APPENDIX

I-96/Latson Road Subarea Plan (2013)

E. I-96/Latson Road Subarea Plan

At the time this Master Plan update was prepared, a new full service I-96 interchange was under construction at Latson Road. The new interchange includes an overpass connecting Latson and Nixon Roads and a widening to five lanes between Grand River Avenue and the C.S.X. Railroad tracks. Nixon Road, renamed to S. Latson Road, would be improved to a paved, two lane roadway from the railroad south to Chilson Road. Grand Oaks Drive and Beck Road have been realigned to accommodate the interchange ramps.

With the development of the new interchange, Latson Road will be an important gateway to both north and south Genoa Township. Access to the area south of I-96 will dramatically change, necessitating a specific subarea plan to guide development decisions. The subarea plan is intended to address the following:

- Manage traffic around the new I-96 interchange and the intersection of Latson and Grand River Avenue to maintain a level of service that will meet the needs of travelers, protect the significant investment of the interchange, and allow some well-managed intensification of land use near the interchange.
- Encourage high-quality design for the land uses surrounding the interchange to create a gateway that presents a positive image to the community for residents, businesses and visitors.
- Protect the established rural and suburban residential areas south of I-96 through preservation of natural features, limiting density and preventing the intrusion of nonresidential uses outside of identified boundaries where land use change has been planned.
- Identify a secondary area along S. Latson Road where some additional land use change may be considered once a principal use has been established and approved.

The Latson Road Subarea Plan includes the following recommendations for when the interchange is completed, as illustrated on the subarea map (See Map 10):

- The land on the east and west side of Latson Road between I-96 and Grand River Avenue is planned for Regional Commercial and will be rezoned for a mixed-use PUD (NR-PUD). This PUD should include the following:
  - A diversified mixture of uses that may include commercial and office/research and development.
  - A mixture of uses that will diversify traffic generated from the site by spreading out the peak hour over times that minimize impact to the interchange's peak hour traffic.

Planning for the Latson/Nixon Road Corridor when the I-96 interchange is completed:

- *Manage traffic and access around interchange.*
- *Create community gateway with distinctive character.*
- *Diversified mixture of land uses.*
- *High quality architecture.*
- *Streetscape and landscaping improvements along Latson and Grand River.*
- *Protect character of rural residential neighborhoods south of I-96.*
- *Reevaluate the plan yearly to respond to development and market factors.*

- Access management that will minimize the number of driveways and protect the efficiency of traffic flow along Latson Road between the interchange and Grand River Avenue.
- Distinct and prominent architectural features of enhanced character, which reflect the importance of the site's location and create a positive visual landmark for this gateway to the community.
- Extensive landscaping along Latson Road and Grand River Avenue to enhance the appearance of these corridors and the gateway to the community.
- Uniformity in design through coordination of architectural styles, landscaping, ornamental lighting, pedestrian circulation and vehicular access.

- The areas immediately south of the interchange along S. Latson Road are planned for Interchange Commercial, as described in Section B above. This area is intended to accommodate the needs of interstate traffic and should complement, not duplicate the commercial areas north a long Latson and Grand River.
- The areas adjacent to the Interchange Commercial area as depicted on the map are planned for Interchange Campus uses. This area can be served by utility extensions and is intended to be a well-planned, campus setting.
- Residential development along S. Latson Road south of the Interchange Campus area will remain at large lot residential densities. The intent is to protect the residential character and natural features through lower density development (Future Transition Area on Map X).
- As the areas designated for Interchange Commercial and Campus are approved for significant development, areas south currently planned residential should be reevaluated for potential supporting uses, conditional upon the utility and roadway capacities, as shown as Future Transition Area on Map 10. This plan is intended to be flexible, balancing the impacts of new development on the infrastructure system, accommodating new uses dependent on surrounding uses, and limiting the negative impacts on existing nearby uses.

Interchange Commercial Examples

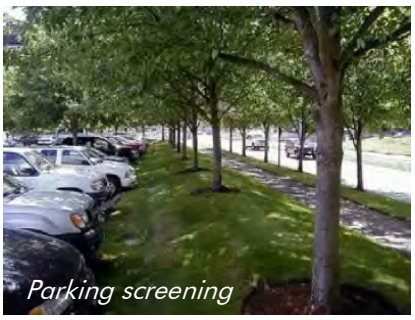
South Latson Interchange Design Guidelines

Streetscape

Streetscape improvements, such as street lights, landscaping, wayfinding signage, and pathways, should be integrated into the interchange commercial and campus developments. This will contribute to the unified, high-quality development the Township would like to project at the new interchange.

- As part of the development of the South Latson campus, a landscaped median should be installed south of the railroad. This will not only help beautify the corridor but improve safety by restricting left-turns.

- Ornamental street lighting should be included along South Latson and within the new development itself to contribute toward the site's unified design.
- South Latson should be well landscaped, not only in the median, but along the frontage, with street trees and knee walls or hedgerows screening parking.
- Gateway and wayfinding signs should be installed at the interchange welcoming visitors to the Township and directing them to major landmarks. This signage should be consistent with that proposed along Grand River and for the Town Center. Elements of a gateway entrance sign should include lighting, landscaping, and masonry material.
- Pathways should be installed on both sides of South Latson and connect to the interior of the site. Buildings and parking should all have pedestrian connections to the pathway network.



Parking screening

Access and Circulation

In order to efficiently accommodate new traffic that is likely to result from new development, having a coordinated circulation and access plan is essential.

- A signalized intersection should be located approximately ¼ mile south of the railroad at Sweet Road. This should be the primary entrance to campus Area A as identified on the Subarea Map.
- An additional entrance to Area A should be located halfway between the signalized intersection and the railroad tracks and be right-in/right-out.
- Area A's ring road should be sensitive of the wetland/wooded area in its southeast corner and provide stub roads for future connections to the south.
- Area B should be accessed via the newly realigned Beck Road which can be extended and configured into a loop road.
- Area B's loop road should be sensitive to the wetland/natural areas at the south of the site.
- Auxiliary campus uses on the east side of South Latson across from Area A should be primarily accessed via the signalized intersection. Additional access points north and south of the signalized intersection should be right-in/right-out. A frontage road will help provide convenient access for these businesses and should continue south for future connections.
- No access points other than Beck Road should be allowed on South Latson at the interchange north of the railroad tracks. Businesses fronting South Latson at this location should share access off Beck Road.

Senior living campus

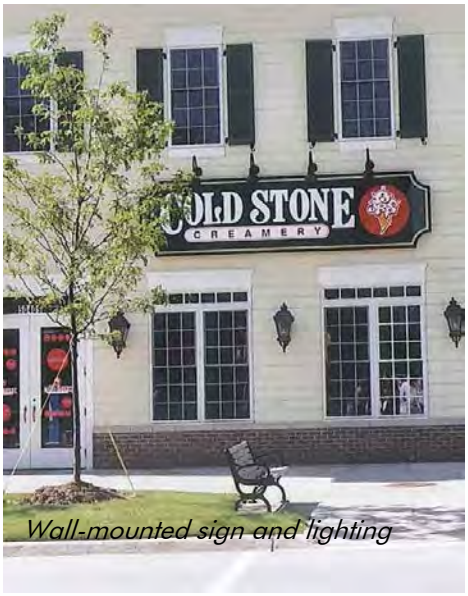
- Access to the Future Transition Area should be integrated into the overall circulation plan for Areas A and B.
- Further access management standards are included in the Township's zoning ordinance and MDOT's Access Management Manual

Building and Site Design

In order to establish a cohesive, high-quality campus at the South Latson interchange, it will be important to have consistent building and site design features.

- Entrances should be well defined and easily accessible by pedestrians.
- Buildings should orient toward South Latson where possible with parking given a less dominant presence along the corridor.
- Parking should be buffered with landscaping or decorative fencing.
- Understanding that a user like a hospital may need several stories for its patient wings, this plan seeks not to require a maximum building height. More importantly, any new building built along South Latson fronting the corridor should be built at a pedestrian scale at its Latson frontage.
- Stormwater should be consolidated and treated through low-impact design and retention ponds that contribute to the existing natural character of the site.
- Building orientation should be sensitive to wetlands and existing natural features and be situated to maximize the sight lines and pedestrian access to enjoy them.
- Materials should be of high quality brick, stone, glass, or similar, reflective of a well-designed modern research park or medical campus.
- Loading zones and waste receptacles should be well delineated and appropriately screened (see zoning ordinance).
- Lighting should be directed downward and fully shielded to eliminate an outward or upward glare, providing for adequate public safety without overly illuminating a site or building.
- Site lighting should consist of decorative fixtures, such as goose neck fixtures, and be architecturally integrated with the building style, materials and color. Pole fixtures should be located within landscaped islands or behind the curb or sidewalk.
- Monument signs should be well landscaped and have masonry bases.

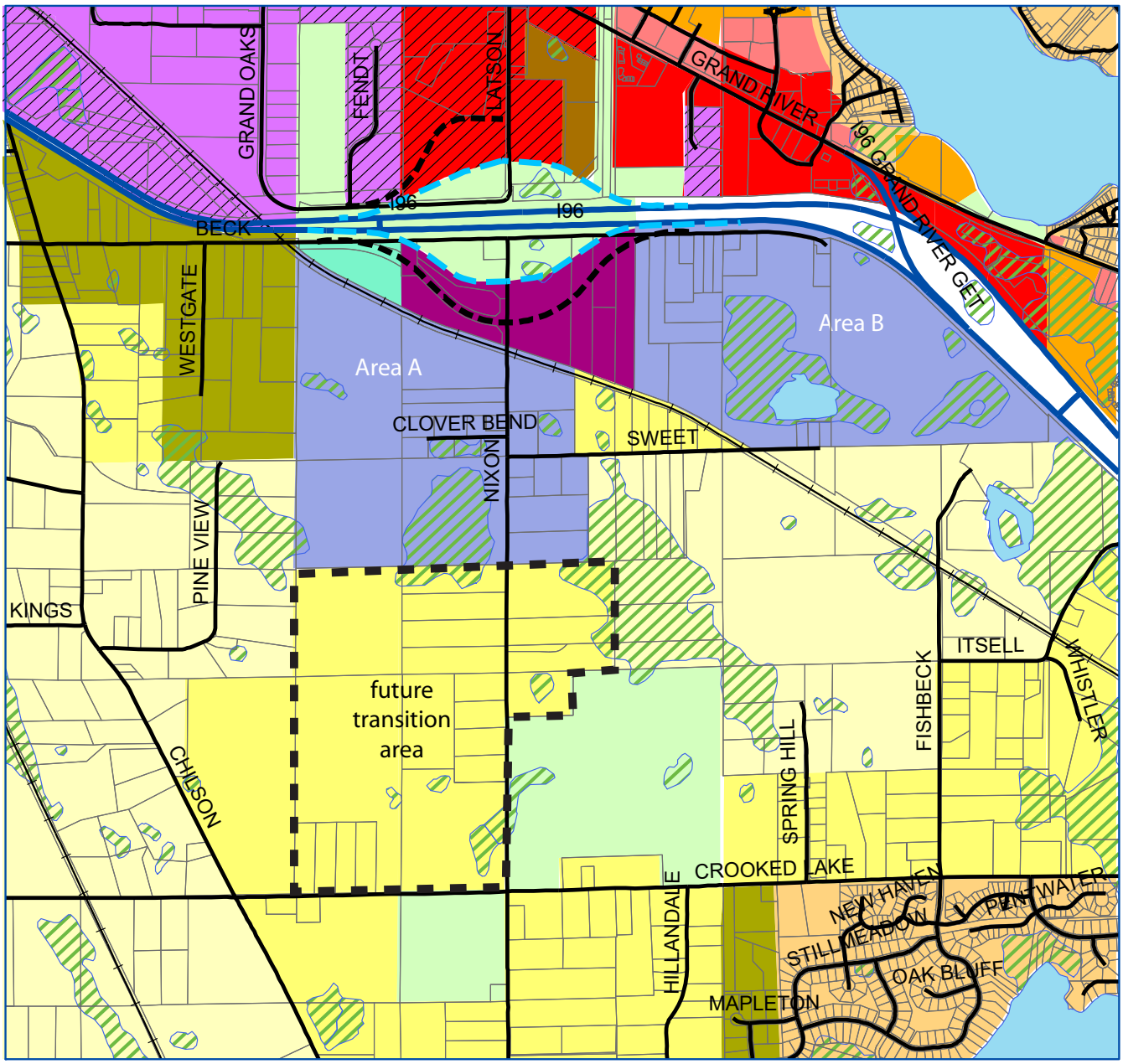
Low-impact design



Wall-mounted sign and lighting

- Signs should be comprised of an interesting design that adds interest to the business and the streetscape. Signs that have the appearance of a box sign are discouraged.
- Signs should be architecturally integrated with their surroundings in terms of size, shape, color, texture and lighting and not promote visual competition with other signs in the area.

Monument sign



AGRICULTURE/COUNTRY ESTATE - 5 acres per unit
LARGE LOT RURAL RESIDENTIAL - 2 acres per unit
LOW DENSITY RESIDENTIAL - 1 acre per unit
SMALL LOT SINGLE FAMILY RESIDENTIAL - 2 to 3 units per acre
MEDIUM DENSITY RESIDENTIAL - 5 units per acre
HIGH DENSITY RESIDENTIAL - 8 units per acre
MANUFACTURED HOUSING

NEIGHBORHOOD COMMERCIAL
GENERAL COMMERCIAL
REGIONAL COMMERCIAL
MIXED-USE TOWN CENTER

OFFICE
INDUSTRIAL
RESEARCH AND DEVELOPMENT
PUBLIC/INSTITUTIONAL/UTILITIES
PRIVATE RECREATION

INTERCHANGE CAMPUS
INTERCHANGE COMMERCIAL

interchange transition area - future land use and the utility service area will be reconsidered in this area concurrent with a proposal for actual campus uses

Beck and Grand Oaks Relocation
New Ramps
I-96

Wetlands

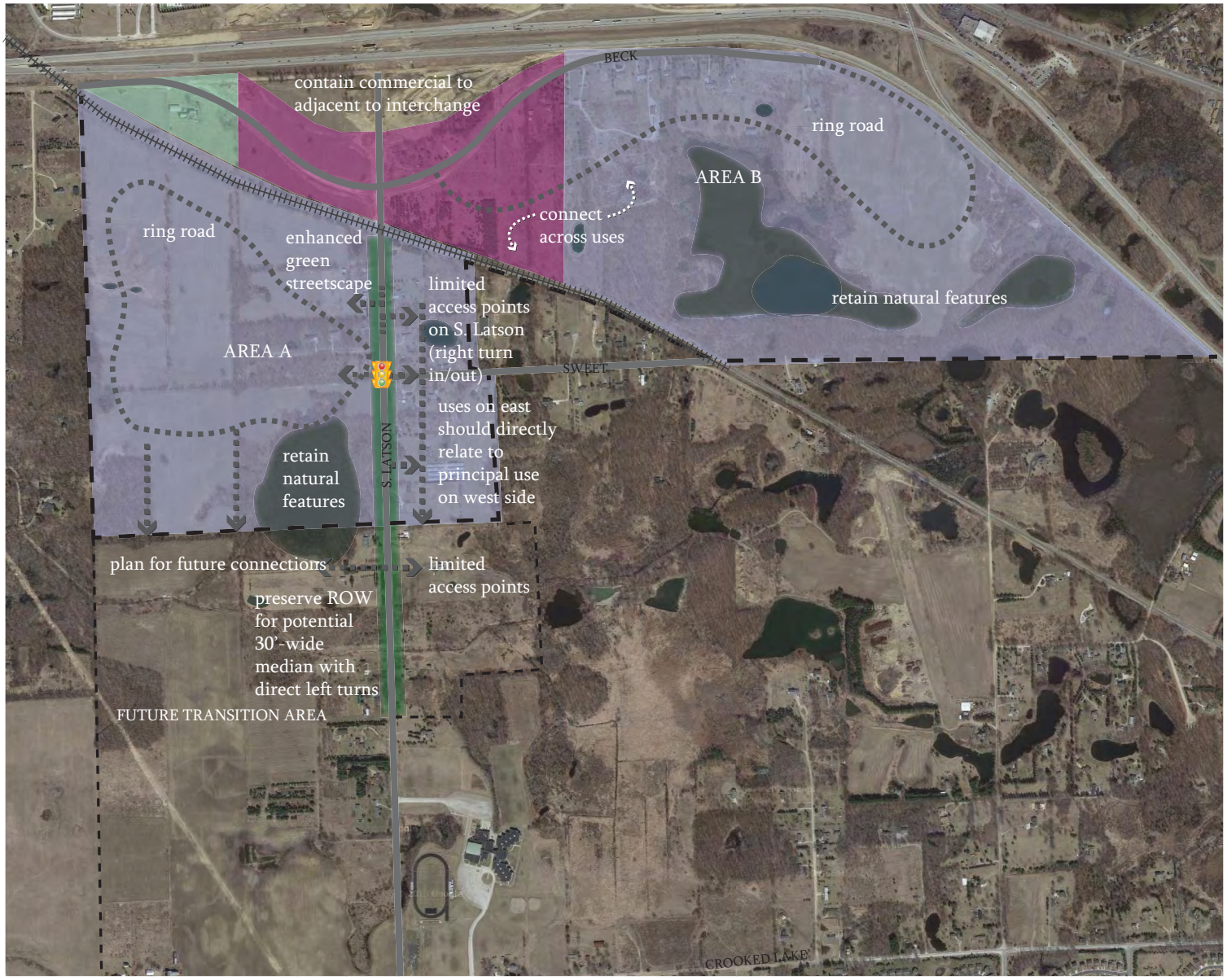
Map 10:
I-96 Interchange
Latson/Nixon Road Subarea Plan

LSL Planning, Inc.
Community Planning Consultants

October 2013

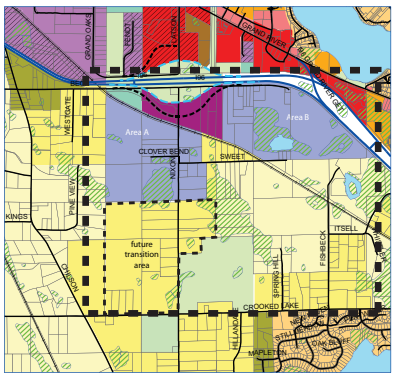
Data Sources:
Base Map: Genoa Township

0 0.125 0.25 0.5 Miles



I-96/Latson Subarea
Schematic Plan

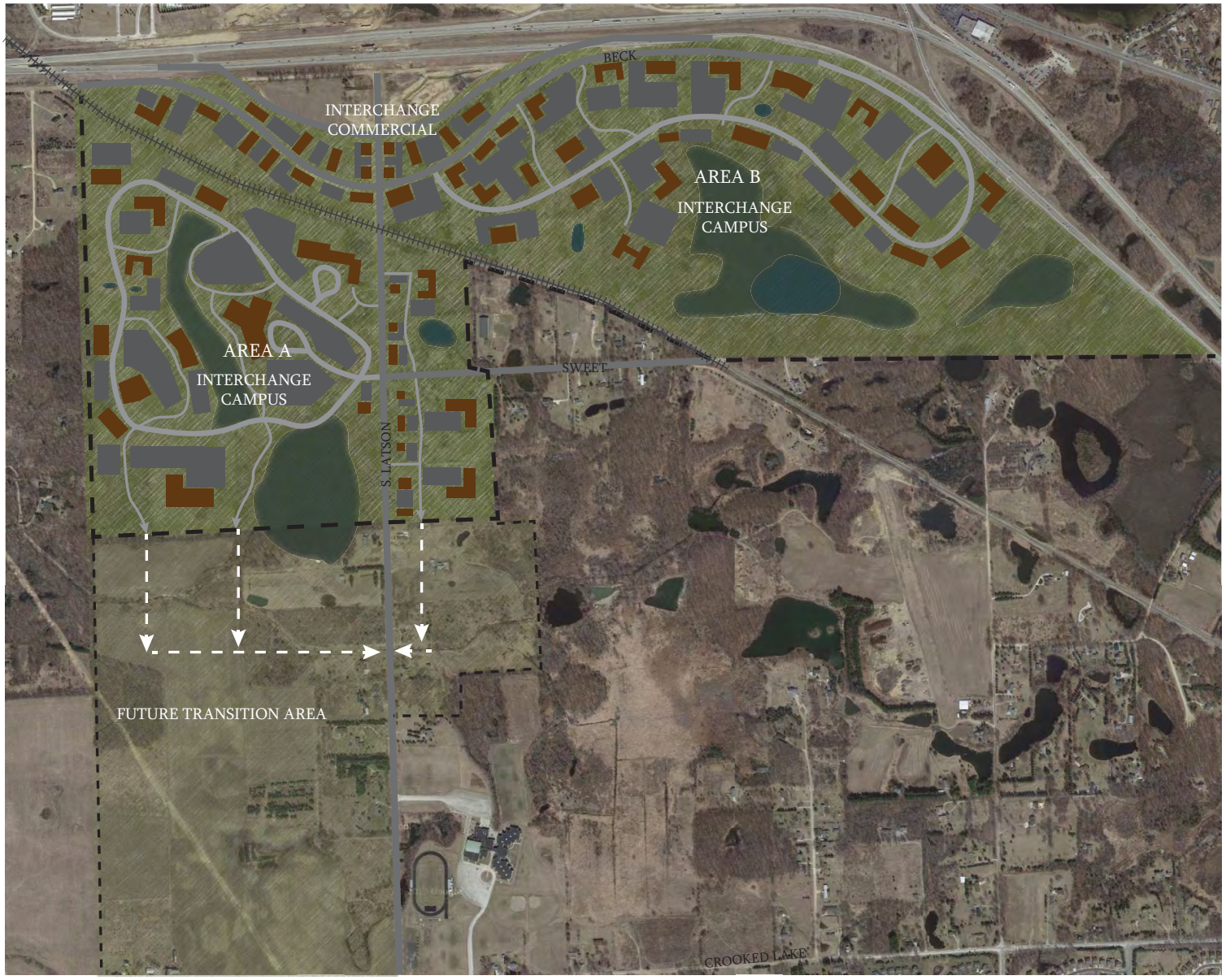
- Office
- Interchange Campus
- Interchange Commercial



Future Transition Area - future land use and the utility service area will be reconsidered in this area as the campus area is developed with primary uses

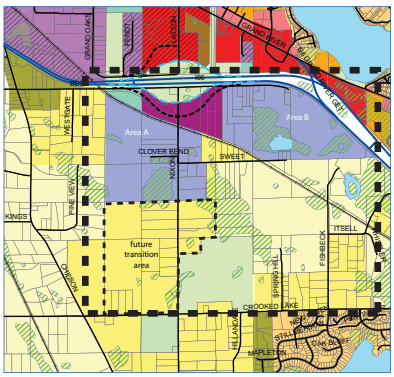
Draft: 10-17-13

Image Source: Google



I-96/Latson Subarea
Concept Plan
Map 12

This Concept Plan is meant to illustrate the principles of the Future Land Use categories of Interchange Campus and Commercial. This is not intended to be a detailed plan that will be built as indicated, but as a reference for the general circulation, building, greenspace, and connectivity/access concepts for the redevelopment of this area.



Future Transition Area - future land use and the utility service area will be reconsidered in this area as the campus area is developed with primary uses

10-22-13

Image Source: Google

APPENDIX

Livingston County High-Quality Natural Areas Assessment Maps (2022)

Livingston County
High Quality Natural Areas - 2021

N

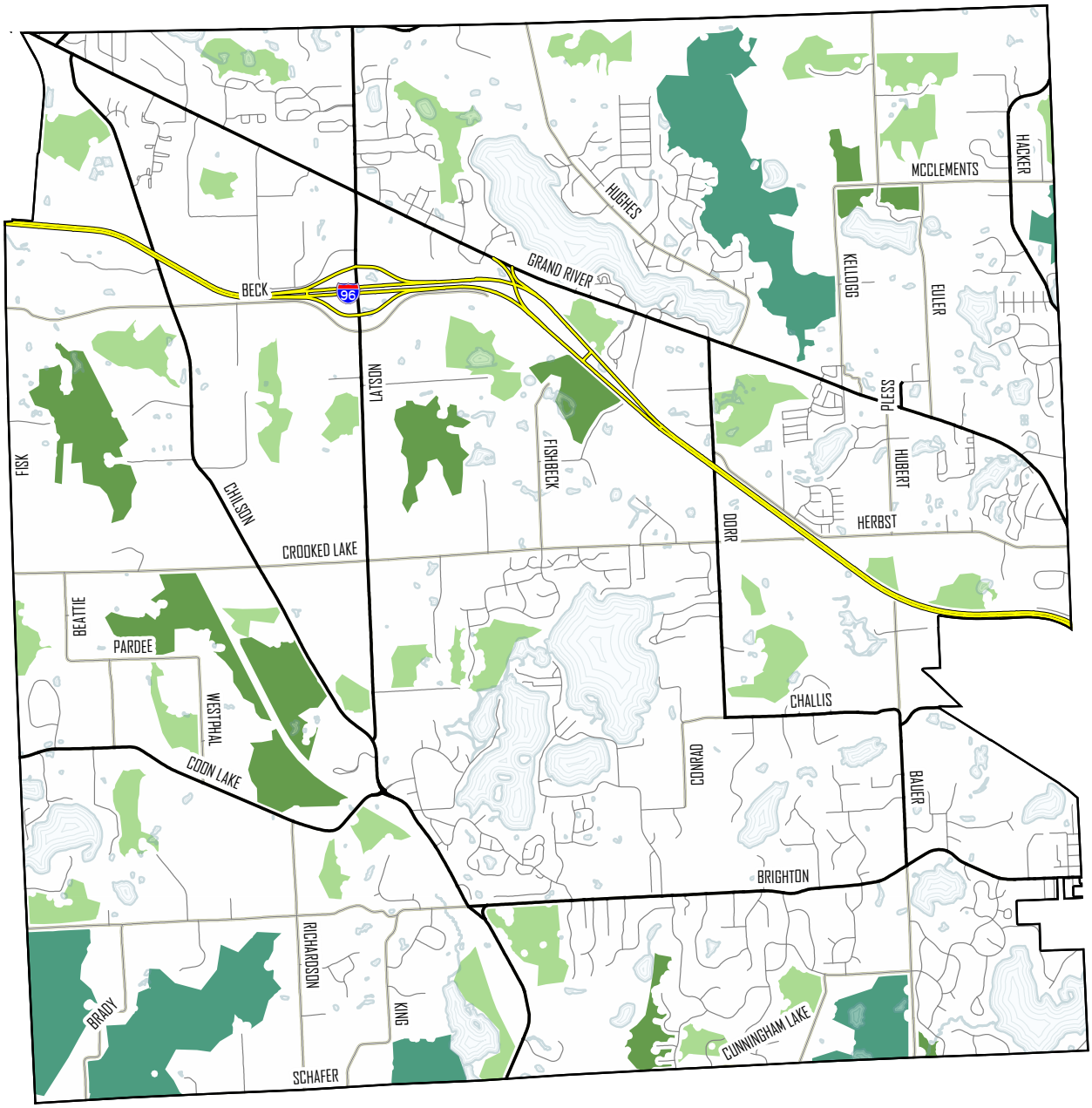
0 1.5 3 6 9 12 Miles

High Quality Natural Areas are defined as places on the landscape dominated by native vegetation that have various levels of potential for harboring high quality natural areas and unique natural features. Scoring criteria used to prioritize sites included: total size, size of core area, length of stream corridor, landscape connectivity, restorability of surrounding land, parcel fragmentation, vegetation quality, and biological rarity score.

Data Sources: Livingston County GIS, Natural Features Inventory (MNFI) Biotics Database, SEMCOG

- Interstate
- US Highway
- State Highway
- Roads
- Waterbody

High Quality Natural Areas
Priority Class and Score
- Priority 1 (17 - 45)
- Priority 2 (11 - 16)
- Priority 3 (0-10)



Genoa Charter Township
High Quality Natural Areas – 2021

N

0 0.4 0.8 1.6 2.4 3.2 Miles

High Quality Natural Areas are defined as places on the landscape dominated by native vegetation that have various levels of potential for harboring high quality natural areas and unique natural features. Scoring criteria used to prioritize sites included: total size, size of core area, length of stream corridor, landscape connectivity, restorability of surrounding land, parcel fragmentation, vegetation quality, and biological rarity score.

Data Sources: Livingston County GIS, Natural Features Inventory (MNFI) Biotics Database, SEMCOG

- Interstate
- US Highway
- State Highway
- Major Road
- Minor Road
- Waterbody

High Quality Natural Areas
Priority Class and Score
- Priority 1 (17 - 45)
- Priority 2 (11 - 16)
- Priority 3 (0-10)

PREPARED BY:

Giffels Webster - 1025 East Maple, Suite 100 | Birmingham, MI 48009