to two-way traffic.
- Several of the rear parking areas should be re-oriented to run bays of parking parallel to Nepessing.
- Nepessing should be re-striped to provide on-street bike lanes, with signage and striping to provide connection to the existing pathway east of downtown.

Road Extensions

Village West Drive. Village West Drive currently extends a short distance north from Genesee Street. The road should be extended further north to connect with Oregon Street. This would provide an alternate north-south route and would help alleviate some of the traffic congestion on M-24.

Baldwin/DeMille Connection. A new road connection should be completed between Baldwin Street and DeMille Street. The road connection should extend west from the existing road stub south of the Genesys medical property on Baldwin Road and then head west and north to connect to DeMille. This connection would service development on the vacant lands west of the Meijer store and the Genesys property and would provide an alternate route for traffic generated by residential uses that are expected to be developed along and to the southwest of this proposed extension to DeMille.

Lake Nepessing Road Extension. Currently, Lake Nepessing Road extends from the I-69 interchange north to Genesee Street. This road should be extended north to Oregon Street to provide an alternate north-south link from I-69 to the developing residential area in the northwest area of the City.

Non-Motorized Facilities

Conceptual City Pathway Loop. Pathways are in place northeast of downtown, along the former rail corridor, and in the southwest area of the City. Through the findings and recommendations presented in the Non-Motorized Master Plan, the City should pursue developing alternate path alignments and opportunities for connecting the City's paths with regional pathways and also making a more complete City system. The Transportation Plan Map in this Master Plan as well as in the Non-Motorized Plan identifies major existing pathways, short-term planned improvements, and long-term pathway system concepts. One main goal of the pathway system should be to provide access to the path from as many community facilities as possible (parks, schools, institutional uses, and major destinations).

The Transportation Plan Map illustrates the pathways that existed at the time of this Master Plan's preparation. The map also shows the conceptual alignment of future pathways that would allow a complete loop around the City. This conceptual plan would permit users to gain convenient access to key features, uses, and facilities. For example, the pathway system would extend to the proposed uses at the M-24/I-69 interchange, schools, downtown Lapeer, the businesses on west DeMille Street, and the parkland and facilities oriented along Farmers Creek.

Transportation Management

In addition to street improvements noted above, the City can help manage traffic through a variety of tools that reduce vehicle trips or lessen their impact. The concept of transportation management is that some automobile trips can be eliminated by giving people other choices, such as transit or walking, to help relieve the street system. Land use arrangement that shortens the length of vehicle trips can also help. Every driveway that is eliminated or redesigned will help preserve capacity and reduce potential for crashes. Current streets may be able to operate better with new technology, such as

signals that respond to actual traffic conditions or informing motorists of alternate routes when there is congestion or a crash. All of those ideas collectively can help address the City's transportation needs in the future. Some specific transportation management tools are discussed below.

Traffic Impact Analysis. A tool to help ensure that traffic impacts are properly evaluated is to require a traffic impact study in certain situations. Generally, a traffic impact study should be required for a rezoning or project that would generate traffic above a specified threshold. In Michigan, the typical standard is at 50 or more directional (one-way) trips in the peak hour or 500 trips expected in an average day. In reviewing these reports, use established sources such as the Institute of Transportation Engineers (ITE) Trip Generation Manual or "Evaluating Traffic Impact Studies: A Recommended Practice for Michigan Communities."

A well prepared traffic impact study will also address site access issues, such as the potential to share access or use service drives. The study should analyze options to mitigate traffic impacts, such as changes to access, improvements to the roadway, or changes to the development. In some cases, the developer can assist in funding improvements to help offset the impacts of the project.

Driveway/Access Management. Access management involves comprehensive controls on the number, spacing, and placement of driveways. Numerous studies in Michigan and nationally demonstrate access management can reduce the potential for crashes, and help preserve the street's ability to carry traffic. Fewer driveways also create more attractive and pedestrian-friendly roadways.

- Number of Access Points: The number of driveways allowed along major streets affects traffic flow, ease of driving, and crash potential. Every effort should be made to limit the number of driveways; and encourage access off side streets, service drives, frontage roads, and shared driveways. Those developments which generate enough traffic or have sufficient frontage to consider allowing more than one driveway should locate these second access points on a side street or shared with adjacent uses where practical.

- Alternative Access: Frontage drives, rear service drives, shared driveways, and connected parking lots should be used to minimize the number of driveways, while preserving the property owner's right to reasonable access. In areas where frontage roads or service drives are proposed or recommended but adjacent properties have not yet developed, the site should be designed to accommodate a future drive, with access easements provided.

- Driveway Spacing from Expressway Ramps: A minimum of 600 feet is recommended between expressway ramps and any driveway.

- Driveway Spacing from Intersections: The minimum distance, on the same side of the street, between a driveway and an intersecting street should be 100 feet along a major arterial and 250 feet from any existing or future signalized intersection. In these cases, a right turn in/right turn out driveway could be considered for access, with left turns accommodated through frontage roads or service drives. For non-arterial streets spacing from intersections is recommended to be 75 feet. If the amount of street frontage is not sufficient to meet these criteria the driveway should be constructed along the property line farthest from the intersection to encourage future shared use, and/or a frontage road or rear access service drive should be developed.

- Driveway Spacing from Other Driveways: Minimum and desirable driveway spacing requirements should be determined based on posted speed limits along the parcel frontage, traffic conditions, sight distance, and in consideration of the amount of traffic a particular use is expected to generate. Guidelines are shown in Table 5 but can be varied upon specific findings and in consideration of published traffic engineering manuals such as the AASHTO Greenbook. Where it can be demonstrated in redevelopment projects that pre-existing conditions prohibit adherence to the minimum driveway spacing standards, the driveway spacing requirements could be modified, but the driveway spacing should not be less than 60 feet.

Table 5: Driveway Spacing Guidelines

Posted Speed (mph)	Driveway Spacing (in ft.)	
	Minimum	**Recommended**
30	150	185
35	175	245
40	200	300
45	315	350
50+	350	455
* As measured from the centerline of each driveway.		
Note: Spacing on medians may be adjusted		

Source: MDOT: The Access Management Guidebook

Chapter 6: A Vision for Community Facilities and Natural Resources

Introduction

The City's community facilities and resources must be protected as needed and allowed to evolve and expand in harmony with the development of the City itself. Community facilities and resources include services such as police, fire, City offices, schools, recreation, utilities, and natural features. As new residents, new land uses, new businesses, and new neighborhoods become a part of the community, the City's facilities and resources must also integrate into these changes. In addition, improvements to technology must also be a factor in capital spending decisions. The following shall serve as a guide for the City as long-term and short-term budgeting decisions are made.

Key Facilities and Resources Concepts

- *Upgrade aging infrastructure*
- *Continue to monitor emergency response needs*
- *Upgrade park and recreation facilities*
- *Protect, where possible, woodlands and wetlands*
- *Continue to upgrade daily service for residents to improve their quality of life*

Existing Utilities, City Services, and Education

This discussion of existing community services and facilities includes utilities, public safety, government facilities, education, and recreation. These uses have a direct effect on the quality of life for Lapeer residents. The City of Lapeer must continue to make investments in its public infrastructure to meet the needs of current and future population and businesses.

Utilities

Sanitary Sewer System

The Wastewater Treatment Plant (WWTP) has several responsibilities. These responsibilities range from ensuring the water quality in the south branch of the Flint River is not adversely affected by the WWTP process; it includes the City of Lapeer and surrounding communities' waste disposal; this department is responsible for the Industrial Pretreatment Program and industrial compliance with the City's sewer use ordinance. The mission of the Wastewater Treatment Plant is to provide quality, dependable service to

the citizens of this community without adversely affecting our environment. This includes meeting all parameters of the City's NPDES permit, maintenance of all equipment, WWTP buildings, WWTP grounds, 14 pump stations, and sludge removal. WWTP personnel also assist with downtown snow removal. The Wastewater Treatment Plant electrician is responsible for the electrical maintenance at the plant and lift stations, in addition to assisting all City departments with their electrical needs. The Sewer Department has taken a proactive position for maintaining the sewer system. The City has been divided into sections, and each year a new section of the City is scheduled to be cleaned and televised. Several areas of the City require cleaning quarterly due to bellies in the main along with other abnormalities. In addition to the cleaning program for the sewer system, the Sewer Department performs an equivalent cleaning program on the storm system; complete structure repairs and system improvements; review inventory and mapping of storm and sanitary infrastructure; and assists with new construction.

The Wastewater Treatment Plant and Sewer Utility Division receive funding through the Sewer Fund, which receives its assets from sewer bills, tap-in fees, and other miscellaneous revenues. Several programs have been implanted over the years in a continuous effort to use new technology to improve efficiency, operational costs, long-term and short-term maintenance, repairs, and replacement of equipment.

Water System

The water we receive is surface water from Lake Huron. The Great Lakes Water Authority (GLWA) water plant is located 5 miles north of Port Huron. Water for treatment at the Lake Huron plant arrives via a deep tunnel with an intake located 5 miles out in Lake Huron – at a depth of 45 feet. The City of Lapeer has three connections onto 72-inch water main owned and maintained by GLWA. Additionally, there are four back-up wells. The wells provide a back-up water supply in the event the GLWA fails. The wells are capable of producing 4 million gallons a day, and on average the City uses 1.2 million gallons per day.

Our goal is to assure that the drinking water meets the highest standard of quality and to maintain the water system in a way that will assure that all areas of the City have adequate water pressure. For the Water Department, it is a continuous process in evaluating the system for improvements in programs and infrastructure needs. Several programs are in place to assist in assuring water quality, examples of this are: the Cross Connection Program, Flushing Program, and Water Sampling Program. In addition to our programs, the Michigan Department of Environment, Great Lakes, and Energy (EGLE) and the Michigan Safe Drinking Water Act also have requirements that we must fulfill. In maintaining the system, the Water Department performs a wide variety of duties. Some of these duties include, but are not limited to, meter repairs, well maintenance, water main and service repairs, restoring repair sites, fire hydrant maintenance, infrastructure inventory and mapping, and assisting with new construction. The Water Utility Division is funded through the Water Fund, which receives its assets from water billing, tap-in

fees, and other miscellaneous revenues.

Storm Water Drainage

Given the existence of a river, two creeks, and a county drain in the City of Lapeer, storm water management has not been a major limitation on development. The City has established requirements for on-site retention in new developments based on a 100-year storm which is generally viewed as adequate for most development. However, as development continues to spread northward, provisions may be necessary to provide for more involved storm drainage. This area is outside the Farmers Creek watershed and drains instead towards the north, eventually reaching the Flint River. This area is also characterized by high groundwater level which makes some retention alternatives difficult. Future development in this area should be evaluated to ensure adequate storm drainage provisions are provided for.

One of the concepts that is being encouraged is storm water management best practice to encourage green infrastructure. The benefits of storm water management practices include naturally recharging the underground water supply, decrease demand on manmade infrastructure, can be cheaper to maintain, decreases erosion at split pipes, more likely for pollutants to get filter out of the water, and many other intrinsic benefits. These various strategies include:

- Bio swales
- Natural areas (non-mowed areas)
- Rain gardens
- Infiltration through porous surfaces
- Infiltration through providing more green space
- Maintaining retention ponds

City Services

Fire Department: The City of Lapeer Fire and Rescue Department is staffed by 39 paid-on-call firefighters and officers, one part-time firefighter, a volunteer chaplain, and three full-time positions which include the Fire Chief, the Fire Marshal, and the Fire Inspector. The department operates out of their station at 2300 West Genesee Street, with three fire engines, a tanker, a heavy rescue vehicle, a grass truck, and an aerial ladder truck. Their fire service covers Lapeer, Mayfield, and Oregon Townships as well as the City.

The department's primary mission is to provide fire protection, hazardous material response, and rescue services. However, the department also provides public education on fire prevention and safety as well as fire code inspection.

Police Department: The City of Lapeer Police Department is responsible for traffic safety through education awareness and enforcement of traffic laws. The police department is responsible for the investigation and suppression of criminal activity within the City of Lapeer. The department enforces the criminal statues of the State of Michigan

along with local ordinances of the City of Lapeer; the department also handles code enforcement violations. The department presents education awareness on topics including: crime awareness and prevention for businesses, traffic safety awareness, personal and home safety and preparedness, along with free AED and CPR training classes for business and citizens.

The department is staffed by 23 persons which include a Detective Division for the investigation of criminal cases, a patrol field operations division for uniform patrols, and special assignments. The department has two full-time School Resources Officers (SROs) that work daily within the school environment, a K9 Team certified in tracking and explosive recognition, along with an administrative staff to provide supervision, records management, dispatch, and criminal analysis.

The department includes a Detective Bureau (which investigates criminal cases), a parking enforcement division, field operations division (which coordinates uniform patrol, traffic enforcement, and special assignments), and administrative support (which handles budgets, records, dispatch, and criminal analysis).

Pix Theatre: The Pix Theatre is a 306-seat theatre owned by the DDA that showcases musical and theatrical performances, and second-run film presentations. Constructed in 1941, the building was purchased by the DDA in 1996 and renovated in 1997 at a cost of $325,000. The renovations retained the building's original art-deco façade and marquee and many of the interior building elements. The Pix Theatre is the home of the Lapeer Community Theatre.

Gallery 194: Gallery 194 opened in 2005, is located adjacent to the Pix Theatre, and is also a DDA project. The gallery features traveling art exhibits and individual artist shows, as well as providing the community with a variety of art classes. Future plans include the creation of art classrooms and studio space.

Department of Public Works

The Department of Public Works branches into five individual divisions: Streets, Wastewater Treatment Plant, Water, Sewer, and Fleet Maintenance. These five divisions all work together as a team committed to providing safe drinking water, an infrastructure that is maintained, keeping the streets safe for travel, ensuring that sewers continue to flow, and keeping our bridges safe for passage.

In providing the best service possible to our community while being are aware of our fiscal responsibility, as the department is always looking at new technology and innovative approaches to assist in achieving our mission/goal. The department continually reevaluates procedures and practices in order to provide the best services possible to its residents, visitors, and business community. The department's goal is to be the best at what they do, as a Department of Public Works.

The Department of Public Works is responsible for a wide variety of services in

maintaining a city of this size with its extended assets. This department not only maintains its assets, but assists all departments within the City of Lapeer. They provide assistance with fixing something as small as a toilet at Gallery 194, or a project as large as installing a new storm system for the Community Center.

- Bridges – 17 (4 pedestrian bridges)
- Fire hydrants – 763
- Lift stations – 14
- Local streets – 22.89 miles
- Major streets – 20.51 miles
- State highway – 2.73 miles (maintained by DPW, owned by the State)
- Alleys – .55 Miles
- Local dirt streets – 1.22 Miles
- Sanitary main – 51.5 miles
- Sanitary manholes – 1,157
- School crossing signals – 5
- Storm main – 47 miles
- Traffic signals – 11
- Tree city
- Wastewater Treatment Plant – 2.3 MGD capacity w/ 10.2 MGD peak capacity
- Water gate valves – 1,306 (located within the water distribution system)
- Water main – 70 miles (sizes ranging 1" to 20" in diameter)
- Water main connections – 3 ,with meter pits at a 72-inch GLWA main that supplies water to the City of Lapeer
- Water meters – 3,400
- Water tower – 125 feet in height, 750,000 capacity – disconnected from the water system
- Wells – 4 (back-up water supply – capacity of producing 2,850 gpm)
- 310 vehicles, pumps, lawnmowers, etc. Equipment maintained by the Fleet Maintenance Division.

Parks and Recreation

The City of Lapeer has an extensive parks and recreation system. The system is managed by the City Parks and Recreation Director as supervised by the City Manager and who is provided advisory support through a City Park Board. The Parks and Recreation Department offers year-round programs and services to the residents of the Lapeer area. The Lapeer Parks and Recreation Master Plan includes a detailed summary of the City's facilities and strategies for providing park and recreational services to residents of the City and surrounding townships. Facilities include:

American Legion Field

This facility includes a ball diamond on property that is partially under the control of the American Legion.

Annrook Park

This park is located off Saginaw Street and immediately south of downtown. The park is currently the southern terminus of the linear pathway system site and includes two youth baseball/softball fields, a pavilion, playground area, pedestrian bridge, and natural pathway along the south side of Farmers Creek.

Audubon Park

Audubon Park is located in the center of a residential area and generally serves as a neighborhood park. It is 5 acres in size. Existing facilities include a youth baseball/ softball diamond; two youth soccer fields, a playground area, and an outdoor basketball court.

Cramton Park

Cramton Park is located at the intersection of Genesee Street and M-24. The site is 15 acres in size. The site includes 3 lighted tennis courts, 2 tennis rebound walls, 2 pavilions, 16 lighted horse shoe pits, 3 playground areas with safety surfacing, 3 parking lots, 2 pedestrian bridges, and seasonal restrooms.

East Annrook Park

East Annrook Park is located off Nepessing Street immediately south of Rotary Park. The site is 80 acres in size. No organized recreational uses occur in this park. A significant portion of the site is located within the floodplain and the site floods several times a year.

Ed LaClair Lapeer Rotary Pocket Park

The Ed LaClair Lapeer Rotary Pocket Park is located in the heart of Downtown Lapeer between two buildings. The pocket park features a stage, different seating options, and an area suited for a bar.

City of Lapeer Community Center

The City of Lapeer Community Center is a 55,000-square-foot facility constructed in 1995. The center is located on 7 acres on the east side of Saginaw Street across from Lapeer East High School. Existing facilities include an indoor competition/leisure swimming pool, gymnasium, weight/fitness equipment, dance floors, meeting rooms, track, racquetball courts, childcare area, wellness center, locker facilities, and the administrative offices of the Parks and Recreation Department. Outdoor facilities include two sand volleyball courts, two basketball courts, and a natural ice skating rink area.

Lapeer Optimist Community Soccer Fields

These facilities are jointly operated by the City of Lapeer Parks and Recreation Department and Lapeer Community Schools. The fields are located off Saginaw Street and Lapeer East High School property. The 23.6-acre site includes ten soccer fields, one of which is lighted.

Linear Park Trail System

The City of Lapeer Linear Park trail system includes pathways, bridges, and boardwalks that connect several city parks. The system stretches from Rowden Park in the north and that park is connected with Rotary and Annrook Park's over former railroad right-of-way. This “rails to trails” connection provides nearly 2.25 continuous miles of the pathway within and between these parks. The trail consists of an 8-foot-wide asphalt pathway within each park and a 10-foot-wide pathway within the railroad corridor.

Prairies and Ponds at Oakdale

Prairies and Ponds at Oakdale is a nature preserve consisting of native prairies, wetlands, and walking trails. Future plans include extending the trails, paving part of the trail system to allow access to the wetlands, and constructing of access at the wetlands for educational purposes.

Perkins Park

Perkins Park is a 1-acre neighborhood park located in the northeast quadrant of the City off Oregon Street. The site includes playground equipment with safety surfacing.

Rotary Park

Rotary Park is located east of downtown and across Nepessing Street from E. Annrook Park. The park consists of 7 acres and includes a pavilion, two horseshoe courts, two shuffleboard courts, a playground area, an asphalt pathway along the river, two pedestrian bridges, a pedestrian stairway, a pond, a flowing well, and a paved parking lot.

Rowden Park

Rowden Park is located on the east side of M-24, near the north City boundary. The park is approximately 65 acres in size. Existing facilities in the park include over 1 mile of asphalt pathway to boardwalks over wetland areas, to pedestrian bridges to pavilions, three lighted tennis courts, a ball field, a playground with safety surfacing, a sledding hill, a bandshell, two parking lots, and year-round restrooms.

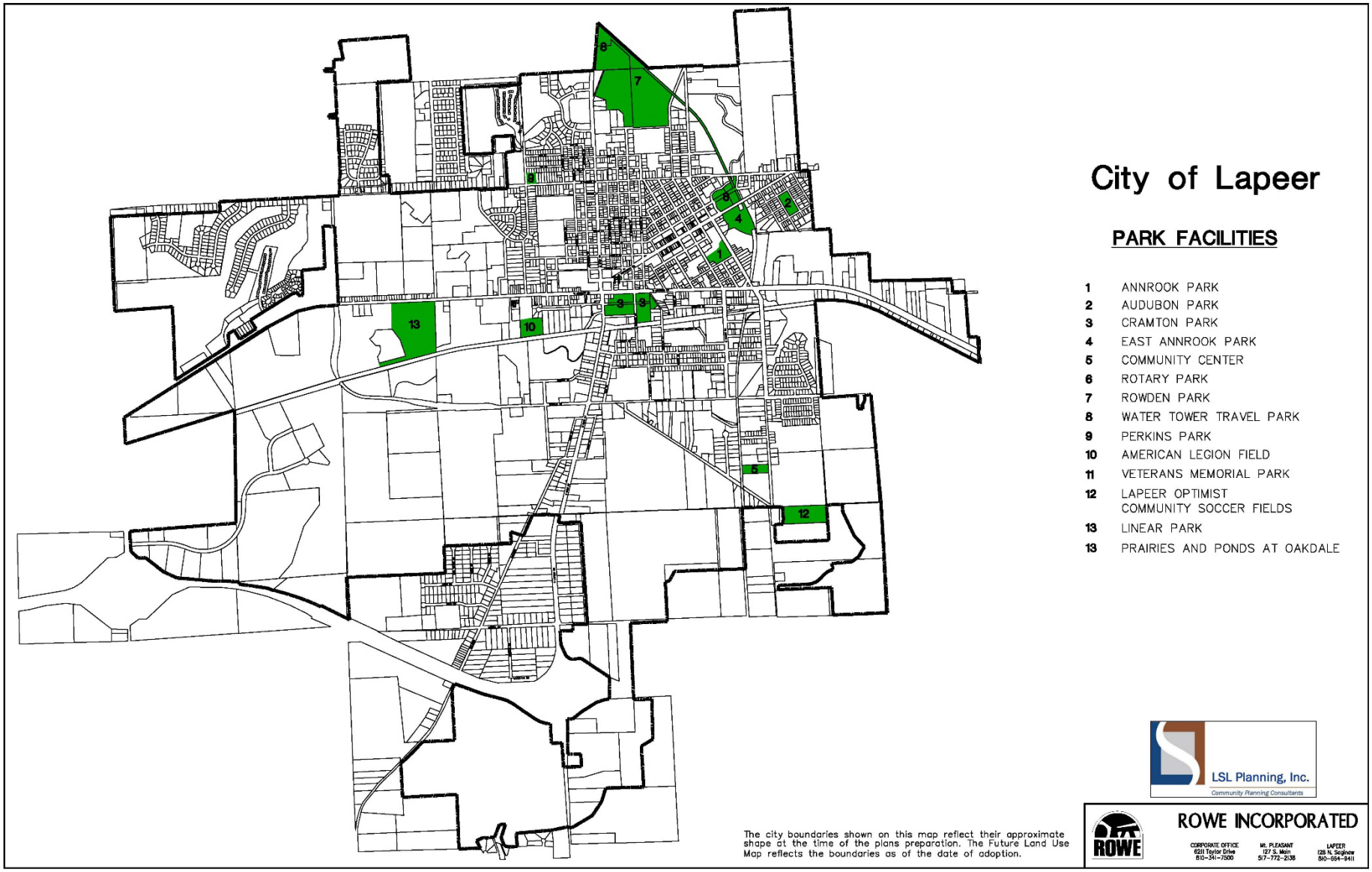
Water Tower Travel Trailer Park

This park is located off northbound M-24 adjacent to Rowden Park. The site is 3 1/2 acres. Facilities include 28 campsites, each containing electrical and water utilities, restrooms/showers, and a dump station.

Veterans Memorial Park

This park is located east of M-24 off Nepessing Street. The site is 1/2 acre in size and includes mature trees, open space, several monuments, and a flagpole to honor veterans.

Map 6-1: Park Facilities



Education

The Lapeer Community Schools

Lapeer Community Schools serve 225 square miles in Lapeer County with one Class 'A' high school, a center for innovation, a homeschool partnership building, five elementary schools (1 year-round), one middle school for grades 6-7, and a junior high school for grades 8-9. The system includes nine (9) campuses, several of which are outside the City limits.

Irwin Elementary School, located in the northeast portion of the City was recently closed, but is still owned by the school district. The school district administrative offices are also located in the City, but some of that land has recently been sold to developers and redevelopment of the remaining property is anticipated.

The junior high is currently just across the border in Mayfield Township. However, the fact that only one operational elementary school is located in the City reflects an apparent school strategy of locating elementary schools on the periphery of Lapeer. Four of the system's elementary schools are within 2 miles of the City. This is expected to change however, with the anticipated annexation of C.K. Schickler Elementary School and Zemmer Junior High School into the City.

In May 2007, school district voters approved a $56,750,000 bond issue for the school district. The bond funded the creation of a middle school and junior high by renovating Zemmer Junior High and Woodside School to accommodate grades 6-9, technology improvements for all buildings within the district, furniture replacement for every school in the district, and building repair and maintenance as needed.

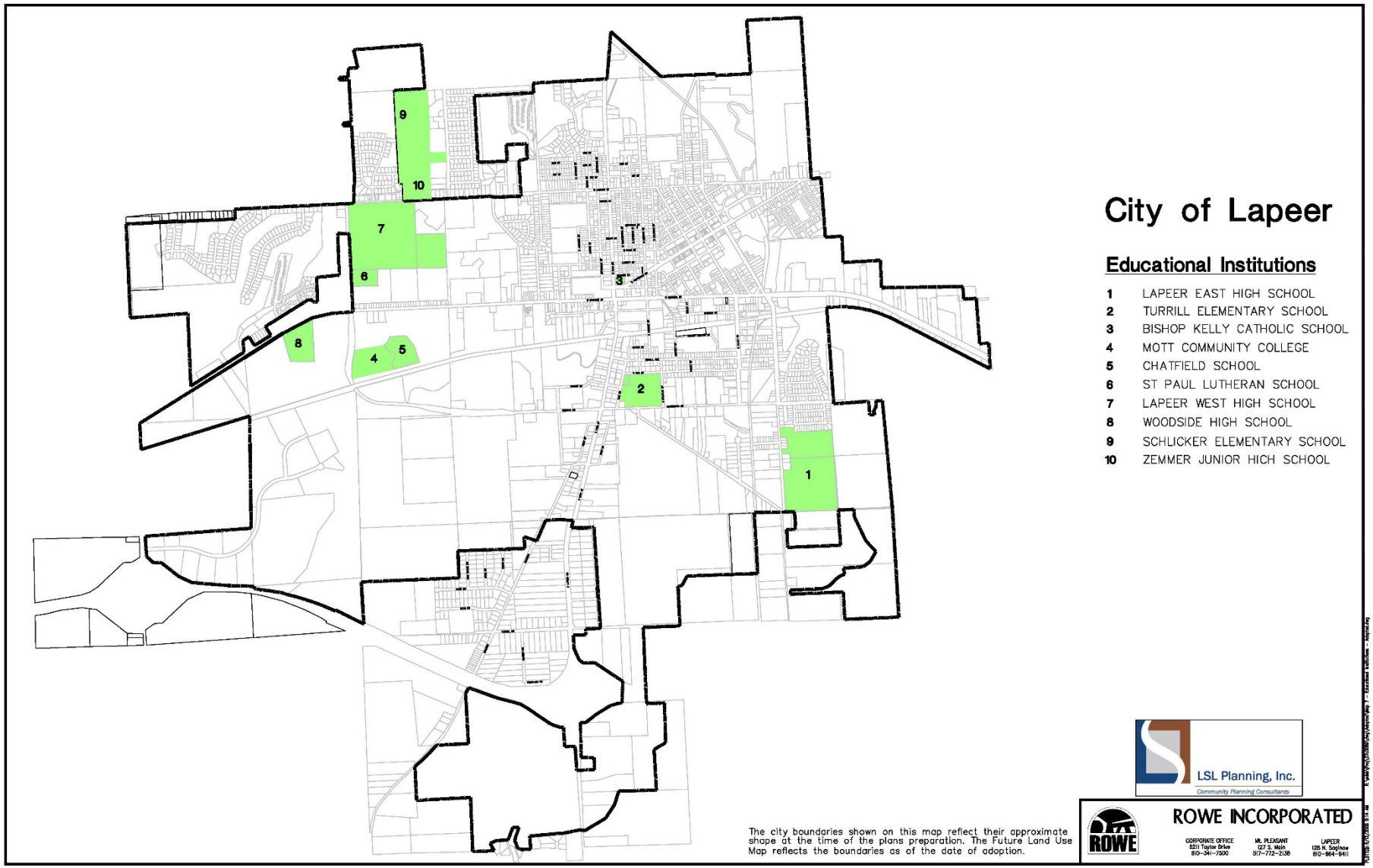
Other Educational Facilities and Higher Education

There are several other parochial and charter schools also located in the City. They are:

- Chatfield Charter School (K-8)
- Bishop Kelly Catholic School (PK-8)
- St. Paul Lutheran School (PK-8)

In August of 2007, construction of the Willows Earth Education Center, a $1.6 million "earth friendly" building began at Chatfield School. The finished building has outer walls made of bales of straw coated with plaster and a "living roof" with solar panels to heat the building. The center will provide space for students from other schools who come to Chatfield for field trips.

Map 6-2: Education Institutions



In 2018, the Lapeer School District put out a bond proposal called "The People's Proposal" which would: construct a new high school facility at the West campus (Center for Innovation) which would include a performing arts center; renovate the East campus to be suitable for grades 1-4 with dedicated spaces for music, art, robotics, STEM, and PE; create climate-controlled classrooms across the entire district; make transportation upgrades including new buses; and provide district-wide technology and security upgrades.

The City also has two satellite campuses of regional colleges. Mott Community College (MCC), located in Flint, has a campus on Lake Drive. University of Michigan Flint also offer classes at MCC. Davenport University recently opened a campus in the City's industrial park on John Conley Drive. Other nearby colleges and universities include Kettering University, Spring Arbor College, University of Michigan-Flint, and Oakland University in Rochester.

Existing Natural Resources

Although the City has seen a great deal of development through the years, maintaining the presence of a natural environment is important to the City's quality of life. The purpose of this section is to inventory existing natural features and identify opportunities for their future enhancement and protection. The natural features system can serve a variety of aesthetic and recreation functions and can contribute to protecting the character of the community. Key areas are depicted on the Natural Features Map.

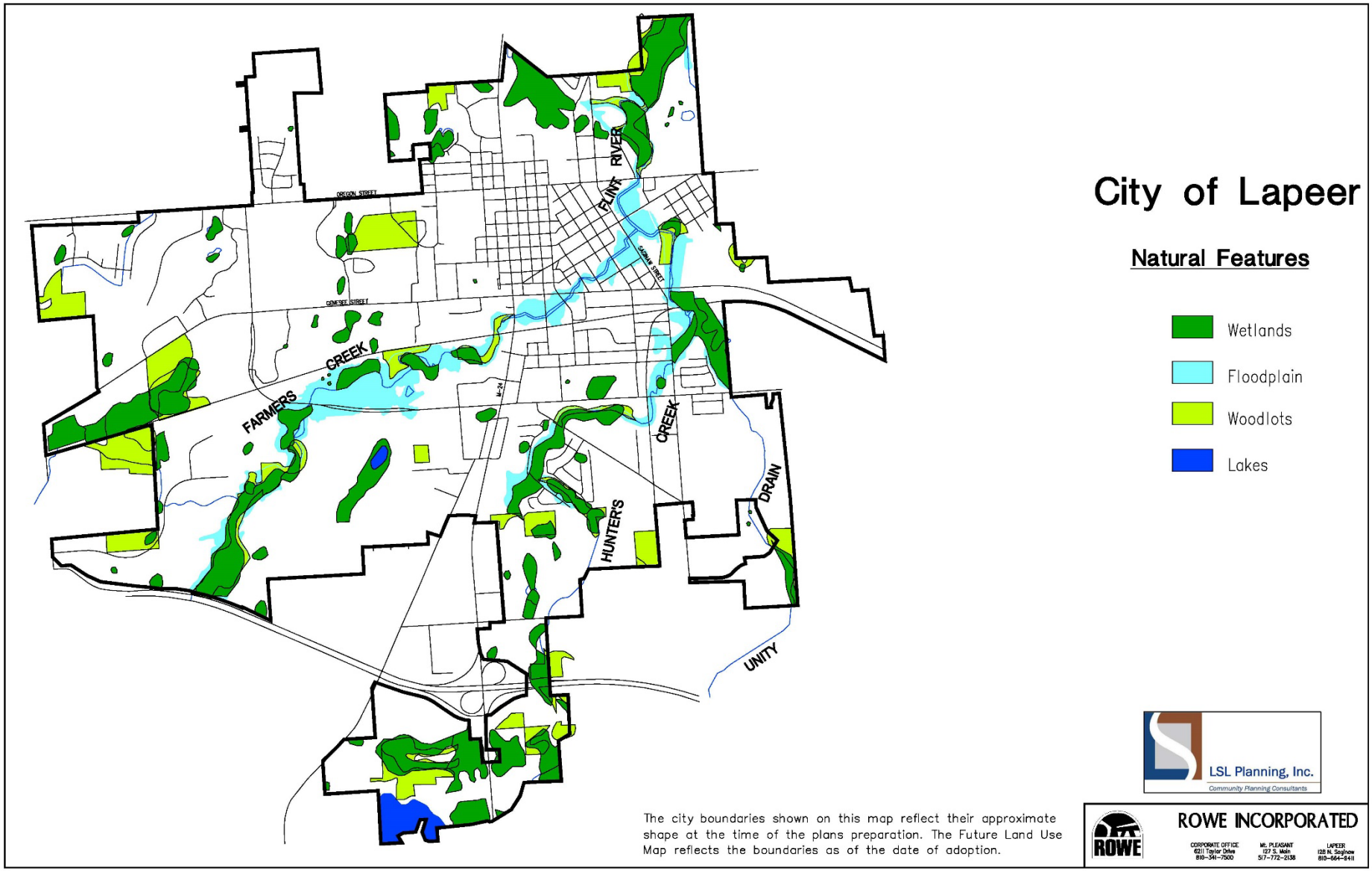
Soils

Soils characteristics in Lapeer County were mapped by the U.S. Soil Conservation in the 1960s and reported in the Lapeer County Soil Survey in 1972. The soils in the City of Lapeer vary, but generally are associated with the Lapeer- Miami-Celina soil types. The soils in this association are generally favorable for urban development except in areas of steep slope, and some areas that have muck and peat soils. The soils are well-drained to moderately well-drained and make good foundations for buildings and streets. These soils do not generally pose a constraint to development other than in areas of steep slopes, although there are concentrations of clay in some parts of the City that can pose problems for road construction and maintenance.

Waterways

The City of Lapeer is located within the Flint River watershed. The Flint River itself flows through the eastern edge of the City. Much of Lapeer is drained by Farmers and Hunters Creeks which are tributaries of the Flint River. Farmers Creek flows into the Flint River near the southeast corner of the City's downtown, while Hunters Creek joins the Flint further to the south.

Map 6-3: Natural Features



The waterways are significant natural features that can enhance the quality of life of the City's residents and help the City to create a defining character.

Wetlands

Wetlands are areas of land where water is found on the surface or close to the surface, either permanently or seasonally. They serve many functions for the City, including the preservation of water quality by trapping sediments, absorbing nutrients such as phosphorus and nitrogen, trapping and/or detoxifying many heavy metals, pesticides, and hydrocarbons. Wetlands often serve as ground water recharge areas, replenishing ground water supplies. Wetlands serve as a storage area for excess surface water, decreasing the severity of floods, and are the habitats for fish, fowl, and other wildlife, including several endangered species and wildlife associated with recreation hunting and fishing.

That State of Michigan regulates development of and discharge into wetlands. The regulations are intended to protect those wetlands that are considered significant. There are no official state wetland maps that will conclusively identify which areas are wetlands and of those, which are regulated. One of two types of maps that are commonly used as references in determining wetlands is the U.S. Fish and Wildlife Service (FWS). Although these maps are not based on Michigan's definition of a wetland, they do identify small wetlands that do not show up on the other maps available (those prepared by the Michigan Resource Inventory System). The wetlands shown in the Natural Features Map are based on the FWS maps.

The map shows that there are approximately 527 acres of wetlands in the City of Lapeer. They are concentrated primarily along the Flint River and Farmers and Hunters Creeks, but there are also significant acreage of wetland in the southwest quadrant of the City both north and south of Farmers Creek, and in the area around the M-24/I-69 interchange that was recently annexed.

The wetland areas include the Prairies and Ponds at Oakdale, a natural habitat restoration site on West Genesee Street. The property is part of the former Oakdale Center for Development Disabilities.

Floodplains

A floodplain is an area of land adjacent to a river, stream, drain, or lake where excess water flows and is stored when the normal capacity of the rivers channel, stream channel, etc. is exceeded. Due to the property damage flooding causes, and the effect that construction has in certain parts of the floodplains, regulation of development in floodplains is important to sound planning.

The Federal Emergency Management Agency (FEMA) has prepared a map showing the 100-year floodplain in the City of Lapeer. A 100-year floodplain is the area that has a 1

percent chance in any given year of being inundated with storm water. Floodplain regulations at the state and federal level as well as local building codes regulate development within the 100-year floodplain. Floodplain insurance rates are also calculated based on a parcel's location within this floodplain. The Natural Features Map shows a general representation of the 100-year floodplain. This is not intended to be used for regulatory purposes. The FEMA issued map should be referred to for any such questions.

Woodlands

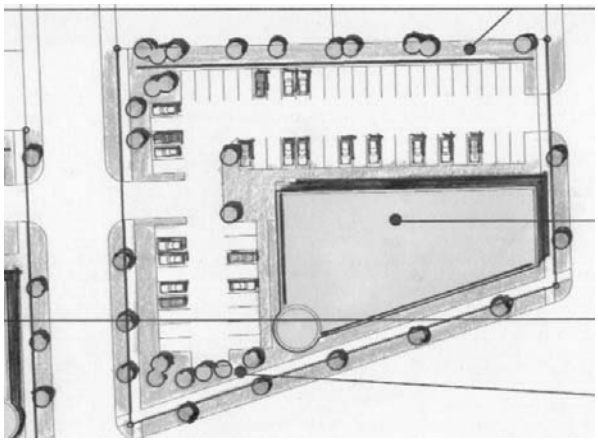
While many of the woodland areas in the City were cleared over the years as the community developed, some significant areas of woodlands remain and are scattered throughout the City. As can be seen from the Natural Features Map, significant stands of trees are located in the City of Lapeer despite the urban development that has occurred. They cover 412 acres, most of which are in or adjacent to the wetlands in the City. The predominant types of trees are lowland hardwoods, central hardwoods, and Aspen/Beech species. Trees are a natural feature that help define the character of the City of Lapeer. Like wetlands, woodlands contribute to the environmental quality of Lapeer and serve a variety of important functions that benefit the community such as reducing air pollution and soil erosion, providing effective noise and wind screens, and providing important wildlife, flora, and fauna habitats.

Summary of Key Community Facility and Natural Resource Issues

In the City's long history, staff and officials have worked very hard to offer Lapeer residents the most desirable community facilities to maintain their quality of life. In addition, natural resources have also been valued as part of the City's character. As the City plans for the future, the following key issues must be addressed related to community facilities and natural resources.

- The City's sewer system is nearing capacity.
- An aging water and sewer infrastructure, with 4- and 6-inch water mains and clay pipe sanitary mains.
- Consideration should be given to the most appropriate method of addressing storm water north of the Farmers Creek Watershed.
- Current development adjacent to the City's waterways do not take advantage of them and provide only limited access to them.
- The existing park system includes a partial trailway system.
- Much of the undeveloped land in the City's southwest quadrant and southern annexation areas includes wetlands and floodplains which need protection from improper development.
- The City's services need to keep pace with potential new development.

Chapter 7: A Vision for Development Design and Appearance



Introduction

In the years following adoption of this Master Plan, the City will continue to experience the pressures of growth and development. Although much of the City has been developed, the purpose of this plan is to set forth a detailed framework for how and where new development will occur and how existing sites should be redeveloped.

This chapter offers sound decision making considerations for development proposals and site development that will ensure compatibility with this plan and the vision of its residents. These guidelines are intended to serve as a basis for zoning requirements that provide more specific and quantifiable requirements for development.

Key Design and Appearance Concepts

- *Promote high-quality, durable building construction and design*
- *Use site design features such as landscaping, lighting, and parking to improve circulation and appearance*
- *Screen undesirable views*
- *Limit the clutter of business signs*
- *Promote pedestrian-oriented design where appropriate*

Summary of Existing Conditions/Key Design and Appearance Issues

A tour of the City's commercial corridors reveals a number of important observations that must be considered in developing design guidelines for Lapeer. These conditions and issues are as follows:

- The streetscape along most commercial corridors do not promote a consistent image, and is not inviting because of the cluttered appearance from business signs, outdoor storage and operations, extensive pavement in the front yard, and excessively large building setbacks on certain portions of Genesee Street and M-24.
- Several existing structures have not used durable, aesthetic building materials.
- Landscape enhancements are lacking in the front yards and parking areas of many business areas.
- Screening of outdoor storage and loading docks is needed in industrial areas.

- Site design in large commercial centers does not consider the circulation needs and safety of the pedestrian.
- Overall site appearances do not reflect a particular character or 'sense of arrival' that distinguish Lapeer business areas from others within the county.

Development Design and Appearance Guidelines

Residential Development

Lapeer has a variety of existing neighborhood types and, as indicated in the Future Land Use Map, areas for new residential development are planned. Because different areas of the City lend themselves to their own design character, it is more effective to address design guidelines for residential development based on their location in the City.

Public and Semi-Public Uses

There are a number of public and semi-public uses throughout the City. These include uses such as churches, schools, City buildings, and golf courses. It is important that the design and character of these sites are compatible with the surrounding area in which they are located. This surrounding character should be the guideline to follow when reviewing new proposals or redevelopment proposals for these uses. In assessing compatibility, the City should consider building mass, building materials, roof style, traffic, building orientation, screening, and other site elements.

City-wide Business Development Guidelines

For all business development in the City (commercial and industrial), a few fundamental elements must be consistently considered, as described below. Site design components specific to the types of use in the City are described in the section following the general guidelines. The 2011 Zoning Ordinance revision includes updated standards for the following site elements to ensure compliance with the Master Plan:

Site Lighting. Adequate site lighting needs to be provided along the roadways, within parking lots, and on buildings to ensure a safe environment. In addition, lighting within commercial and industrial areas needs to be designed to minimize impacts on adjacent residential areas and should promote aesthetically pleasing design.

Poorly designed site lighting is disruptive to nearby residential neighborhoods and can alter the natural evening sky. To prevent these conflicts, the City needs reasonable and effective lighting requirements and approval procedures.

- Limit the intensity and type of bulb to a low wattage, lower foot-candle output, and

require only metal halide fixtures.
- Limit the height of poles to ensure lighting reflects the scale of the use and adjacent uses.
- All fixtures should be directed downward, away from adjacent sites, with full cut-off shields to reduce glare.
- Ornamental street lighting is recommended along the major business corridors to create a grander entrance and representation of the City. The City should establish consistent fixture types that reflect the character of that particular area of the City.

Landscaping. Sites should consistently be developed to maximize the amount of green space. Landscaping standards should allow for the design of planting areas that will enhance the site, create a view of the site from the road, and provide ample internal green space. In addition, plantings should be incorporated to screen and buffer incompatible uses and activities.

- Site frontage should be consistently landscaped to create a pleasant appearance along the corridor. Necessary screening along the roadway is discussed later in this chapter. Consistent implementation of these regulations will produce well-landscaped, canopy tree-lined business corridors. Shrubs and flowers should be encouraged in natural clusters that accent the entry to sites. The use of berms on large sites may be appropriate to create a 'natural' landscape treatment and/or to mitigate the potential impact of features such as parking, storage, loading, and waste receptacle enclosures. In such cases, low-profile and undulating berms are to be used.
- Large canopy trees and planting islands should be required in proportion to the amount of paved surface (including parking, drive aisles, loading areas, etc.). Parking lot landscaping should enhance green space within the site, assist with directing on-site circulation, and be coordinated with parking lot lighting.
- Parking areas should be screened when directly visible from a public or private roadway. Acceptable forms of screening may include hedgerows, seat walls, or berms depending on the character and size of the site.
- Businesses should be required to provide landscape screening and buffering when located adjacent to less intense uses such as residential or office.
- Landscaping should also function as interior site enhancement with building foundation plantings in the form of shrubs, ornamental trees, canopy trees, and evergreen trees in an amount that is proportionate to the size of the building.
- Landscaping and the amount of open space should be greater for sites within the office areas to create the campus style setting that is desired in the City.
- Detention and retention ponds should include plantings that are natural to its design and can tolerate the amount of water anticipated.

Signs. Signs have a major effect on the appearance of the streetscape. While adequate signs to advertise and draw customers are important for the viability of businesses, uncontrolled proliferation of large unattractive signs not only degrades the appearance of business areas, but also distracts motorists.

The City has updated its sign regulations to accomplish this objective. Limitations have been placed on the area and placement of business signage to minimize the clutter and negative appearance along the street. Low ground-mounted signs in the front yard of businesses and at the entrances to business parks with framing materials to match the building and supplemental landscaping should be used. Installation of new pole signs is prohibited, and removal of such existing signs is encouraged.

Utilities. Throughout the City, overhead utilities are an ever-present element that must be considered as the City evolves. Old utility poles and multiple wires spanning along the roadway in some areas do not present a desirable impression for community character. In addition, these exposed utilities create limitations on improvements such as pathways and landscape design. The reality, however, is that the business corridors began to develop many years ago, when overhead utilities were the only option. Furthermore, it is very costly to undertake burying the utilities. A realistic alternative for the City is to encourage developers to bury utilities as vacant lots develop or as sites are redeveloped. Where poles cannot be removed, developers should use landscaping to draw attention away from the views of the overhead wires and poles.

Parking. The City should evaluate current parking requirements and ensure they are accommodating peak parking demand of any given use. Updated standards can and should be established that plan for typical year-round parking needs. The National Parking Association and other organizations are an excellent resource for this information. Generally, the following elements should be considered when updating the parking ordinance:

- The uses addressed in the parking section of the Zoning Ordinance should be revised to provide a more comprehensive list and should accommodate recent development trends such as pharmacies with a drive-through and gas stations that provide fast food and convenience stores.
- Calculations should be updated consistent with recent studies.
- Maintain flexibility in requirements in order to create and allow for opportunities and circumstances such as shared parking, off-site parking, banked parking, and accessibility to public transportation.
- Continue to require dimensional and design requirements necessary to provide safe parking and circulation for all types of vehicles.
- Require the installation of parking lot islands in order to bring together safe pedestrian and vehicular circulation and aesthetics.
- Consider primarily parking in the side and rear yards, bringing buildings closer to street where appropriate.

Access Management. It is important to manage the flow of traffic in a manner that is safe for cars and people. In non-residential development areas, traffic is more intense than in the neighborhoods because of the different access points to the street and the

variety of destinations for vehicles. To ensure safe management of traffic, regulation of driveway amounts, design, and location is important. Refer to Chapter 5: A Vision for Transportation in Lapeer for access management recommendations.

Transit and Pedestrian-Oriented Design. The land use component of this plan recommends creation of business nodes along key corridors that will provide a concentration of activity, in place of commercial sprawl in some areas of the City. This creates an environment that could be conducive to public transit and increased pedestrian traffic. Additional site specific elements will facilitate public transportation and should be incorporated into the City's Zoning Ordinance. The recommendations in the City's Non-Motorized Master Plan should be incorporated into all new development and redevelopment projects.

- Develop transit and pedestrian oriented design standards that apply in key development areas, but not necessarily to every business site.
- Provide multi-modal accessibility through sidewalks between sites and parking areas to mass transit stops and accommodate bike racks.
- Provide enhancements at mass transit stops to increase comfort and safety such as lighting, seating, and shelters.
- Incorporate bus traffic and stops into street design either through a pull-off or pavement markings to alert motorists of mass transit stops.
- Coordinate shopping center development and redevelopment to accommodate on-site mass transit stops.
- Ensure that acceptable turning radii are available for bus maneuvering.
- Provide sidewalks to allow pedestrians to travel safely from parking areas to building entrances and vice versa.

Large Scale Commercial Development

Larger commercial development includes businesses that serve the entire community and the region such as large scale retail, restaurants, and services. The focus of design guidelines for these areas is to ensure durable, high-quality building design, place limitations on potential nuisances such as lighting, and offer techniques to minimize the visual impacts of large building massing and parking. Large-scale commercial development is located along Genesee Street, M-24, and DeMille Street.

- Building materials should be durable and have an appearance of permanence and substance consistent with surrounding buildings. For instance, brick, split-faced block or similar materials are encouraged as the primary building material.
- Roof shape and materials should be architecturally compatible with adjacent buildings.
- All visible wall elevations from the street must be designed with design details and treatment consistent with the front elevation of the building.

- Building colors should be subtle and consistent with the businesses along the corridor or within the shopping center.
- New building construction and renovations should be consistent in massing with the desired scale and proportion of the business corridor or area.
- Building massing should be reduced by incorporating vertical and horizontal breaks, varied rooflines, archways, and other treatments.
- Entrances to commercial buildings should use windows, canopies, and awnings; provide unity of scale, texture, and color to adjacent buildings; and provide a sense of place.
- Building entrances should be prominent and accessible from the roadway when located near the front of the site and otherwise oriented towards parking areas with a high-quality façade.
- Rooftop equipment should be completely screened to protect views from the roadway and adjacent uses.
- Newly constructed parking lots should provide a setback and landscape greenbelt.
- Parking lot landscaping is especially important in minimizing large parking lots.
- Loading facilities and overhead doors should be prohibited along any building side facing a public street or residential area.

Office Development

Areas planned for Office use are expected to be developed at a higher standard than typical industrial development. The intent is to encourage these sites to develop as a unified office park with a unified road system, limited points of access to main roads, and consistent design theme. Some of the sites designated as Office are consistent with this intent and offer a unified design concept. All new development and redevelopment should possess the following development concepts in addition to general standards listed in the beginning of the chapter.

- Building materials should be durable and have an appearance of permanence and substance consistent with surrounding buildings. For instance, brick, split-faced block or similar materials are encouraged.
- The roof shape and materials should be architecturally compatible with adjacent buildings with a pitched roofline.
- Building colors should be subtle and consistent with other businesses.
- Building massing should be minimized by incorporating vertical and horizontal breaks, varied rooflines, archways, and other treatments.
- Building entrances should be prominent and accessible for employees and visitors, separate from service areas.
- All facades visible from the roadway must be of a finished appearance with similar design features and building materials, regardless of the front entrance location.
- Rooftop equipment should be completely screened to protect views from the roadway and adjacent uses.

- Large lots and deep setbacks should be applied to provide adequate open space and contribute to the campus environment while maintaining a prominent front orientation for the building.
- Newly constructed parking lots should provide a setback, landscape greenbelt, and interior plantings.
- Loading facilities and overhead doors should be prohibited along any building side facing a public street or residential area. Screening is also needed in the form of landscaping, berms, or an integrated screen wall extending from the building.

Industrial Development

This section includes design standards for Industrial development. Although uses within these future land use categories may differ in intensity, architecture and building design should generally follow similar guidelines.

Building Design. Buildings should be compatible with others in the area and consistently reflect a quality image that is attractive to employers and employees by addressing the following design elements:

- The administrative/office segment of the building should utilize quality architecture with variable building lines, rooflines, architectural accents, and brick facades similar to community and regional scale commercial development.
- The administrative/office portion of the building should be located and oriented toward the front of the site and appropriately transitioned into the warehouse and manufacturing areas.
- The portion of industrial buildings devoted to warehousing and manufacturing should be located at the rear of the building.
- Techniques should be utilized to break up building massing such as vertical and horizontal breaks, windows, varying facades, and landscaping.
- The predominant material utilized on facades visible from a public right-of-way or parking lots should be brick, split face block, or other high-quality decorative masonry material.
- Building materials should be durable and have an appearance of permanence and substance.
- Loading areas and overhead doors must be located where they are not visible from the roadway and residential areas and proper screening must be provided in the form of landscaping, and a berm where deep setbacks are provided. Screening may also be provided in the form of an integrated screen wall extending from the building. If a deep setback is not possible, a wall with plantings should be provided.

Outdoor Storage. Within the City, there are a number of industrial and space extensive commercial uses (e.g. building supply and home improvement businesses) that rely on outdoor storage for their operations. Because the City wishes to promote the economic

viability of a variety of business types, outdoor storage should be allowed but strictly regulated. These standards should be considered in controlling uses that require permanent outdoor storage. Uses requiring temporary or seasonal outdoor storage will continue to be regulated in the City's Zoning Ordinance.

- Outdoor storage areas should only be permitted within the rear yard of any site and meet the side and rear setback standards for a principal structure as a special land use.
- The size of the storage area should be limited by setback requirements and a maximum area should be allowed that is relative to the specific lot size.
- Designated outdoor storage areas should provide suitable containment in the form of opaque screening walls or opaque fences. In cases where it is necessary to use a chain link fence, the fencing shall be black vinyl coated and augmented with landscaping.
- To provide further screening and enhancement, plantings should be required along the outer perimeter of a screening wall or fence.
- Regulations should be flexible as to the types of materials stored outdoors, provided they do not cause hazardous contamination of soils and are contained in a manner that prevents the material from blowing away.
- Materials stored may be stacked or placed at a height that is at or below the level of the screening wall or fence to ensure effective screening and containment.
- Circulation for emergency vehicles must be maintained within the storage area.

Screening from Residential. The Future Land Use Plan attempts to create transitions and separation between industrial development and residential areas by planning other land uses in those areas such as High-Density Residential, Neighborhood Business, and Office. In many cases, however, past development decisions and land use policies have created numerous areas in the City where single-family residential abuts industrial operations. Since redevelopment cannot always occur with the desired land use separation, there will be circumstances where industrial development will be adjacent to single-family residential.

In these cases, it is the priority of the City to ensure redevelopment, re-use, or expansion of commercial and industrial properties so additional screening is provided to minimize impacts. Screening should be provided by the industrial user in the manner described below when residential abuts the site, or when residential is directly across the street. Since sites are different, flexibility is needed to adjust to site conditions while at the same time maintaining the important priority of protecting residential areas.

- Deep setbacks are needed to physically separate industrial buildings from residential areas and to allow adequate space for proper screening.
- Landscaping is needed to provide a natural, aesthetic screen. Plantings should include both evergreen trees and large canopy trees to provide year-round screening and

screening at varying heights. Planting spacing must be dense enough to prevent 'openings' in the landscape screen.

- Undulating berms should also be incorporated into the landscape screen to obtain a taller, opaque screen. Since plantings take time to grow and fill in, the berm will contribute to an immediate screening of taller structures. The width of the berm must be adequate to allow a natural slope to the berm that can be maintained and allows for plantings to thrive.
- In cases were a deep setback is not possible, an opaque screening wall is needed in addition to plantings.
- Although the entire length of the property line should be screened where it abuts or is across the street from residential, attention should be directed toward loading areas, outdoor storage areas, or other on-site operations that may be particularly displeasing to residents. Where possible, attempt should be made to orient these activities to the opposite side of the site.

Interstate-69 Corridor

The I-69 corridor traverses the south portion of the City creating a number of valuable opportunities for Lapeer. This type of regional accessibility allows for prime development opportunities and is attractive to many businesses. This corridor also allows travelers a glimpse into the image and character of Lapeer.

The view of the City from this interstate is for many, a first impression of Lapeer whether they are passing by or plan to exit at the I-69/M-24 interchange. It is extremely important to ensure development in proximity to the interchange is of a high quality in order to project a positive image of the City and to attract positive attention to the community. More detailed, design guidelines are offered in Chapter 5: A Vision for Transportation in Lapeer that are important to follow to ensure enhancement of this first impression of Lapeer.

Chapter 8:
A Priority Action Plan for Lapeer

Introduction

Each chapter contained in this document provides sufficient background information and analysis on the key issues facing the City of Lapeer. Following the analysis of each subject, goals, and objectives were established as a foundation to guide the resolution of issues and establish policies for decision-making. An important part in the development of these goals and objectives is that they all support each other, are inter-related, and most of all work together to achieve the needs and demands of the City.

Key Action Plan Tools

- *Amend the Zoning Ordinance*
- *Initiate Zoning Map changes*
- *Create design requirements*
- *Employ economic development resources*
- *Coordinate with agencies on transportation improvements*
- *Explore funding opportunities*
- *Communicate between City departments*

This final plan chapter should be utilized as a resource to the City when they begin the implementation of the goals and objectives of this plan. Over time, the City may discover new approaches and opportunities that may alter this implementation plan. Changes to the specific strategies are to be expected; however, the City must remain committed to upholding the integrity of the goals and objectives of the document.

Implementation Tools

Tools to implement the Master Plan generally fall into these categories:

- Land use regulations derived from police powers
- Capital improvement programs derived from budgetary powers
- Programs or additional studies derived from the City charter and approvals by the City Commission or administration

Each tool has a different purpose toward plan implementation. Some suggest specific short-term priorities, some are medium-term policies, and others involve on-going activities. The key tools are described below.

The purpose of the primary tools for plan implementation, such as the Zoning Ordinance and other land use regulations, are summarized below. The City also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances, and to control impacts on the environment and infrastructure.

Land Use Regulations

The purpose of the primary tools for plan implementation, such as the Zoning Ordinance and other land use regulations, are summarized below. The City also has a number of other codes and ordinances to ensure that activities remain compatible with the surrounding area, such as noise, blight and nuisance ordinances, and to control impacts on the environment and infrastructure.

Zoning Map. The intent is that changes to the Zoning Map over time will gradually result in better implementation of the objectives encouraged in the Future Land Use Map. In some cases, the City may wish to initiate certain zoning changes as part of an overall Zoning Map amendment. Other changes to the Zoning Map will be made in response to requests by landowners or developers. In those cases, City officials will need to determine if the time is proper for a change. A key point to remember is that the Future Land Use Plan is a long range blueprint. Implementation is expected, but gradually in response to needs, conditions, and availability of infrastructure. In Table 6, it is proposed to remove the P-1 Parking, CBD-2 Central Business, and B-1 Neighborhood Business zoning districts.

Zoning Regulations. The Zoning Ordinance is an ever-evolving document that requires attention and occasional updates. The Zoning Ordinance is a list of specific rules and is typically the main way to implement the Master Plan. Below is a list of various topics to consider when reviewing to update the Zoning Ordinance:

Zoning Districts

1. Review the Zoning Ordinance to ensure the list of mixed uses is compatible with residential uses.
2. Evaluate and review the Zoning Ordinance to allow a variety of housing styles.
3. Require that new development be compatible with the character of existing, nearby neighborhoods. New housing should consist of a mix of housing sizes and designs so that a more interesting and integrated built-form is created.
4. Promote the development of infill housing and dwellings of various sizes and design to provide a housing mixture for a range of costs.
5. Distinguish opportunities for high-density residential that could include attached single-family and more innovative housing options in the downtown and other areas of concentrated development.
6. Review zoning district uses to allow for multiple attached units in certain zoning districts.
7. Explore appropriate locations for tiny houses or regulation to control them.
8. Watch and review local and regional use trends to anticipate desired new uses in the community.
9. Designate areas for office and light industrial that support the high level of market demand in the City in proper locations to minimize adverse impacts on remaining development.

10. Continue to review new uses and regulate accordingly.

Development Design

1. Utilize proper access management standards when new development is permitted or when an existing site is redeveloped and subject to site plan review.
2. Require pedestrian- and transit-oriented site design including links between the public and on-site pedestrian systems.
3. Encourage and maintain the level of safety of all residential neighborhoods. Street lighting, landscaping of public spaces, sidewalks and paths, orientation of dwelling "front rooms", and other residential design features can be effective in discouraging crime. Consider implementing the design principles of programs such as CPTED.
4. Require developers to dedicate sufficient land for parks and recreation when new residential subdivisions are proposed, especially in areas of the City that are underserved and where the additional need for parks and recreation has been identified in Lapeer's Parks and Recreation Master Plan.
5. Develop guidelines for open space to ensure it meets key goals.
6. Evaluate strategies to help preserve and protect neighborhood character and historic qualities.
7. Ensure office developments reflect the quality and character of Lapeer through site and building design standards that ensure proper circulation, access management, landscaping, architectural design, and other elements.
8. Adhere to strong building design and landscaping guidelines/requirements reflected in recent Zoning Ordinance changes.
9. Direct more intense land uses, especially those that generate significant truck traffic, to locations where capacity is available and negative impacts on residential areas are minimized.
10. Ensure commercial areas reflect the quality and character of Lapeer through site and building design standards that ensure proper circulation, access management, landscaping, architectural design, and other elements.
11. Continue to encourage historic character along Nepessing Street.
12. Continue to review enforceable performance standards that regulate the levels of noise, fumes, and other impacts of industrial development. Include these standards in the Zoning Ordinance and ensure that proposed industrial developments demonstrate conformity with them.
13. Apply design standards to new industrial developments to ensure land use compatibility and quality design. Examples of standards to address include outdoor storage screening, orientation of overhead doors, landscape enhancements, setbacks, and long-lasting building materials.
14. Create incentives for developments to provide recreation, trails, and other neighborhood-based amenities.
15. Upgrade the appearance of key corridors through tree preservation, streetscape improvements, and upgraded site design standards.

Natural Features

1. Encourage the use of Low-Impact Development principles to reduce the burden on storm sewer capacities.
2. Continue to enforce the protection of natural features by requiring setbacks.
3. Consider encouraging storm water best practices such as bio swales, non-mowing areas, etc. to minimum impact to these features.
4. Require natural features to be identified on all site plans and establish standards for their protection.
5. Provide incentives for open space conservation, particularly in areas with concentration of wetlands or woodlots. For example, encourage the use of PUDs and cluster forms of development to preserve significant features while offering developers with reasonable returns on their investment.
6. Encourage developers to integrate existing natural features into new developments.
7. Regulate tree clearing through a tree preservation ordinance by preserving landmark trees and requiring effective tree preservation methods during construction.
8. Require open space areas in new developments proportionate to the scale, character, and type of project.

Non-Conformity

1. Evaluate Zoning Ordinance to ensure the non-conformity section is as strict as necessary.

Table 6: Relationship Between Future Land Use Classifications and Zoning Districts

Future Land Use Plan	Zoning District
Low-Density Single-Family Residential	R-3 – One-Family Residential
Medium-Density Single-Family Residential	R-2 – One-Family Residential
High-Density Single-Family Residential	R-1 – One-Family Residential
Multiple-Family Residential	RM-1 – Multiple-Family Residential
Dense Multiple-Family Residential	RM-2 – Multiple-Family Residential
Manufactured Housing	MHP – Mobile Home Park
Downtown Commercial	CBD – Central Business (Merged) CBD-2 – Central Business
Commercial - General Business	~~B-1 – Neighborhood Business~~ B-2 – General Business
Commercial - Regional	B-3 Regional Business
Office	OS-1 – Office Service
Industrial	I-1 – Industrial
Planned Industrial	I-2 – Planned Industrial
Public	All zoning districts
Institutional/Recreational	All zoning districts
PUD	PUD – Planned Unit District
Mixed Use	MUD – Mixed Use District (Proposed New District)
	~~P-1 – Vehicular Parking~~

Subdivision, Land Division, and Condominium Regulations. Subdivision, land division, and condominium regulations control the manner in which property is subdivided in the City and the public improvements required to support the development. The distinctions are not always apparent once a project is built, but the approval procedures are different due to separate state statutes that govern the three types of land development/division in Michigan.

Development Review and Approval Process. Most land development regulations are applied when new construction is proposed. The City of Lapeer has a comprehensive development review process from development conceptualization to building occupancy. Once proper zoning is in place, a site plan must be approved followed by approval of building and site engineering construction plans and then permits for construction. Buildings and sites are inspected and then occupancy permits are issued. Regulations are enforced through a combination of monitoring by City staff and in response to complaints.

Updating the Zoning Ordinance requires both amendments to the Zoning Ordinance text and map. The table below shows the relationship between the Future Land Use designations and current or proposed zoning classifications in Table 6: Relationship Between Future Land Use Classifications and Zoning Districts.

Capital Improvement Plan (CIP)

A CIP is a multi-year program that lists recommended improvements, timing, estimated costs and funding for infrastructure (streets, bikeways, sidewalks, sanitary sewers, waterlines, storm sewers, and drainage), and community facilities (public buildings, fire, police, and parks). Capital projects should be identified and constructed in a manner that helps support and promote desired development, and to meet the needs of residents and businesses already in the City. The number of projects and their timing is influenced by several factors, in particular the cost, need for environmental clearance or approval by other agencies, and funds available. For example, the amount of funding available from outside sources varies as new programs become available. Funding is also influenced by the timing of development (i.e. tax revenue), tax abatements, and other changes to the anticipated tax base.

Additional Studies and Programs

A variety of housing, economic development, informational, and other programs are used by the City to assist with implementation of recommendations in this plan. Programs targeted toward various neighborhoods could also be created to respond to specific situations such as traffic calming where traffic speeds or volumes are a concern.

Plan Maintenance and Update

A plan is not a static document. It must continuously be maintained and updated if it is to remain a valid document. This plan calls for the Planning Commission to review the plan regularly but at a minimum every five years as required by the Municipal Planning Act. Below are recommendations on key indicators that the City of Lapeer Planning Commission can use to determine the need for a plan update.

Changes in Current and Projected Conditions

This plan is based on certain assumptions concerning the growth of the City. These assumptions are contained primarily in the plan's database and Future Land Use Plan. It is important for the City to regularly monitor these assumptions to determine if they are still valid. If they become invalid, the Planning Commission must determine what the changes in circumstances mean for the plan goals and policies.

Household Growth. The plan is based on an assumed growth in households in the community contained in Chapter 2: A Vision for Land Use and Development in Lapeer and the appendices of this plan. Growth occurring faster than projected may mean that expansion of supporting infrastructure may need to be accelerated and rezoning of land assumed to be developed outside the plan's time period may need to be considered for re-evaluation. Growth occurring at a slower rate may call for slowing of infrastructure investment or consideration of reclassification of land originally proposed for residential development. Household growth can be tracked by looking at building permits and demolition permits to identify changes in total dwelling units and look at utility connections and disconnections to estimate vacancy rates.

Housing and Tenure Mix. The plan makes assumptions on the changes in housing and tenure mix. In fact, one of the goals of the plan is to promote an increase in owner-occupied housing. If housing tenure is not meeting the goals of the plan, a change in policies may be needed to address the issue, depending on the reason for the difference. If housing type varies significantly from what was assumed, it may require changes in the Future Land Use Plan to provide an adequate supply of land to meet the difference in demand. Housing mix can be tracked by review of building permit data. Tenure is more difficult to track because of rentals of single-family homes, but estimates can be made by comparing the address of a residence with the address of the owner in sample sets of assessing records.

Housing Cost. Changes in housing cost in comparison with household income impacts housing affordability. Measuring changes in housing costs is tricky because it is not directly tied to changes in housing values and rents. It is also impacted by turnover rates for owner-occupied dwellings (not every property owner buys a new house every year) and other housing costs such as energy, utilities, and insurance. The census provides a

good consistent measure of the change in housing costs but, because it is only once every ten years, new data may not be available when the five-year review comes around. In those cases, the City can get a rough measure by comparing changes in property values provided by assessing and changes in rents based on a random sample of rental units. An increase in the housing affordability gap may justify consideration in changes to Future Land Use Plans or other housing policies to increase the supply of affordable housing, particularly if the gap is increasing at a rate greater than the county or state as a whole.

Adjacent Planning and Zoning. Changes in the land use plans or Zoning Maps of adjacent townships or in the County General Development Plan should be reviewed to consider their impact on the City's plan. Particular attention should be given to changes that increase the intensity of land uses adjacent to the City. The Planning Enabling Act requires adjacent municipalities and the county to notify each other whenever it is proposing to adopt changes to their plans. The Zoning Enabling Act requires coordination between municipalities regarding rezoning by providing notification of proposed rezonings within 300 feet of municipal boundaries to the adjacent municipality.

Transportation. A major issue in development of this plan is addressing current and future transportation concerns. The City should continue to monitor traffic counts and accident rates at key intersections to identify potential congestion points. Also, proposed highway improvements should be reviewed for their impact on adjacent land uses. This data can be gathered when requesting traffic studies for particular site plan or rezoning requests or from traffic counts performed by the City or MDOT.

Utilities. The plan recognizes the recent expansion of the City's sewer treatment capacity and extension of the City water and sewer mains into undeveloped areas in the southwest portions of the City. Any change in those anticipated improvements could affect the proposed development of those areas. The Planning Commission should be kept abreast of the status of utility improvement plans.

Commercial Development. The plan anticipates a need for substantial commercial development within the area around the I-69/M-24 interchange along with infill development along M-24 south of Genesee Street and the conversion of the mixed commercial/industrial area along East Genesee Street to an auto-oriented commercial area. Commercial development/redevelopment should be monitored to determine if the area set aside for commercial development is adequate and if redevelopment is occurring as proposed. If commercial development is occurring at a more rapid pace than projected, consideration of identifying additional commercial land over the long term may be appropriate, although short-term bursts in commercial expansion should not be viewed as the basis for substantial increases in commercial zoning. Rezoning site plan and special use permit requests can provide information on patterns of commercial development.

Reviewing the Plan Goals and Policies

A plan is based both on the facts that describe the conditions in a community and the municipality's vision of the future. That vision is outlined in the community's goals. For example, the current breakdown of owner-occupied versus renter-occupied housing is a fact. The plan's goals identify whether the community views that current ratio as a positive fact they want to see continue or a condition they want to change. Community attitudes can change over time, which means that goals may change in time even though the facts have not.

The plan's policies describe how a community is proposing to reach its identified goals. In some cases, a Master Plan's policies may be helping to reach the proposed goals. That may be due to a lack of application of the policy or the ineffectiveness of the policy in achieving the hoped for results.

As part of review of a Master Plan, the Planning Commission should look at their plan's goals and policies and ask the following:

1. Is there a need to modify the goals and/or policies of the plan based on changes in conditions in the community?
2. Have there been changes in community attitude that require the plan goals to be reviewed?
3. Have the current plan's policies been or not been effective in reaching the stated goals?

Incorporating Plan Review Into Rezoning Request Review

Although a review of the plan is recommended every few years to provide a comprehensive examination of the plan, many problems with a Master Plan will become obvious during consideration of a rezoning. It is important to incorporate review and amendment of the Master Plan as part of the Planning Commission's consideration of such requests. This is covered in more detail in the subsection on using the Master Plan for zoning reviews.

Five-Year Review

Under the terms of Section 45(2) of the Municipal Enabling Act, "At least every 5 years after adoption a Master Plan, a Planning Commission shall review the plan and determine whether to commence the procedure to amend the plan or adopt a new Master Plan." Although it is recommended that the City conduct the review outlined above more frequently than every five years, at a minimum the City can use this review process to determine when it is necessary to update the plan.

The review should be a formal process if the City intends it to serve as compliance with the requirements of Section 45(2). This means there should be a record of the factors outlined above (or others the City might use) that were reviewed and the basis upon which the Planning Commission determined an update was or was not necessary. The findings should be set out in a resolution adopted by the Planning Commission.

Using the Master Plan for Zoning Amendment Review

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?" The subsidiary questions follow that; "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 policies 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.

This method of analyzing a request rests on the assumption that a request that complies with a valid plan should be approved and that one that does not comply with a valid plan should not be approved. (The principal exception to this rule would be text amendments intended to improve administration of the ordinance). Further, it assumes that the three circumstances that would invalidate a plan are an oversight in the plan, a change in condition that invalidates the assumptions that the plan was built on, or a change in the goals and priorities that the community set for itself.

Consistency with the Master Plan - The issue of consistency with the Master Plan can vary based on the Master Plan concerned. For the purposes of this plan, consistency with the Master Plan in the case of a rezoning means consistent with most of the relevant goals and polices as well as consistent with the Future Land Use Map. In the case of a proposed text amendment, consistency means consistent with most of the relevant goals and policies.

Oversight - An oversight in a 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 would have been corrected if known at the time of the plan adoption.

Changes in Conditions - A plan is based on the assumption that certain conditions will exist during the planning period. If those conditions change, then goals, policies and land use decisions that made sense when the plan was adopted will no longer be valid and a zoning amendment that was not appropriate before may be appropriate now.

Change in Policy - In the end, a plan is based on the Planning Commission's vision of what the best future for their municipality is. When that vision changes, the plan should change. When a zoning issue results in a change in vision, a decision can be made that is contrary to the current plan as long as that changed vision is explicitly incorporated into the plan.

Three points should be made. First of all, the factors for consideration (oversight, change in condition, 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. Finally, it has been the City's long standing policy that if a zoning amendment is proposed that is found inconsistent with the City Master Plan, the amendment cannot be approved without first amending the plan.

Prioritized Actions

Based on the various goals and objectives, a set list of prioritized action statements have been developed to assist in plan implementation. For ease of use, it is organized in a table format. Each section of the table is divided into three categories: Top Ten Priorities, On-Going Efforts, and Future Priorities to help focus attention on the most important and most effective strategies. Although successful implementation will involve effort from the entire community, the second column identifies key responsibility.

	Top Four Priorities and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
High	Update the zoning ordinance to address various concerns discussed in the implementation section of the Master Plan.	Planning Dept. Planning Commission City Commission	The Planning Dept. shall prepare proposed changes. The PC shall review drafts and hold the public hearing. The CC shall adopt the proposed changes.
Medium	Conduct a five-year update to the Parks and Recreation Plan.	Parks and Recreation Committee	Parks and Rec. shall update the Parks and Recreation Plan in 2021-2022.
Medium	Continue work to complete the Redevelopment Ready Community (RRC) program.	Planning Dept.	The Planning Dept. will continue to work on various remaining items that need to be certified.
High	Conduct a five-year review of the Master Plan.	Planning Dept. Planning Commission	Conduct a five-year review of the Master Plan in 2025.

	On-Going Efforts and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Medium	Continue to accommodate community support uses such as public facilities and institutional uses.	Planning Commission Parks and Recreation Community Center DPW Department	Continue to monitor and plan to provide necessary public facilities and institutional uses.
High	Continue to provide an annual report from the Planning Commission to the City Commission.	Planning Commission Planning Department	Continue to prepare and present an annual report with goals and objectives for the following year.
High	Continue to update the City's website on a regular basis.	City Staff	Continue to provide training for new staff and existing staff to update the website.
High	Continue to aggressively explore grants and alternative funding opportunities for improvement projects.	City Staff	Continue to explore funding possibilities.
Medium	Continue to work with Lapeer Neighborhoods Inc.	Planning Commission	Continue to have a working relationship with this committee and see if there are ways to help one another.
Medium	Maintain an environment that encourages pride of ownership and contributes to an affordable and easily marketable housing stock that helps in making Lapeer an attractive place to live.	Planning Commission Housing Commission	Continue to monitor and plan for ensuring desired strategies.
Medium	Consider implementing an awards program that recognizes landscaping and improvement of individual residential properties or blocks.	Housing Commission	Work to administer an award program.
Medium	Continue to encourage the implementation of the residential housing improvement program.	Housing Commission	Continue to implement the residential housing improvement program.

	On-Going Efforts and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Medium	Work with property owners to market buildings for redevelopment.	Planning Department City Manager's Office	Identify willing participants to help develop win-win situations for redevelopment opportunities.
Low	Support/help upgrade to bring up the older buildings to current and future needs. Help to make buildings more marketable (wiring, wifi,).	Downtown Development Authority Planning Department	Provide resources to assist property owners.
High	The Planning Commission will continue to collaborate and work with the DDA. They will coordinate land use and development strategies for the downtown to promote continued investment and reinvestment.	Downtown Development Authority Planning Commission	Continue to keep in contact with one another.
Low	Carry out a 'void' or 'gap' analysis to identify those businesses that might be attracted to one or more of the City's commercial and industrial areas.	Planning Department City Commission	Initiate a target market analysis to evaluate the void and gaps.
Low	Use the City's resources for incentives and a source of funding to stimulate development and redevelopment of priority areas.	Planning Department Downtown Development Authority TIFA Districts	Continue to facilitate resources for these areas.
Medium	Utilize the resources of a Brownfield Redevelopment Authority to encourage development and redevelopment of contaminated sites.	Brownfield Redevelopment Authority	Continue to facilitate resources for these areas.
Medium	Continue to coordinate land use and development strategies with the City's Tax Increment Financing Authority (TIFA) planning effort. The City currently has four (4) TIFA districts.	Planning Department TIFA Districts	Continue to communicate to coordinate land use and development strategies.
Medium	Link future development to expansion of City services adequate to meet the demand for these services.	Planning Department DPW Department	Continue to coordinate City services with future development.

	On-Going Efforts and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Low	Identify opportunities for cooperation with adjacent jurisdictions to provide services cost effectively and establish development partnerships or shared resource partnership opportunities.	City Manager's Office	Continue to explore opportunities with adjacent jurisdictions.
Medium	Continue to offer renter and owner-occupied housing assistance programs and expand programs as needed as demand for affordable housing increases.	Housing Commission	Continue to evaluate program.
Medium	Continue to support a diversity of cultural resources to serve the residents of the City of Lapeer.	City Commission	Continue to evaluate the diversity of cultural resources in the City.
Medium	Consider the character of the surrounding area as part of the design of new streets or major improvements.	DPW	Continue to evaluate the surrounding area when preparing street improvements and when there is new development.
Low	Work with MDOT, local business/tourism organizations and other communities along the I-69 corridor to improve views and add aesthetic design features along I-69 and M-24.	City Manager's Office	Work with partners to create a vision and implement potential improvements.
High	Maximize the lifespan of roadways through transportation system management techniques (such as intersection signalization, intersection improvements, and access control).	DPW	Continue to keep up to date with ways to maximize the lifespan of roadways.
High	Evaluate capital investments on the basis of capacity needs, safety, pavement condition, relationship to other transportation improvements, planned land use and impacts on the environment and community character.	City Manager's Office	Continue the CIP plan to evaluate these capital investments.
High	Set aside adequate financial resources to maintain transportation facilities (roadways, bridges, sidewalks, bikeways) as a priority before funds are allocated for capacity expansion.	City Manager's Office	Continue the CIP plan to evaluate these capital investments.

	On-Going Efforts and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Medium	Ensure roadway capacity can accommodate site-generated traffic at the time of occupancy. Since funds from road agencies typically lag well behind need, this may require funding participation by the developer or a public agency.	Traffic Engineer	Continue to monitor roadway capacity.
Medium	Reinforce with all new development and road improvements that the level of service on all streets and intersections should not fall below level of service 'D'.	Traffic Engineer	Continue to monitor roadway capacity.
Medium	Use contemporary access management standards to reduce the number of access points, regulate their design and placement, and in some cases require shared access systems through easements to help preserve capacity and improve safety along arterial roads.	Traffic Engineer	Continue to monitor roadway capacity.
Medium	Pursue development of a continuous system of pathways and sidewalks as an alternative travel mode and to improve the City's quality of life.	Parks & Recreation Committee Planning Commission	Continue to explore opportunities for development of alternative travel modes.
Medium	Promote alternative modes of transportation (such as pedestrian, bicycle, ride-sharing and forms of mass transit) through capital investment.	Planning Commission DPW	Continue to plan and explore opportunities to provide alternative modes of transportation.

	Future Priorities and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Medium	Establish an attractive gateway at the north end of M-24 consisting of signage, landscaping, and other design elements.	City Manager's Office Planning Commission DPW Department	Determine a design and location for each gateway into the City.
Medium	Work with landlords/stakeholders on housing programs/rental ordinance.	Building Department Planning Department Housing Department	Evaluate and monitor best practices.
Low	Identify locations for additional residences to expand the boundaries of existing residential neighborhoods and promote in-fill redevelopment.	Planning Commission Planning Department	Continue to consult existing and future property owners about their residential property and their ability to infill properties.
Low	Identify locations for specialized senior housing.	Planning Commission	Help to ensure senior housing needs are adequately met.
High	Consider the reuse of the former school property (White High School) and Perkins Nursery at the northwest corner of Genesee Street and M-24 for residential, office, and commercial purposes. Uses might include a mix of senior housing, live-work units, and clustered single-family units. Residents in this location would enjoy convenient access to downtown Lapeer.	Planning Department City Manager's Office	Continue to explore and consult potential applicants interested in the property.
Medium	Review and explore the existing blight ordinance.	Police Department	Review and evaluate the Blight Ordinance to ensure it is adequately fulfilling community enforcement needs.
Low	Examine the existing housing stock and promote maintenance and rehabilitation of existing housing and residential neighborhoods.	Housing Department	Continue to monitor and explore ways to encourage maintenance and rehabilitation of existing housing stock.

	Future Priorities and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Low	Require high standards in housing developments so that attractive neighborhoods, good housing design and construction, privacy, and access to usable and convenient open space are achieved. Adopt residential design standards to accomplish this.	Planning Commission City Commission	Explore the effectiveness of the existing provisions and consider adopted new residential design standards.
Medium	Provide suitable sites for the growth of business in keeping with a growing population.	Planning Commission Planning Department	Continue to monitor the availability of property suitable for development in the City.
Medium	Consider landscaping improvements to both north and south parking lot areas in the downtown areas.	Downtown Development Authority	Create a vision and work on steps to improve the landscaping.
Medium	Explore the implementation of community downtown dumpsters in the northern areas consistent with the existing southern areas. These community dumpsters should meet the existing and future needs of downtown.	Downtown Development Authority	Create a vision and work on steps to improve community dumpsters.
Medium	Consider replacing the north parking lot near the Farmers Creek with open space.	Downtown Development Authority City Manager's Office	Explore potential ideal uses for this public space.
Low	Consider constructing a parking structure in the downtown area.	Downtown Development Authority	Continue to monitor the parking availability situation.
Medium	Implement the preliminary concept plan for the downtown area.	Downtown Development Authority	Work to implement the preliminary concept plan.
Low	Target and recruit specific industrial development to capitalize on accessibility to the transportation network.	Planning Department LDC	Develop a plan to identify and implement industrial development.
High	Develop a list of improvement projects and project locations that are priorities for the City.	Planning Department	Work to establish a list of improvement projects.

	Future Priorities and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
High	Update facilities to accommodate improvements and changes in technology.	City Manager's Office	Continue to work on the CIP Plan to implement facility improvements.
High	Establish development partnerships or shared resource partnership opportunities.	City Manager's Office	Continue to develop partnerships and share resources.
High	Pursue funding sources to assist with the cost of facility improvements as needed.	City Manager's Office	Continue to work on the CIP Plan to implement facility improvements.
High	Expand police and fire protection as needed as the City's population continues to grow.	City Manager's Office City Commission	Continue to monitor to ensure sufficient staff to support the City's size.
Medium	Plan additional emergency response facilities in underserved areas of the City and as recommended by the need's assessment completed for the Fire Department.	City Manager's Office City Commission	Continue to monitor to ensure sufficient staff to support the City's size.
Low	Identify and implement necessary improvements to the City's sewer treatment capacity to provide capacity for future development in the City and authorized adjacent areas.	DPW Department	Continue to monitor and evaluate with new development there is adequate capacity.
High	Identify and implement necessary improvements for aging infrastructure: Replace clay sanitary mains to assist in removing infiltration inflow; replace old and undersized water mains to improve flow characteristics and water quality.	DPW Department	Continue to monitor and evaluate with new development there is adequate capacity.
High	Maintain and enhance existing recreational resources, ensuring all equipment and facilities meet current ADA standards and National Recreation and Park Association equipment standards.	Parks and Recreation Dept.	Continue to monitor and include improvements in the CIP and as part of the Parks & Recreation Plan.

	Future Priorities and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
Medium	Update and develop recreational programs that serve the needs of persons of all ages. Support timely expansion of recreational facilities to support anticipated growth such as additional parkland.	Parks and Recreation Dept.	Continue to monitor and update the Parks and Recreation Plan as necessary.
High	Continue to collaborate with the Planning Commission and implement the recommendations of the City of Lapeer Recreation Plan and update the plan every five years.	Parks and Recreation Dept. Planning Commission	Continue to regularly update the parks and recreation plan and coordinate between bodies.
High	Pursue all available funding sources to implement park development recommendations of City of Lapeer Recreation Master Plan.	Parks and Recreation Dept.	Continue to explore funding sources.
High	Have residents assist in planning for and developing additional open space and parks.	Parks and Recreation Dept.	Continue to include public engagement to update park spaces.
Medium	Identify and preserve areas with key natural features and wildlife habitats.	Parks and Recreation Dept.	Continue to monitor.
Low	Work to remove invasive species.	Parks and Recreation Dept.	Continue to coordinate the removal of invasive species.
Low	Support developments that increase access and view of the rivers and creeks in the City.	Parks and Recreation Dept.	Continue to monitor and facilitate.
High	Participate in the implementation of regional greenway systems.	Parks and Recreation Dept. City Manager's Office	Continue to explore and participate in the regional greenway system.
Low	Develop new and utilize existing partnership programs between public agencies and private citizens to monitor the City's air and water quality	DPW Department	Continue to rely on partnership programs to help monitor the City's air and water quality

	Future Priorities and Responsibility		
Priority	**Strategy**	**Responsibility**	**Role**
High	Continue existing comprehensive and innovative efforts to promote sensitive and responsible storm water management practices and protection of the four watersheds/subsheds in the City (Farmers Creek, Hunter's Creek, Unity Drain and Flint River).	Planning Dept. DPW Department	Continue to promote storm water management practices and the protection of watersheds in the City.
Low	Develop ordinances which preserve the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for their enforcement.	Planning Dept. Planning Commission	Consider potential ordinances to facilitate this goal.
Low	Consider the presence of natural features in road construction and improvements	DPW Department	Continue to monitor and protect natural features.
Medium	Explore and work to connect the existing trail system "DeMille Pathway" to John Conley.	Parks and Recreation Dept.	Look into adding this trail connection.
High	Follow recommendations in the City's Parks and Recreation plan.	DPW Department Parks & Recreation Dept.	Continue to facilitate the development of pathways.
Low	Follow recommendations in the City's Nonmotorized Master Plan.	DPW Department	Continue tying these improvements to other improvements along the corridor.

Appendix A:
Population and Housing Characteristics of Lapeer

Introduction

The following is a snap shot of the City of Lapeer today. This serves as a starting point for understanding the City and aptly determining goals and recommendations. Included are discussions of key demographics such as population trends and projections; a review of the age, race, and income characteristics of residents; a breakdown of key housing characteristics; and a description of the labor force. The natural features, traffic and circulation, land use, community facilities of the City are also examined.

Population Characteristics

Evaluation of population characteristics provides a more comprehensive understanding of the people that live in the City of Lapeer. In turn, this information contributes to determining the needs and desires of residents and helps to formulate goals for the future of the City.
Characteristics that are important in this process include trends and projections, ethnicity, age, education, employment, and income. The following discussion profiles, and in some cases compares, the population characteristics of Lapeer and establishes a few key findings about its residents.

Population Trends and Projections

- The population for City of Lapeer at the time of the 2010 Census was 8,841 people, a 2.5% decrease since the 2000 census count of 9,081 persons.

- The City of Lapeer, Lapeer Township, Mayfield Township, Elba Township, Oregon Township and Lapeer County have each recorded population increases since 1990.

- After a population drop between 1970 and 1980, the population grew by 46% to 9,072 between 1980 and 2000. The City grew by 16.7% and this rate of growth was similar to growth in the surrounding townships. Population growth had been projected to continue during the next 30 years; however, the nation-wide economic downturn led to a population decrease instead.

Ethnic Breakdown

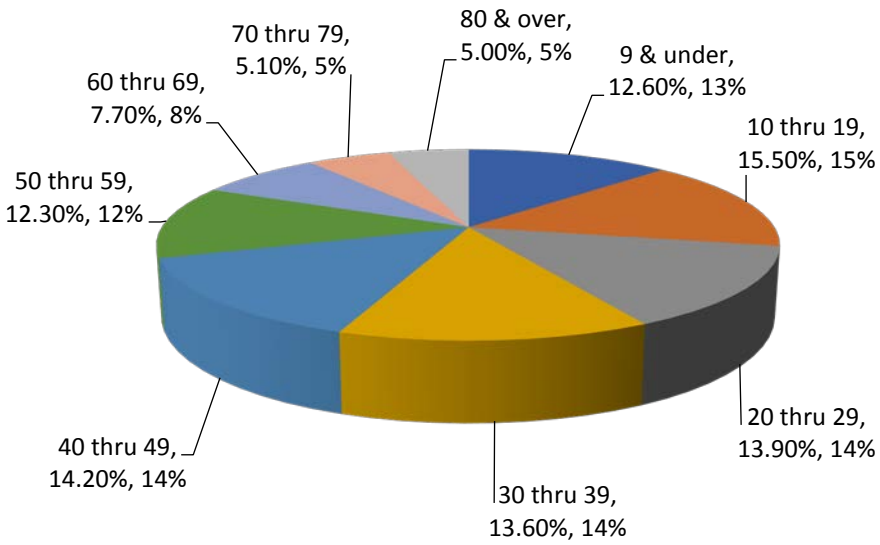
- The City is comprised of a variety of ethnic groups.
- The largest portion of the population, nearly 90%, is part of the 'White' ethnicity category with the second largest category being 'Black or African American,' at 6%.

Table A-1: City of Lapeer Ethnic Breakdown		
Race	Number	Percentage
White	7,837	88.6%
Black or African American	669	7.6%
American Indian & Alaskan Native	57	0.6%
Asian	73	0.8%
Native Hawaiian & Other Pacific Islander	1	0.0%
Other	46	0.5%
2 or More Races	158	1.8%
Source: 2010 U.S. Census Bureau		

Age Breakdown

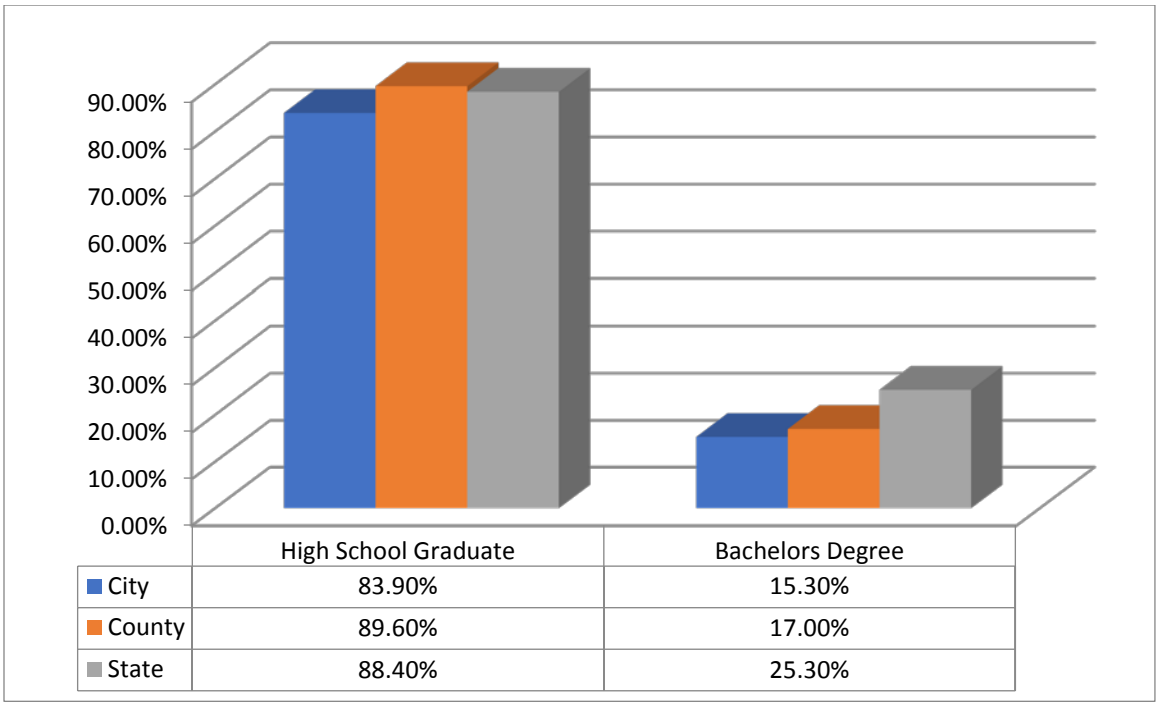
Age Breakdown		
9 & under	12.6%	Children 28.1%
10-19	15.5%	
20-29	13.9%	Family-forming 41.7%
30-39	13.6%	
40-49	14.2%	
50-59	12.3%	
60-69	7.7%	Seniors 17.6%
70-79	5.1%	
80 and older	5.0%	
Source: 2010 U.S. Census Bureau		

POPULATION AGE - 2010



- Representing nearly 42% of the population of Lapeer is the 'family forming' group which is comprised of persons between the ages of 20 and 49 years. This group has declined since 2000 when it represented 51% of the population, but remains the largest age category.
- Children under the age of 19 years represent over 28% of the total population.
- 17.6% of the population consists of senior citizens. This age group has steadily grown in size as the baby boom generation matures and improvements in medical technology help people live longer.

Educational Attainment



	High School Graduate	Bachelors Degree
City	83.90%	15.30%
County	89.60%	17.00%
State	88.40%	25.30%

Source: 2010 U.S. Census Bureau

- The City of Lapeer's High School Graduate population has dropped from being slightly higher than that for Lapeer County and the State of Michigan as a whole in 2000, to being slightly lower than both as of the 2010 Census.
- The City continues to lag behind Lapeer County and the State of Michigan for the percentage of the population with a Bachelors Degree or higher, but has been moving closer to the county average over the past 10 years.

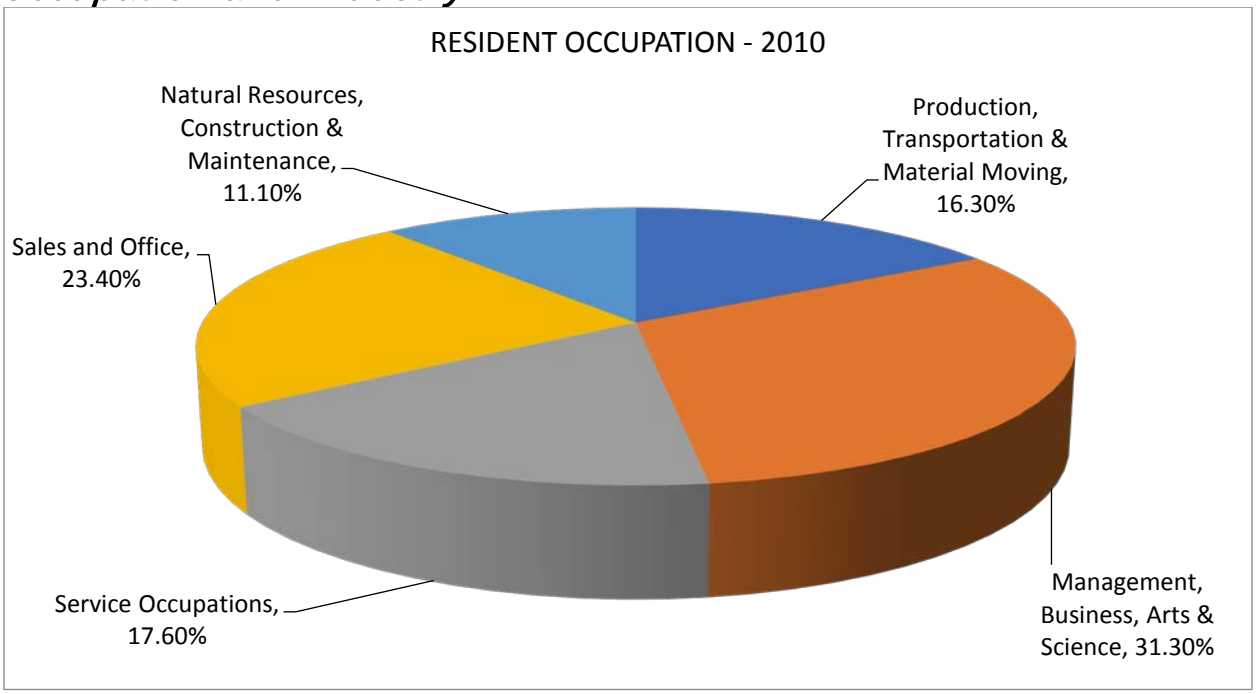
Employment Rate

- Just under 3,500 people in Lapeer are in the work force. Of that, 5.1% are unemployed according to the U.S Census for the year 2010.
- For the 2010 Census, the City of Lapeer had a lower unemployment rate at 5.1% than both Lapeer County (7.7%) and the State of Michigan (7.7%).

Employment Rate			
	City	County	State
Age 16 & over in workforce	49.3%	61.3%	62.7%
Unemployed	5.1%	7.7%	7.7%
Age 16 & over not in workforce	45.6%	31%	29.6%

Source: 2010 U.S. Census Bureau

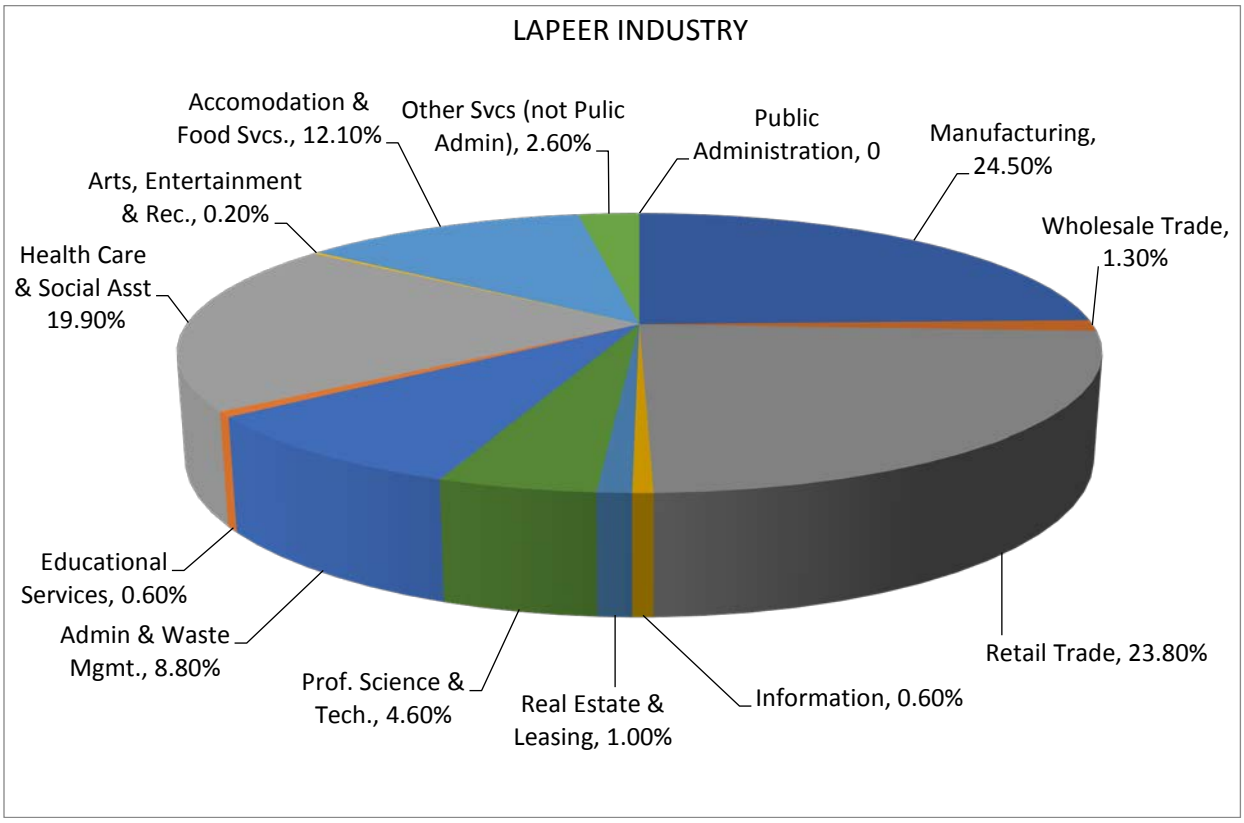
Occupation and Industry



Source: 2010 U.S. Census Bureau

- Lapeer has a balance of residents in both professional 'white collar' and skilled labor 'blue collar' residents.
- Industry in Lapeer is primarily composed of manufacturing and education, health and social services. The census suggests that there is definitely room for growth for "white collar" and service industries within the City.
- There has been a shift from Production, Transportation & Material Moving, toward Management, Professional and Related Occupations from 2000 to 2010, along with a slight increase in Service Occupations. Sales & Office, and Construction–related occupations remain about the same.

2000		**2010**	
Production, Transportation & Material Moving	25%	*Category unchanged*	16.3%
Management, Professional & Related	24%	Management, Business, Arts & Science	31.6%
Service Occupations	16%	*Category unchanged*	17.6%
Sales & Office	24%	*Category unchanged*	23.4%
Construction, Extraction & Maintenance	11%	Natural Resources, Construction & Maintenance	11.1%
Source: 2000 and 2010 U.S. Census Bureau			



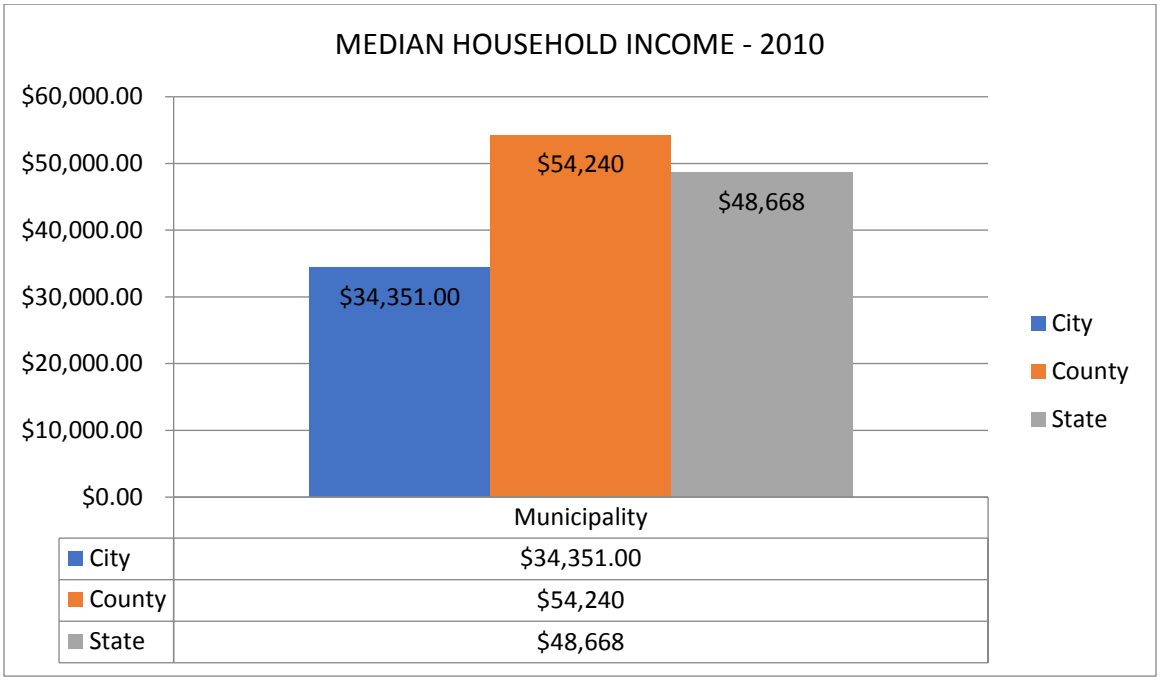
Source: 2010 U.S. Census Bureau

Industry	2000	2010
Manufacturing	25%	24.5%
Wholesale Trade	1%	1.3%
Retail Trade	10%	23.8%
Information	1%	0.6.%
Real Estate & Leasing	4%	1.0%
Professional, Science & Tech	5%	4.6%
Admin & Waste Mgmt		8.8%
Educational Services	24%	0.6%
Health Care & Social Assistance		19.9%
Arts, Entertainment & Recreation	8%	0.2%
Accommodation & Food Services		12.1%
Other Services (not Public Admin.)	5%	2.6%
Public Administration	5%	Not given

Source: 2000 & 2010 U.S. Census Bureau

Income

- Residents of the City of Lapeer earn less than county residents overall. The median household income in the City is almost $20,000 less than the county's median household income. There are several factors that can influence this including a higher level of rental units in the City, a higher level of senior citizens in the City and a high percentage of youth within the City as well as other factors.
- Although 33.9% of households earn over $50,000, 40.9% earn less than $25,000 per year.



Source: 2010 U.S. Census Bureau

- After a 55% increase in household income in the City of Lapeer from 1990 to 2000, a 3% decrease was experienced from 2000 to 2010, dropping from $35,526 to $34,351.

	2000	2010	Change
City	$35,526	$34,351	- 3%
County	$51,717	$54,240	+ 5%
State	$44,667	$48,668	+9%

Source: 2000 & 2010 U.S. Census Bureau

Housing Characteristics

The City of Lapeer housing stock has been analyzed in order to establish more specific information about residential land uses and the neighborhoods in the City. It is important that goals and objectives in this plan focus on effective strategies related to these elements. Housing characteristics include total households, average household size, housing unit type, owner occupancy and housing value. In addition, some of this same information has been organized by geographic area for a more accurate evaluation of different neighborhoods.

Housing Trends

- As of the 2010 Census, there were 3,443 households in the City of Lapeer and the average household size was 2.22 people.
- The number of households in Lapeer steadily increased from 1980 to 2000, by approximately 47%, but has remained stagnant over the past ten years.
- Lapeer County grew at nearly the same rate at 45% during the 1980-2000 time span, and has seen the growth rate slow to 6.8% from 2000 to 2010.
- The average household size has declined in the past 10 years and is projected to continue to decline as people have fewer children and 'empty nesters' are becoming more prevalent.

Table A-2: Housing Trends - City of Lapeer & Lapeer County

	Total Households					Average Household Size				
	1990	2000	Change 90-00	2010	**Change 00-10**	1990	2000	Change 90-00	2010	**Change 00-10**
City of Lapeer	2,844	3,443	21%	3,446	0%	3.07	2.29	-25.4%	2.22	-3%
Lapeer County	24,659	30,729	24.6%	32,815	+6.8%	3.30	2.80	-15.2%	2.66	-5%

Source: 2000 and 2010 U.S. Census Bureau

Housing Unit Type

- The breakdown of housing types reveals that Lapeer, like other comparable communities, consists predominantly of single family detached homes.
- There appears to be a healthy mix of single and multiple family units within the community, providing a variety of housing options to residents.

Table A-3: Housing Unit Type - Comparison Communities - 2010

	Single Family Detached		Single Family Attached		Multiple Family 2-9 units		Multiple Family 10+ units		Mobile Home		Total # Units
	#	%	#	%	#	%	#	%	#	%	#
Lapeer City	1,725	46.2%	190	5.1%	798	21.3%	591	15.9%	426	11.4%	3,730
Lapeer County	30,101	82.9%	464	1.3%	2,911	5.3%	1,047	2.9%	2,256	7.6%	36,779

Source: 2010 U.S. Census Bureau

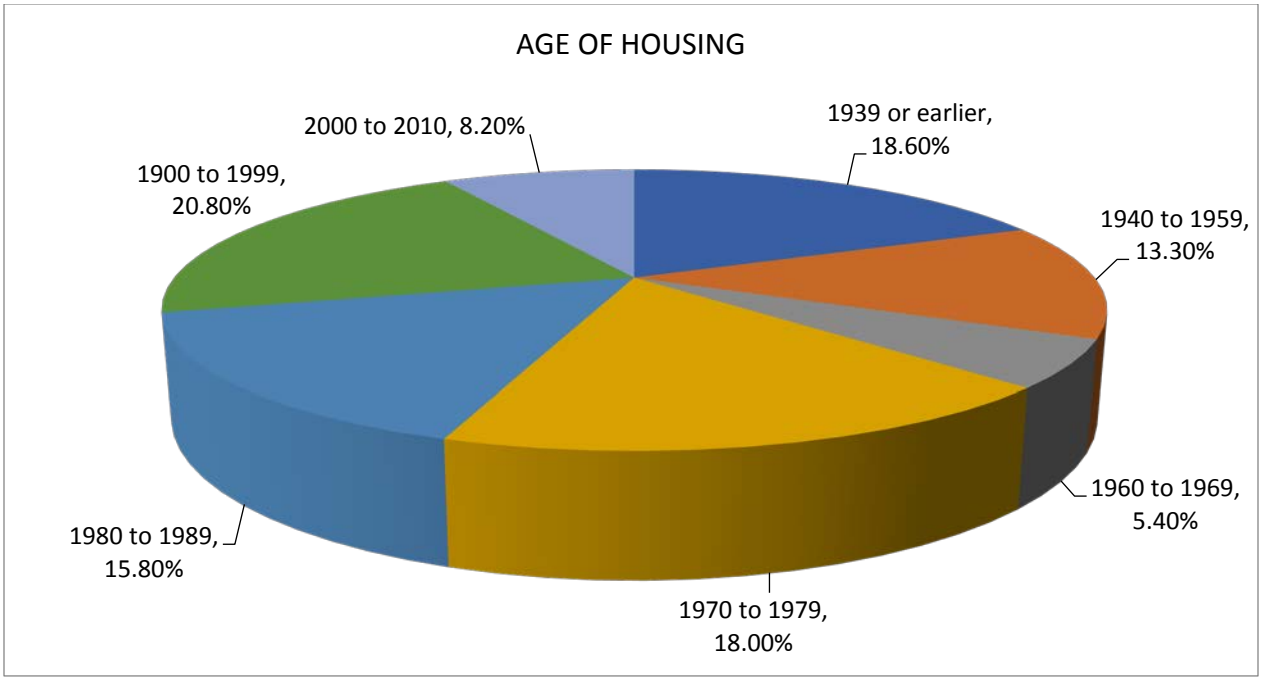
Housing Tenure

- Less than half of all housing units in the City of Lapeer are renter occupied.
- 10.3% of the units are vacant, which is slightly higher than the county average.

Table A-4: Housing Tenure – Comparison Communities - 2010			
	Occupied Units		Vacant Units
	Owner-Occupied	Renter-Occupied	
Lapeer City	55.2%	44.8%	10.3%
Lapeer County	84.8%	15.2%	9.6%
Source: 2010 U.S. Census Bureau			

Age of Housing

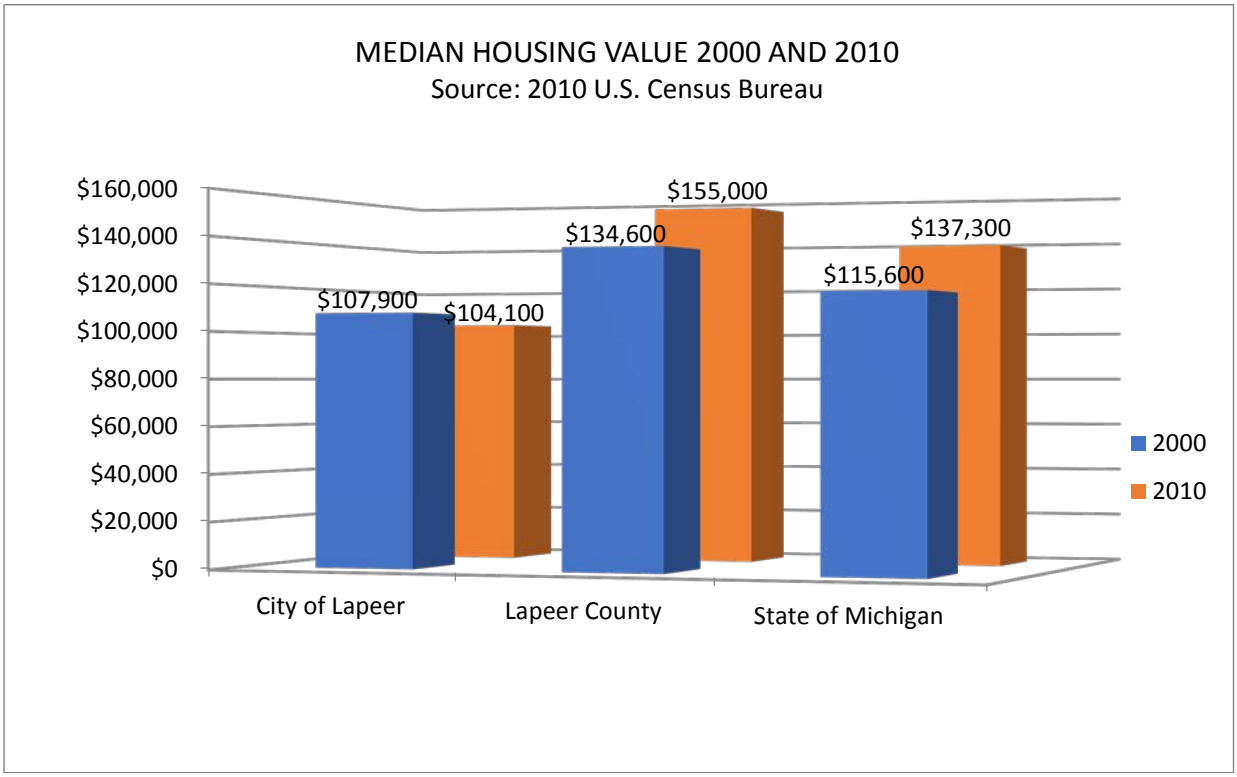
- Housing construction in Lapeer was most intense between 1970-1995, when 44% of all existing housing units were built.
- However; 38% of all homes date 1959 or earlier and the largest single percentage of homes are pre-1940.
- There has been a steady decrease in the number of homes built each decade starting in 1970 through 2000



Source: 2000 U.S. Census Bureau

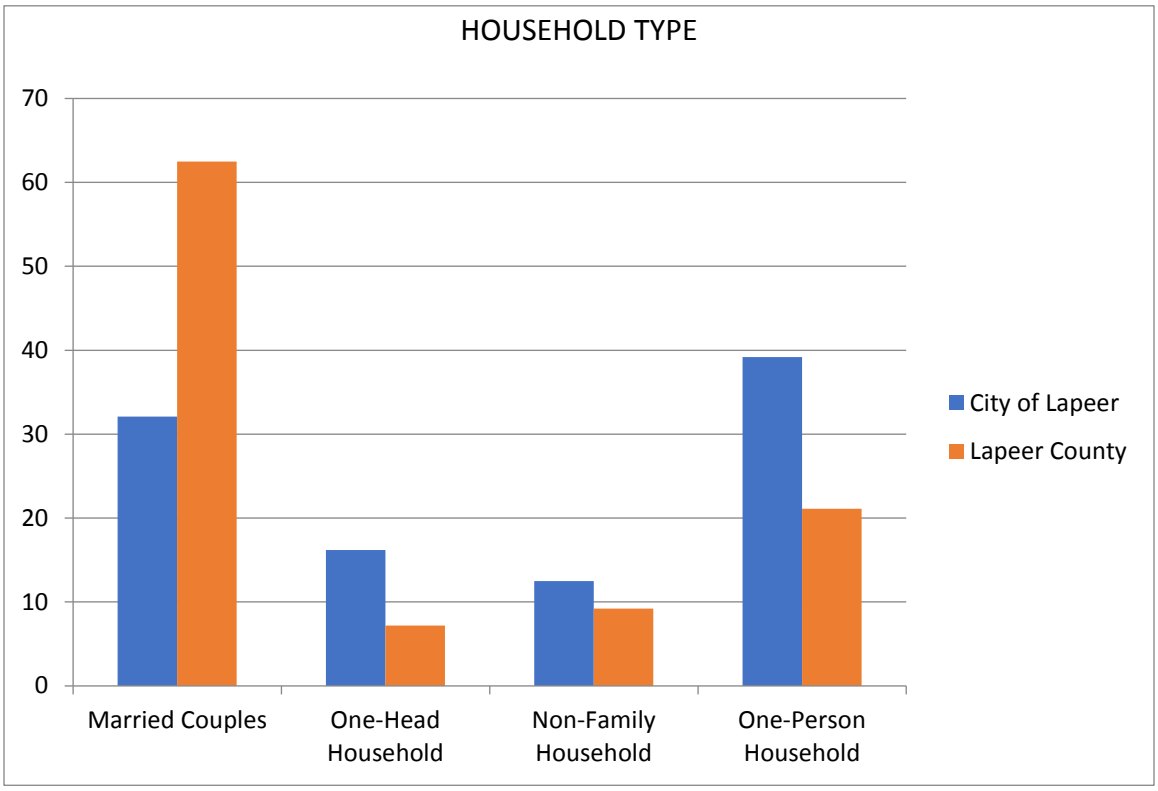
Median Housing Value

- The median housing value dropped from $107,900 in 2000 to $104,100 in 2010 for the City of Lapeer.
- The housing values for Lapeer County have continued to increase over the past several decades and remain higher than the City of Lapeer and the State of Michigan.



Household Type

- Almost 40% of all households consist of married-couple families, which is lower than the county average.
- Almost another 40% of the community is made up of one-person households which consist of a single inhabitant not part of a family.
- Approximately 16% of households are made up of 'one head households' in which there is a single parent with children.
- Approximately 12.5% of households are made up of 'non-family households' in which there non-related individuals living together.



Source: 2010 U.S. Census Bureau

Appendix B:
Planning Process Documentation

This appendix includes the following documents to confirm compliance with state plan adoption procedures. Appendix B includes the following:

Distribution of Draft Plan - Affidavits of mail to:

- Required agencies
- Registered agencies
- Interested parties

Notice of Public Hearing

Note: Comments from Lapeer County, Lapeer Township and members of the public, as well as the minutes from the public hearing are on file in the City of Lapeer Planning Department.

2014 Update:

This appendix also includes documentation, same as listed above, to confirm compliance with state plan adoption procedures for a plan amendment pursuant to a five-year review of the plan conducted in accordance with Sec. 45(2) of the Michigan Planning Enabling Act, PA 33 of 2008.

2019 Update:

This appendix includes documentation, same as listed above, to conform compliance with state plan adoption procedures for a plan amendment pursuant to a five-year review of the plan conducted in accordance with Sec. 45(2) of the Michigan Planning Enabling Act, PA 33 of 2008.

Affidavit of Mailing

I hereby certify that on February 4, 2008, I sent by First Class US mail the attached notice to the communities in the attached list in compliance with Section 7(b) of the Municipal Planning Act (PA 285 of 1931.)

Linda Jackman

Linda Jackman, Director of Planning & Development

May 2, 2008

(date)

Affidavit of Publication

I hereby certify that on February 7, 2008, the attached notice was published in the LAView, a newspaper of general circulation, in compliance with Section 8 of the Municipal Planning Act (PA 285 of 1931.)

Linda Jackman

Linda Jackman, Director of Planning & Development

May 2, 2008

(date)

Planning and Development
Phone: 810.664.4553
Fax: 810.667.7164

February 4, 2008

Planning Commission Chairperson
(Elba, Lapeer, Mayfield, Oregon, County, Utilities)

Dear Planning Commission Chairperson:

The City of Lapeer Planning Commission will hold a public hearing on the draft Master Plan on February 21st, 2008 at 6:30 p.m. at City Hall at 576 Liberty Park. The meeting is open to the public. If your organization wishes to comment on the draft plan and is unable to attend the public hearing it may submit written comments to:

City of Lapeer Master Plan Comments
City of Lapeer Department of Planning and Development
576 Liberty Park
Lapeer, MI 48446

If you have any questions, please feel free to contact me at 810-664-4553.

Sincerely,

Linda Jackman

Linda Jackman, AICP
Director of Planning and Development

Planning and Development
Phone: 810.664.4553
Fax: 810.667.7164

CITY OF LAPEER
PLANNING COMMISSION
NOTICE OF PUBLIC HEARING

The City of Lapeer Planning Commission will hold a public hearing on the draft Master Plan on February 21st, 2008 at 6:30 p.m. at City Hall at 576 Liberty Park. Master Plan updates being considered include, but may not be limited to, the following:

- Expansion of the Office land use category in the vicinity of Lapeer Regional Medical Center
- Limiting the extension of commercial uses westward from M-24 along DeMille Road and West Genesee Street, to include an appropriate buffer area between commercial uses and the future residential uses to the west
- Creating a Mixed-Use land use category to allow the existing mix of uses in the area south of the Downtown to the railroad tracks to continue
- Encouraging the gradual relocation of auto-oriented commercial uses from Main Street to the Imlay City Road corridor west of Saginaw Street
- Identifying specific areas as suitable locations for future Planned Unit Developments, including the area around the White school building, Rolling Hills Golf Course and adjacent property, and portions of property recently transferred to the City from Lapeer Township
- Designating an area of property recently transferred to the City from Lapeer Township near DeMille and Clark Roads for expansion of existing industrial area
- Encouraging redevelopment of underutilized areas of the downtown
- Ensuring new development in the I-69/M-24 interchange area serves as a high quality entranceway into the City, including a limiting drive-thru fast restaurants in a transition area long M-24
- Creating enhanced design standards for developments throughout the City

A copy of the draft plan is available for inspection at City Hall or through a link provided on the City website at www.ci.lapeer.mi.us/planzone.htm.

The meeting is open to the public. Anyone wishing to comment on the draft plan and unable to attend the public hearing may submit written comments to:

City of Lapeer Master Plan Comments
City of Lapeer Department of Planning and Development
576 Liberty Park
Lapeer, MI 48446

Affidavit of Mailing

I hereby certify that on February 20, 2014, I sent by First Class US mail the attached notice to the communities in the attached list in compliance with Section 7(b) of the Municipal Planning Act (PA 285 of 1931.)

Linda Jackman

Linda Jackman, Director of Planning & Development

April 10, 2014

(date)

Affidavit of Publication

I hereby certify that on February 20, 2014, the attached notice was published in the LAView, a newspaper of general circulation, in compliance with Section 8 of the Municipal Planning Act (PA 285 of 1931.)

Linda Jackman

Linda Jackman, Director of Planning & Development

April 10, 2014

(date)

City of Lapeer Michigan

Planning & Community Development
Phone: 810.664.4553
Fax: 810.667.7164

February 20, 2014

Lapeer County Board of Commissioners
Planning Commissions: Elba, Lapeer, Mayfield, Oregon Townships
Utilities: DTE, Consumers, AT & T
GTWRR

Dear Planning Commission Chairperson:

The City of Lapeer Planning Commission has completed a five-year review of its 2008 City Master Plan. As a result of the review, a draft revised Master Plan has been prepared. Per the requirements of the Municipal Planning Act, the City of Lapeer is providing notice and invitation to review an electronic copy of the draft revised Plan, for your review and comment.

If you wish to review the draft Plan, please contact me for an email invitation to the Master Plan Drop Box to access an electronic copy. Under the terms of the Municipal Planning Act, you have 42 days to submit comments on the draft Plan to the City Planning Commission.

The City has tentatively scheduled a public hearing on the Plan for April 10, 2014 Planning Commission meeting at 6:30 p.m. at the Lapeer City Hall Commission Chambers. A confirmation notice will sent prior to the public hearing.

Any questions or comments should be referred to the City of Lapeer Planning Department at 810-664-4553, sent via email to the Planning Director at Ljackman@ci.lapeer.mi.us, or mailed to the address below.

Cordially,

Linda Jackman

Linda Jackman, AICP
Director of Planning and Development

576 Liberty Park Lapeer, MI 48446
Website: www.ci.lapeer.mi.us

Planning and Development
Phone: 810.664.4553
Fax: 810.667.7164

CITY OF LAPEER
PLANNING COMMISSION
NOTICE OF PUBLIC HEARING

The City of Lapeer Planning Commission will hold a public hearing on the draft revised Master Plan on April 10, 2014 at 6:30 p.m. at City Hall at 576 Liberty Park. The Master Plan revisions being considered are generally non-substantive and consist primarily of, but may not be limited to, the following:

- Updating demographic information per the 2010 Census
- Adding references to the Non-Motorized Master Plan and M-24 Access Management Plan where applicable
- Various other updates to reflect changes that have occurred in the City since the 2008 plan was adopted
- Various corrections and clarifications

A copy of the draft plan is available for inspection at City Hall or through a link provided by contacting the City Planning Director at ljackman@ci.lapeer.mi.us.

The City of Lapeer will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the hearing, upon seven (7) days notice to the City of Lapeer. Individuals with disabilities requiring auxiliary aids or services should contact the City of Lapeer by writing or calling the following: City Manager's Office, City of Lapeer, 576 Liberty Park, Lapeer, Michigan 48446 (810) 664-5231. Las personas con conocimientos limitados del inglés traducción en el idioma que requieren asistencia en virtud del Título VI de la Ley de Derechos Civiles de 1964 será proporcionado, a título gratuito, servicios de interpretación a siete (7) días de anticipación a la Ciudad de Lapeer con la redacción de la oficina del Gerente de la ciudad, Lapeer City Hall, 576 Liberty Park, Lapeer, Michigan, 48446.

The meeting is open to the public. Anyone wishing to comment on the draft plan and unable to attend the public hearing may submit written comments to:

City of Lapeer Master Plan Comments
City of Lapeer Department of Planning and Development
576 Liberty Park
Lapeer, MI 48446

City of Lapeer Michigan

RESOLUTION #2020-24

City Clerk's Office
Phone: 810.664.5231
Fax: 810.664.2610

LAPEER CITY COMMISSION
CITY OF LAPEER MASTER PLAN

MOTION BY: Commissioner Cattane Supported by: Commissioner Pattison

WHEREAS, the City Commission established a Planning Commission to prepare plans for the development of the City; and

WHEREAS, the Michigan Planning Enabling Act, PA 33 of 2008 establishes the procedures for the development and adoption of Master Plans; and

WHEREAS, the Michigan Planning Enabling Act provides the City Commission with the option of assuming for themselves the right of final approval of a Master Plan adopted by the Planning Commission; and

WHEREAS, the City of Lapeer Planning Commission has prepared an update to the City of Lapeer Master Plan and has presented it to the City Commission to authorize a public hearing on the plan; now

THERFORE BE IT RESOLVED; that the City Commission reserves for itself the right to final approval of the City of Lapeer Master Plan as authorized under the Michigan Planning Enabling Act.

Dated this 21St day of December 2020.

AYES: Atwood, Cattane, Osentoski, Pattison, Stroh
NAYS: None.
ABSTAIN: None.
ABSENT: None.
RESOLUTION DECLARED ADOPTED.

CERTIFICATION:
I, Romona Sanchez, being the duly appointed and qualified Clerk of the City of Lapeer, Lapeer County, Michigan, do hereby certify and declare that the foregoing is a true and correct copy of the Resolution adopted by the City of Lapeer Commission at a regular meeting held on December 21, 2020 in compliance with Act No. 267 of the Michigan Public Acts of 1976.

Romona Sanchez

Romona Sanchez, CMC
City Clerk, City of Lapeer

ROWE PROFESSIONAL SERVICES COMPANY

Large Firm Resources. Personal Attention. sm

November 12, 2020

Lapeer County
Board of Commissioners
255 Clay Street, Suite 301
Lapeer, MI 48446

RE: City of Lapeer Master Plan Update - **Notice of Transmittal of Draft Plans**

This is to verify that the following municipalities were provided copies of the draft City of Lapeer Master Plan and notice of the public hearing proposed for January 14, 2021.

- Oregon Township – 2525 Marathon Road, Lapeer, MI 48446
- Mayfield Township – 1900 N. Saginaw Road, Lapeer, MI 48446
- Elba Township – 4717 Lippincott Road, Lapeer, MI 48446
- Lapeer Township – 1500 Morris Road, Lapeer, MI 48446

Sincerely,
ROWE Professional Services Company

Caitlyn Habben /lmc

Caitlyn Habben, Planner
On behalf of the Secretary, City of Lapeer Planning Commission

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ROWE PROFESSIONAL SERVICES COMPANY

Large Firm Resources. Personal Attention. sm

November 12, 2020

Genesee-Lapeer-Shiawassee Region V
Planning and Development Committee
1101 Beach Street, Room 223
Flint, MI 48502

RE: City of Lapeer Master Plan Update - **Notice of Transmittal of Draft Plans**

This is to verify that the following municipalities were provided copies of the draft City of Lapeer Master Plan and notice of the public hearing proposed for January 14, 2021.

- Oregon Township – 2525 Marathon Road, Lapeer, MI 48446
- Mayfield Township – 1900 N. Saginaw Road, Lapeer, MI 48446
- Elba Township – 4717 Lippincott Road, Lapeer, MI 48446
- Lapeer Township – 1500 Morris Road, Lapeer, MI 48446

Sincerely,
ROWE Professional Services Company

Caitlyn Habben /lmc

Caitlyn Habben, Planner
On behalf of the Secretary, City of Lapeer Planning Commission

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ROWE PROFESSIONAL SERVICES COMPANY

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NOTICE OF
PUBLIC HEARING COMMENT PERIOD AND PUBLIC HEARING
CITY OF LAPEER MASTER PLAN

November 12, 2020

The City of Lapeer recently completed an update to the City of Lapeer Master Plan draft. This is a notice of the initiation of the 63-day review period and public hearing for the draft plan in accordance with Section 41 and 43 of the Michigan Planning Enabling Act.

Enclosed is a copy of the draft Master Plan; it is also available on the city's website: https://www.ci.lapeer.mi.us/planning_and_development/index.php

Comments should be submitted to:

Master Plan Comments
City of Lapeer Planning Commission
576 Liberty Park
Lapeer, MI 48446

The public hearing on the Master Plan is scheduled for January 14, 2021 at 6:30 p.m. at Lapeer City Hall, 576 Liberty Park, Lapeer, MI 48446

Please contact Caitlyn Habben, Planner at ROWE Professional Services Company if you have any questions concerning this notice or the plan. She can be reached at CHabben@Rowepsc.com or by calling phone number (810) 664-4553.

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RESOLUTION OF ADOPTION

CITY OF LAPEER PLANNING COMMISSION, LAPEER COUNTY, MICHIGAN
CITY OF LAPEER MASTER PLAN

WHEREAS the City of Lapeer City Commission established a Planning Commission to prepare plans for the development of the city, and

WHEREAS the City of Lapeer Planning Commission has prepared a draft update to the City of Lapeer Master Plan, and

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

WHEREAS the City of Lapeer Planning Commission has determined that the plan is appropriate for the future development of the city, and

WHEREAS the City of Lapeer City Commission has reserved for itself final approval of the plan as authorized by Michigan Planning Enabling Act PA 33 of 2008, now

THERFORE BE IT RESOLVED that City of Lapeer Planning Commission does hereby adopt the updated City of Lapeer Master Plan including all maps and documents included and submits the plan to the City of Lapeer City Commission for final approval.

Moved by: Commissioner Shenck
Supported by: Commissioner Bostick-Tullius
Yeas: Commissioners Bostick-Tullius, Johnson, Kerbyson, Pattison, Roberts, Shenck, Kelly and RaCosta.
Nays: Commissioner Marquardt
Absent: None.
MOTION CARRIED AND RESOLUTION DECLARED ADOPTED.

Jennell RaCosta
Planning Commission Chairperson

Date: 2/25/2021

Jeff Pattison
Planning Commission Secretary

Date: 2-17-2021

LAPEER CITY COMMISSION
CITY OF LAPEEER MASTER PLAN

City Clerk's Office
Phone: 810.664.5231
Fax: 810.664.2610

032 2021 02-15 CITY OF LAPEER MASTER PLAN

Motion by: Commissioner Osentoski. Seconded by: Commissioner Pattison.

WHEREAS, the Lapeer City Commission established a Planning Commission to prepare plans for the development of the city, and

WHEREAS, the City of Lapeer Planning Commission has prepared a draft update to the City of Lapeer Master Plan, and

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

WHEREAS, the City of Lapeer Planning Commission has determined that the plan is appropriate for the future development of the city, and

WHEREAS, the Lapeer City Commission reserved for itself final approval of the plan as authorized by Michigan Planning Enabling Act PA 33 of 2008, and

WHEREAS, the City of Lapeer Planning Commission adopted the updated City of Lapeer Master Plan including all maps and documents included and submitted the plan to the City Commission for final approval, and

WHEREAS, the Lapeer City Commission agrees that the plan is appropriate the future development of the city.

THERFORE BE IT RESOLVED, that City Commission does hereby approve the City of Lapeer 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.

ON A ROLL CALL VOTE:
AYES: Atwood, Osentoski, Pattison, Stroh.
NAYS: Cattane.
ABSENT: None.
MOTION CARRIED.

CERTIFICATION:

I, Romona Sanchez, being the duly appointed and qualified Clerk of the City of Lapeer, Lapeer County,

ROWE PROFESSIONAL SERVICES COMPANY

Large Firm Resources. Personal Attention. sm

NOTICE OF ADOPTION AND TRANSMISSION OF MASTER PLAN CITY OF LAPEER, MICHIGAN

February 16, 2021

The City of Lapeer adopted their Master Plan on February 15, 2021. Attached is a copy of the adopted plan for your information as required by Section 43 (5) of the Michigan Planning Enabling Act.

The City of Lapeer thanks you for your cooperation and assistance in our planning process. We would also like to take this opportunity to assure you of our cooperation in a similar fashion in any planning efforts you may choose to undertake in the years to come. Please direct any correspondence or questions to:

Planning Commission
City of Lapeer
576 Liberty Park
Lapeer, MI 48466
810-664-5231